

A MERRY CHRISTMAS TO ALL

THE HEADLIGHT

VOL. 6 - No. 12

DECEMBER - 1946

Blest Christmas morn, though murky clouds
Pursue thy way,
Thy light was born where storm enshrouds
Nor dawn nor day!

—Mary Baker Eddy

Editorial

CHRISTMAS... Thoughts of Christmas and the New Year always seem to affect us strangely, or so it appears to us. We drift back in time to think of the pleasant incidents of our life (the editorial third person causes that apparently improper English!). We think, too, of the few good things we've done and dwell a little on the year about to slip into limbo. Soon, deep in reverie, we think of other Christmases and other year-ends. We recall how, younger, we were most enthusiastic about life and the things that happened to us; how, now, we are quite cynical... and we wonder whether the "growing up" was worth while. In innocent youth, all seems right with the world, with the exception, of course, of the little "tragedies" of youth. In later years, the world and all within seem to worsen rapidly. And yet, at Christmas... for even a few days before and after... somehow the world rights itself and all prospects brighten. Would that the spirit of Christmas-time... Glory to God in the highest, and on earth peace, good will toward men... might prevail now and forever.

OUR COVER...

Is a reproduction of an original water color by Charles William Smith, art director for the advertising agency of Spencer W. Curtiss, San Francisco.

The inspiration for this attractive painting came to Smith while he was working as a fireman on the Western Pacific; the incident: just after a helper engine had been cut in.

PEARL HARBOR... The day of infamy—December 7th, 1941. Victory and the passing of the years will, no doubt, dim the memory of that shocking blast. Admiral Halsey said recently there will be no warning "the next time"; General Eisenhower, in a recent statement, ventured, in substance, that another war would end the civilization we know. We've said exactly the same thing many times, so, naturally, we are in accord with the General. Believing that, we feel mighty efforts MUST be made to maintain world peace, always bearing in mind, as Russian Maxim Litvinoff so ably repeatedly stressed in the League of Nations, that "peace is indivisible."

THE BILL OF RIGHTS... While not the first Bill of Rights, the one presented to the American people as a Christmas gift in 1791, when the States ratified the first ten amendments to the United States Constitution on December 15th of that year, has withstood the test of the years. There may be some question as to whether the first nine or the first ten amendments constitute our Bill of Rights, but there is no question about the liberties and freedoms guaranteed. Let's always keep it that way, abhorring all isms but the true spirit of progressive Americanism.

*O little town of Bethlehem,
How still we see thee lie!
Above thy deep and dreamless sleep
The silent stars go by:
Yet in thy dark streets shineth
The everlasting Light;
The hopes and fears of all the years
Are met in thee tonight.*

How beautifully Phillips Brooks so breathed the music of Christmas! May a bit of the spirit of this season remain in your hearts always.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



Published Monthly by
The WESTERN PACIFIC CLUB

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

Western Pacific Building
San Francisco 5, California

*Member American Railway Magazine Editors'
Association.*

*Member Northern California Industrial
Editors' Association.*



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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Axel Rintala Wins WP Club Golf Tournament

★ "Coronet" ... "improving on the dictionary" ... recently defined golf as an ineffectual endeavor to put an insignificant pellet into an obscure hole with entirely inadequate weapons!

On the Crystal Springs course, San Mateo County, California, Sunday, November 3rd, Axel Rintala, our cashier, found his weapons quite adequate and effectually nursed the insignificant pellet to our club championship and possession of the Swerger Memorial Trophy! Axel's low gross 86 nosed out Dr. Curtis E. Smith's 89. "Chuck" Faye was unable to defend his championship, old man bronchitis forcing the decision.

Manuel Bettencourt, of our passenger department annexed low net with a 70. A 4-way tie for second low net was shared by Ray Lee, Ralph Branham, George Trimble and Russ Cleland.

Axel's brother Jack, with an 86, nosed out Fred Gagnan's 87 for guests' low gross. Walter Ryberg's 69 was low net for the guests. Other guests who joined our company competitors were Joe Meagher, George Beech, Les Caspersen, Rudy Rintala, Dick Smith and Cliff Christian.

We've little to report on the play, for we couldn't find Crystal Springs (!) in time to get off with our golfers. However, we can report a beautiful tee shot by Ralph Branham on the 11th, which should have given him a birdie on that hole, and Dr. Smith's hesitating putt on the 18th, which moved straight to the cup, hesitated on the lip, then decided favorably—and dropped.

Complete scores ...

Axel Rintala	86-13-73	Tom Kyle	119-35-84
Dr. Curtis Smith	89-14-75	John Coupin	130-35-95
Ray Lee	90-19-71		
Howard Sevey	90-18-72	Jack Rintala	86-16-70
Russ Cleland	93-22-71	Fred Gagnan	87-14-73
Ralph Branham	93-22-71	Joe Meagher	91-18-73
George Trimble	93-22-71	Rudy Rintala	91-10-81
Roy Larson	94-20-74	Walter Ryberg	94-25-69
Manuel Bettencourt	96-26-70	Cliff Christian	95-18-77
Lee Sherwood	101-16-85	Dick Smith	99-20-79
Ed. Jagels	102-22-80	George Beech	111-27-84
Hal Nordberg	106-16-90	Les Caspersen	132-35-97

To "By" Larson and Ralph Branham our gratitude for their fine handling of this tournament. To our guests, appreciation for joining us. The pictures on this page were taken at a WP golf tournament in '41.

Hy-Lites

By JACK HYLAND

Railroad are proud of the fact that within its covers, mention is made of... **Mrs. Harriet P. Tyler** (one of our attorneys), and **Mrs. Virginia Rath** (wife of **Carl Rath**, manager of our San Francisco Telegraph Office). Incidentally, Mrs. Rath's latest book... "**A Shroud for Rowena**", will be released sometime around January 1st, and sounds like a very good mystery story.

Last October 24th... **John** (Light'nin) **O'Connell**, formerly Traffic but now with Rosenberg Bros., dropped into the office to visit his old time friends and looked very dapper... in a brand new suit. Wants to be placed on our mailing list for a copy of the Headlight... which shall be done.

Howard Sevey and **Carl Flaig** (both Treas. Dept) were the happy and lucky winners of \$20.00 in a pool last October 31st. Later, the same evening, Howard was relieved of several "dimes" during the bowling session, for his team mates were getting strikes, strikes and more strikes.

Then... not to be out-done... **George Welch** (Aud. Overcharge Dept) promptly won the largest football pool I ever took a chance on... winning a neat sum of \$100.00 in honest-to-goodness real money.

Daniel Costello (Commercial Agent-SF) was a recent participant in the Athens Club (Oakland, Cal.) handball tournament. He did very well, for we learn he wasn't eliminated until the quarter-finals which is darned good for a fellow who has been slamming the ball around the courts for over 15 years... and my friends, we know handball is not any easy game.

Alice Gustafson, **Janie Hyland** and **Lou Jean Keller** (all Treas. Dept) have been donning ice skates about once a week, and from reports... they all have very nicely mastered the art of gliding along and have at least one or two skates on the ice at all times. (My principal difficulty is keeping even one skate on the ice... at any time).

After more than a year's hibernation, the "Golden West Region" of the **American Ass'n of Passenger Rate Men**, swung into action Last October 29th, at the El Jardin Restaurant, San Francisco, at which time **Manuel Bettencourt** (Passgr Dept) was installed as Regional President. Manuel promptly named his committeemen which included Western Pacific's... **Ernst Gommer**, **Bill Racine**, **Eric Anderson** and **Cliff Tonkin**. We wish them every success during the coming year.

We wish to extend "Happy Birthday" greetings to **George Vedder** (AF&PA) who will celebrate his... "Fiftieth Birthday" on December 6th. We have always heard the first 50 years were the toughest, so I guess George will have easy sailing from now on...

Miracles never cease... A letter arrived from **Kenway Stoney** (EFFA-Chicago) the other day full of questions... mainly wanting to know why the "Traffickers" bowling team was in fifth place (hated to answer that one); also when will **Marshall Boyd** (AFTM) be back in Chicago so he (Ken) can have a "free steak dinner". Don't know about Marshall, but **Malcolm Roper**, **Byron Larson** and **Tom Pray** were in Chicago during latter part of November which should have helped unless Ken's playing of "Hearts" hasn't improved since he left the coast.

We were somewhat surprised to learn that **Beth Deatherage** (Law Dept) was immediately ordered to St. Joseph's Hospital for a prompt operation last month. We learn Beth will be back soon with all her usual vim, vigor and vitality.

Another letter arrived recently from far away Anchorage, Alaska, written by our friend **Paul Shelmerdine** (formerly C.C.-Trans. Dept) who is now employed by The Alaska Railroad. His letter covered some interesting facts concerning the extreme northwest and has promised us some pictures to show "what real snow looks like". Paul's wife, **Evelyn**, together with **Paul Jr.** and "the dog" arrived by air last October and they are now all set for... "a white Christmas".

Introducing... (says the little card)... "Who's as sweet as sweet can be; the cutest little debutante you'd ever hope to see"... **Dorene Pauline**, weight 7 lbs. 3 oz. born October 22nd at the Alta Bates Hospital, Berkeley, Cal. The proud parents are... **Mrs. and Gene Wilson** (Traffic)

Returning from Seattle, Wash. last month, **Gene Ebersole**, Executive Vice President of the Lumbermen's Ass'n of Texas, together with a group of 125 people enjoyed a two day visit in San Francisco before departing on their homeward journey over the Western Pacific. The group was accompanied by our own **Clifford Cobb**, TF&PA, Dallas, Tex. and we know Cliff's jovial manner aided in maintaining the... "conventional spirit"... throughout the trip.

On November 2nd... **Mary Stewart** (Gen. Mgrs) became engaged, receiving a lovely ring from... **Sgt. Frank Grubbs**, who is fortunate enough to be stationed in San Francisco. We first heard the wedding date had not been set, but would be very, very soon... and before we knew it, word came through that Mary is now **Mrs. Frank Grubbs**, with the ceremony taking place on November 15th in the Chapel at the Presidio, San Francisco, Cal. We extend our best wishes.

Frank Murphy (Traffic) has been on "jury duty call" for the past month, but when the attorney learns his name,—then finds out the Judge's name is Murphy... Frank always seems to be dismissed. (Guess neither the attorney nor his client are... Irish).

Jack McCarthy (Treas. Dept) is now a sergeant in the U.S. Army and writes from far off Korea to say "Hello", so we'll pass it along. If your letters from the General Office are few and far between, Jack, you can depend upon the Headlight reaching you at least once a month, which will keep you in touch with the folks at home.

Headlighting the Way... College of the Pacific

* Stockton, strategic center of a rich agricultural domain, with a growing population that includes many forward looking young men and young women of high school age, is rightfully proud of The College of the Pacific, whose beautifully landscaped campus of more than 70 acres is within its corporate limits and which is the only privately endowed College of Liberal Arts in the "Valley Empire."

The College of the Pacific is California's first and oldest chartered college, this by decree of the Supreme Court in 1851. Fostered by Stockton's city officials and encouraged by the Stockton Chamber of Commerce, it is being conducted along broad policies and with sound financial success.

Since 1935 the College of the Pacific has received students only at the junior level while the freshman and sophomore years have been cared for by the Stockton Junior College, a public institution controlled by the Stockton Unified School District. The College is noted for its work in the fine arts, and for the production of plays. Its Conservatory of Music is an indelible part of western music traditions.

Loyal to the Golden State's traditions, a seminar in California History is conducted as a prelude to the establishment of a chair of California history. Again, with practicalities in mind, courses in food-processing, especially in the public relations side of the canning industry, are being projected. T. P. B.

"Veni, Vidi, Vici"

"I came, I saw, I conquered"

You know the Roman's boast.

"Veni, Vidi, Vici"

I slew the heathen host.

"Veni, Vidi, Vici"

Make haste, the Caesar said,

And tell it to the Senate

This day the heathen bled.

"I came, I saw, I conquered"

what thrill these words imply

As racing down the centuries—

Forgot the verb to die!

"Veni, Vidi, Vici"

These words no longer thrill;

I hear another Voice tonight,

An echo from the Sacred Hill.

"I came, I saw, I conquered"

But not with the Roman hilt.

"Veni, Vidi, Vici"

Eternal love is the House I built.

"Amo, Amo, Amo"

This word I left with thee

The conjugation of it

Greater than the Roman's three.

James Edward Morgan

EDITOR'S NOTE: *James Edward Morgan, general clerk on the night shift at Portola station, tells us this effort was put together between trains. We hope you agree with us that it deserved to break into print.*

Over the Sierra Nevada via the Western Pacific

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

NOTE TO THE READER: *This concludes the article which was begun in the October issue of THE HEADLIGHT, the purpose being to describe the territory traversed by the Western Pacific Railroad between Oroville and Reno Junction, California, via the Feather River Canyon. The numbers are those of the mileboards on the telegraph poles along the way, and indicate distance from San Francisco. Subjects of collateral interest are touched upon by the travelogue at appropriate points.*

LASSEN PEAK, 10,453 ft. in altitude, and scene of volcanic eruptions in 1914 and 1915, may be reached via Keddie, from which station stages depart for the splendid trip through Lassen National Park and Lassen National Forest to a point 1,500 feet below the summit of the peak. Lassen Peak is named for Peter Lassen who blazed Lassen Trail and was a guide to General John C. Fremont.

Wild Flowers and Plants—Near Keddie and in Butterfly Valley, which is south of Keddie, are to be found specimens of the pitcher plant (*Darlingtonia californica*). This is one of very few regions in the Golden State where the pitcher plant grows. Specimens of the pitcher plant, which is carnivorous as well as insectivorous, in the horticultural building on Treasure Island, Golden Gate International Exposition, were fed raw hamburger to keep them thriving.

There are many wild flowers and interesting plants in the Feather River Canyon. Verse by Jeanette Heintzen Lawrence, entitled "Plumas-Sierra" and found in the scrapbook of Arthur W. Keddie, reads:

*"On the slope of the hill
Stands the old water mill;
With its rafters decadent and rotten,
Now an idle old shed;
The wheel, listless and dead,
And the men who once ran it, forgotten.
O, the flowers I knew, how grandly they grew
By the old water mill
On the slope of the hill.*

Lake Norvell, on the Northern California Extension, 52.5 miles north of Keddie and situated in a high mountain meadow, virtually on the summit of the Cascade mountains, and through which Susan River flows to Honey Lake, has proved an ideal site for snow sports, including skiing, tobogganing and ice-skating.

SIERRA (284.5) is the site of a summer vacation camp maintained by the City of Oakland, California.

Vacation Land—The Feather River Country is a favorite vacation playground, in which the recreation areas of the Plumas National Forest form an important part. Many vacation enthusiasts rough it, pitching their own tents and laying their own campfires. Along with this simple, quiet mode of recreation, are the sports of horseback riding, swimming, golf, tennis, hiking and climbing.

The Sierra Nevada—"Sometimes the Sierra is emerald-clad, sometimes glittering with snow, and the air is redolent always with the fragrance of growing things"—Aubrey Drury in "California, An Intimate Guide."

The word "sierra" is Spanish, meaning saw or saw-toothed mountains. Nevada means white as snow and was the name given this towering range of mountains by Father Francisco Garces when, in 1775, he crossed what is now the southern part of the State of Nevada.

Extremely interesting is the geological history of the Sierra Nevada. By contrast with the Cascades, which are of volcanic origin, the Sierra Nevada owe their rise to a gigantic folding of the

earth's crust. From a very broad viewpoint, and reaching back into the far vistas of time, the Sierra Nevada constitute a batholith or single solid mass, forming a huge block 350 miles long with a maximum width of 80 miles. This block is inclined—its Pacific slope relatively gentle, its Nevada face abrupt. After the primary upheaval, known as the Cordilleran revolution of the Nevadian movements, a great fault occurred on its eastern side, causing the depression known as the Great Basin, which extends to the Wasatch Mountains of Utah. The story of the Sierra Nevada is not a simple one. There were subsequent upheavals—geologists say this range is still rising; there were great lava flows from vents in the earth's shell; and the forces of erosion played their part through the eons. While the Rocky Mountains of Colorado have the greater number of lofty peaks, the Sierra Nevada embrace the highest mountain in the United States proper, that being Mt. Whitney, altitude 14,494.7 ft. Although the greatest elevation of the Sierra Nevada but slightly exceeds that of the Rockies, the Sierra Nevada present a much more massive and impressive appearance because they rise from a much lower level.

QUINCY JUNCTION (287.8). From here the Quincy Railroad leads off to Quincy, county seat of Plumas county. Although this little city, which lies in the American Valley, protected by pineclad mountain slopes and snow-capped peaks, is five miles distant, it may readily be seen from the Western Pacific. Quincy is headquarters of the Plumas National Forest.

WILLIAMS LOOP (294.54). Here the railroad traces a complete circle, nine-tenths of a mile in circumference, in order to maintain the ruling grade of one percent, thus obviating a steeper ascent. The diameter of this loop, which is enclosed in a high mountain meadow, surrounded by forest trees, is approximately 1,500 ft.

SPRING GARDEN TUNNEL (297.18). In driving this tunnel, 7,343.7 ft. in length, at an elevation of 3,965 ft., construction engineers were compelled to fight for months against obstacles in the way of boulders and sands of an ancient river-bed, and also the waters of an underground stream.

FEATHER RIVER INN (309.8), built of massive logs, with chalets ranged about, fits harmoniously into the picture of mountain grandeur and is one of California's larger outstanding mountain resorts. In the Feather River Canyon and adjacent territory are many other hotels, resorts and camps, with modern appointments and conveniently located with reference to fishing streams (Continued on next page)



This photo shows a Western Pacific freight train, eastward bound, approaching Williams Loop (see text), in the upper part of the Feather River Canyon, California. The locomotive is a 5,400 h.p. Diesel-electric freight locomotive. Photographer Rudolph Haas of San Francisco was standing on the loop when he shot the picture.

and lakes, and available as bases from which hunters or fisherman may sally forth.

BLAIRSDEN (310.3), situated in Mohawk Valley—Indian name for "eater of live meat"—is the starting point for trips to Johnsville which lies in the shadow of Mt. Eureka where the famous Plumas-Eureka mine, discovered in 1851, is located. The trail leads also to the Lakes Basin country via the Gold Lake road. The name Gold Lake is said to originate from the fact that legends of this territory told of a lake with golden shores.

PORTOLA (321.4), named for Gaspar de Portola, discoverer of San Francisco Bay and first Spanish governor of California, is still a frontier town of the Far West. Portola is a division point on the Western Pacific, being the end of the western division and the beginning of the eastern division. The Western Pacific's general hospital is located here.

Hunting—Looking from the railroad line toward the mountains which range on both sides of Portola, one truthfully may say: "Thar's bar in them thar hills." The bear are black bear inasmuch as the historically famous Grizzly (he deserves a capital initial), which was the model for the California Bear Flag, has virtually disappeared from his former demesnes. The Feather River Country is visited every year by numerous hunting parties. Black bear, mountain lions, Columbia black-tailed deer and Rocky Mountain mule deer, valley and mountain quail, ducks, geese, pheasants, grouse and sagehens, provide, at various localities, sports for nimrods with rifle or shotgun. There are three game refuges in this general territory.

BECKWOURTH (327.17) is named for James P. ("Jim") Beckwourth, noted Indian scout and guide, who discovered the relatively low pass, normally free from heavy snowfall, through which the Western Pacific crosses the Sierra Nevada, this being at a lower elevation than any other western railroad. In fact, Beckwourth Pass is the lowest pass for hundreds of miles in either direction through the mountain barriers between the coastal plain and the interior plateaus.

It was in 1852 that Jim Beckwourth rescued an emigrant train which was lost while trying to make its way west through the Sierra Nevada. One of the members of the emigrant train was Ina Coolbrith, subsequently California's poet laureate. Beckwourth lifted Ina and her sister on his horse before him, and piloted the emigrant train to safety through the Beckwourth Pass and along the way that became one of the early emigrant trails. Many years later, Ina Coolbrith, having crossed the portals of literary fame, recalled that Beckwourth had remarked, on arriving at the California line:

"Here is California, little girls. Here is your kingdom."

"And California is my kingdom and has been my kingdom ever since," said Ina Coolbrith.

Mount Ina Coolbrith, named for her, is in Sierra County, directly south of the line of the Western Pacific.

At the town of Beckwourth, which is

about one-half mile northwest of the station, Beckwourth established a trading post for emigrant trains.

HAWLEY (328.1). From this station a 12-mile branch line runs to Loyalton in Sierra county where scenes of stories by Bret Harte were laid. Among them were: "The Outcasts of Poker Flats", "M'liss" and "The Iliad of Sandy Bar".

CHILCOOT (339.6). Near this station was the old Chilcoot Summit House which was used as a resting point for emigrants in prairie schooner days, and later as a stage station. According to the United States Bureau of Ethnology, the name is Indian and is probably derived from Chilacath-, one of the four tribal divisions of the Shawnee. As this point was named long before Alaska became a territory, it is not to be connected with Chilcoot Pass, near Skagway, Alaska.

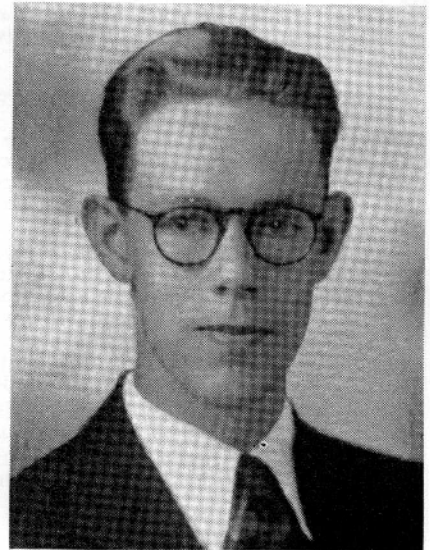
CHILCOOT TUNNEL (340.34). Within this tunnel, which is 6001.7 ft. in length, and at an elevation of 5,019 ft., the Western Pacific crosses the Sierra Nevada.

RENO JUNCTION (341.7). This point is just beyond the eastern portal of Chilcoot Tunnel and marks the beginning of the descent by the railroad of the Nevada face of the Sierra Nevada. From Reno Junction, a 33-mile branch line operated primarily for freight service extends to Reno, metropolis of Nevada and nearest point to Virginia City (Comstock Lode) and Carson City, capital of Nevada.

William Amos Fautleroy

★ William Amos Fautleroy, assistant general freight agent, passed away suddenly Sunday, October 27th, while on a fishing trip in the Feather River Canyon near Mayaro.

Bill was born at Watsonville, California, December 29th, 1904; was graduated from Berkeley High School, matriculated at University of California's Col-



lege of Commerce and was graduated with the degree of Bachelor of Science in 1926.

His Western Pacific service began on January 1, 1927, as a file clerk in our general office traffic department. He handled various desks in that department until his appointment, on December 16, 1935, as chief clerk to the vice president in charge of traffic. He had been assistant general freight agent since December 1, 1941.

Surviving Bill are his wife Bessie, daughter Betty, son William, his father Joseph Fautleroy and a sister, Mrs. A. L. Ridings.

These are the bare facts ending the able and conscientious 20-year career of Bill Fautleroy with our railroad. They do not disclose the gentle, patient and generous character that was Bill's. Still saddened by the sudden untimely death of a man with whom we were privileged to work for seven years, the proper words do not come easily. They are clouded by a host of memories.

Scion of a California pioneer (see our July issue... Daingerfield Fautleroy) and himself a native Californian, Bill was deeply interested in the early history of the state. His father's association with John Henry Nash, San Francisco printer of fine editions, including much Californiana, no doubt was an added incentive.

But we will always remember Bill as a man who never spoke ill of anyone... Bill, with his shy smile and the boyish qualities he tried hard to keep subdued... Bill, a loyal friend and true gentleman. His place in our affection will never be occupied by another.

W. C. M.

Christmas Seals



... Your Protection
Against Tuberculosis

Toney Wilkin Edgar Retires

★ Toney W. Edgar, traveling freight and passenger agent in our Sacramento territory, retired on October 31st, ending more than twenty-six years of Western Pacific service.

Toney was born on April 1, 1880, at Jonesboro, Arkansas.

We join his many friends in wishing him many happy years of leisure.



The Headlight editorial staff . . . Tom Brown, Jack Hyland and Walter Mittelberg . . . pauses to greet our publication's patient readers during this all-too-short season of good-will. Our sincere wish is that each of you will enjoy the time-worn, but heart-warming, spirit of Christmas; and that the New Year will bring you good health, happiness and peace.



Again we are approaching the end of a year and so I take pleasure in writing a personal message of greeting and goodwill to the members of our Western Pacific family through the columns of The Headlight.

The Yule-tide season offers an opportunity to reflect upon the really good things of life and to spend some happy hours with one's family and friends.

It is my hope that all of my fellow-employees in the Western Pacific will have this opportunity, and to this thought I add the old, but ever new, wish for a "Merry Christmas and a Happy New Year".

Charles Guy

On the eve of my retirement from railroading, I desire to express to the officers and employes of the Western Pacific my appreciation for the cooperation and friendship accorded me during my years of service with the Company. I bespeak for my successor your utmost in loyalty and cooperation. May the years to come be happy and prosperous ones for you and yours. A Merry Christmas and a Happy New Year to all of you.

Ed Mason

As the Holiday Season approaches, we look back over the year just ending with mingled feelings. There have been some unhappy circumstances which we could not control, but we must now look forward to the coming year with optimism and a continued desire to forge ahead, both individually and collectively.

The fine spirit of cooperation and willingness to rise to any occasion making demands on our time and energies are sincerely appreciated, and we congratulate all of you on the accomplishments of the past twelve months, which were made in spite of the difficulties of the times.

May I take this opportunity of extending to every one connected with the Western Pacific Railroad and its affiliated lines a Very Merry Christmas and a Happy and Prosperous New Year.

W. E. Penton

To the staff and editors of the "Headlight", I am grateful for the opportunity to extend season's greetings in this issue of their always readable magazine;

To the officers and directors of the Western Pacific Club, I offer congratulations for their fine work in continuing the excellent achievements of their predecessors;

To the employes of The Western Pacific Railroad and its member lines I want to express my confidence in your ability and willingness to cope with any problems that may arise on our railroads during the coming year as has been demonstrated by the successful job performed by you during the year now coming to a close; and

H. A. Mitchell

To all of you and your families, I sincerely wish a most Merry Christmas and a Very Happy New Year.

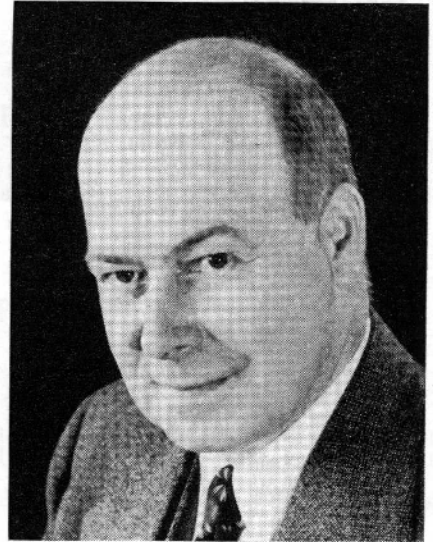
To the members of The Western Pacific Club and to all employes of The Western Pacific Railroad Company and its affiliated lines, a Joyous Christmas and a Prosperous and Happy New Year.

Arthur Petersen

John Louis Amos, Jr.

★ John L. Amos, Jr. was appointed assistant general freight agent effective November 1st, succeeding the late William A. Fauntleroy.

John was born at Memphis, Tennessee, August 1, 1902. After attending high schools at Webster Grove and Kansas City, Missouri, and the Universi-



ty of California, from which he was graduated in 1924 with a B. A. degree in letters and science, John's first railroad employment was with the Union Pacific at Salt Lake City.

On April 15, 1929, he came to the Western Pacific as statistical clerk in our freight traffic department, later becoming a transcontinental rate clerk; then commerce agent; head transcontinental rate clerk; and, in 1941, commerce assistant, the post he held until his recent promotion. John is also a member of the faculty of the School of Traffic, Golden Gate College, San Francisco.

Congratulations to John and our best wishes for the future.

Peter Citron

★ Peter Citron was appointed chief clerk in our GO general freight office effective November 1st.

Peter is a native San Franciscan, born July 17, 1907. He was graduated from the High School of Commerce.

Entering Western Pacific employ October 16, 1933, as file clerk in our general agent's office, he served as statistical clerk, freight traffic agent and as chief clerk to general agent beginning in March 1944. In our April 1944 issue, we congratulated Pete and we're happy to have a repeat opportunity.

The Stockton Grapevine

By Velma Mikolash

★ **G. R. (Bob) Parker** was released from service at Camp Kilmer, N. J., and last week returned to Stockton and declared his intention of returning to the employ of the company as switchman and extra yardmaster on expiration of his terminal leave. While stationed at Camp Kilmer, Lt. Parker was in charge of railroad operations.

E. G. (Grady) Parrott returned to work after attending the BRT convention in Florida. Although many people rave about the Florida Climate, Grady was glad to get back to California!

Ruth Rowberry, who recently transferred to the traffic department, is now at Marysville handling the ticket requirements of Camp Beale. **Bob Harrigan** has filled her vacancy at the Stockton Depot.

Bernice Park, who has been on a 3-month leave of absence due to ill health, has returned to work at the yard office where she devotes her time to car tracers from the home office.

At this writing, **Erma Turner**, asst. cashier, is on a leave of absence and is visiting her daughter in Memphis, Tenn. She is being relieved by Virginia Rustan.

Bobbie Doyle has left us to make housekeeping her full-time job.

Telegrapher **Edna Scott** is back at work after a leave of absence spent visiting friends and relatives in Salt Lake City and Nevada. She was relieved by **Alta Kemble**.

The YMI football special for the St. Marys-Santa Clara game run out of Stockton, Sunday, November 17, was the means of providing a pleasant day for approximately 500 Stockton football fans, who, due to late departure from the bay district, had time to wine and dine and participate in the after-game festivities. Trainmaster **Henry Stapp**, who was in charge of the train, vouches that all concerned had an enjoyable day and many expressed a wish that more of these specials would be run in the future.

The yard office had a holiday appearance one day last week due to a large pile of presents, but it developed that instead of being early arrivals from Santa Claus they were wedding presents for **Bobby Pendergraft**, crew clerk, who surprised everybody by up and getting married on the QT. Bobby, you know, is our youngest employe and seems to have grown up overnight.

Christmas Cards

★ A very attractive assortment of holiday cards, boxed and called "Romance of the Rails", has been printed by The P. F. Volland Company, of Joliet, Illinois. We understand a limited quantity is still available at the low tariff of 50c per box (of 12) for railroad people.

If you are interested—and your dealer doesn't have them—contact the editor . . . promptly.

Sports Review

By Jack Hyland

★ Last month we indicated the Oakland Carmen bowling team would be hard to stop unless they ran up against a "red light" block signal along the way, and the prediction still holds true, for after twelve weeks of play, the Carmen have won 26 out of their scheduled 36 games. They did, however, come up against a "yellow light" during the past month, slowing them down—for they only won 5 games while losing 4 games. The second place Treasurers team are maintaining a constant pace, remaining 4 full games behind the leaders—the same as they were last month. The full team standings are as follows, including games of November 7th:

	Won	Lost	H.G.	H.S.
Oakland Carmen	26	10	882	2463
Treasurers	22	14	861	2402
Frt. Agents	20	16	869	2477
Frt. Accounts	18	18	857	2480
Trafficers	17	19	888	2386
Cal. Zephyrs	17	19	860	2349
W.P. Ducks	16	20	832	2396
Auditors	16	20	893	2385
Engineers	14	22	895	2353
Transportation	13	23	822	2314

Bill Wilkinson still tops

Ever since September 12th, when he slammed out a 636 series, Bill Wilkinson has held down the top position in our individual bowling list, and has been the major factor in keeping his Oakland Carmen team right up on top with consistent bowling week after week. Some of the lower averaged bowlers have managed to climb the ladder, but not sufficiently to overtake the leader. The present "Big Ten" list contains the following:

	Gms	Avg	H.G.	H.S.
Wilkinson	36	175	246	636
Nordberg	36	167	255	600
Casey	33	167	215	553
Hyland	36	164	244	558
Vanskike	30	164	243	569
Kyle	30	163	203	533
Drury	30	162	215	503
Sevey	36	161	225	537
Furtney	33	161	220	568
Fee	33	160	213	522

Although competing during the week in singles, doubles and team events of the City Tournament of the S.F. Bowling Ass'n., bowlers of the Western Pacific and Southern Pacific met in a match game assisting the Downtown Bowl in completing a full card of events for their "Sister Kenny" polio fund drive last November 16th. The Western Pacific team won the contest in the final game after winning the opening game by a mere three pins and the second game by only seven pins. The contest was based on total pinnage and the SP unit of Fred Robinson, Fred Klotz, "Pink" Hardesty, "Hank" Claussen and Hal Fink gathered 2263 pins against the W.P. keglers of Jack Hyland, Pete Casey, Bill Stout, Jim Drury and Bill Wilkinson, total of 2327.

On The Sacramento Northern

By Frances Nuccio

★ A new addition to the traffic department is **Lawrence L. Drake**, who succeeds retired Toney Edgar as traveling freight and passenger agent. Larry was formerly general traffic manager and office manager for **Shuckl & Co.**, Sunnyvale, Calif.

Charley Morebeck, dispatcher, has returned to work after an extended absence due to illness of Mrs Morebeck. Nice having you back, Charley, and we hope Mrs. Morebeck has a speedy recovery.

Wilfred Blue, T&E timekeeper, and **Bill Denny**, retired chief clerk, have been spending their weekends duck hunting. Wilfred reports their luck, or should I say accuracy, has been excellent.

Recent birthdays were celebrated by **Nelda Abell**, transp'n. dep't, steno., and **Russell Gould**, power dep't., **Edith Record**, secretary, power dep't., presented Russell with a birthday cake. **Earl Brown**, chief clerk, transp'n. dep't., received an anonymous sympathy card on his birthday!

Yvonne Killick, secretary, is looking forward to her mother's arrival from London, England, in early January. Yvonne arrived in this country on Thanksgiving Day 1945.

George Beeny, agent, Chico, has returned from a vacation spent at Santa Catalina Island.

Charlie Harmon and **Frank Noit** represented the many friends of **William A. Fauntleroy** at the funeral services held in Albany, Calif., October 30th.

Lynn Williams Perry Retires

★ Lynn W. Perry retired on October 31st after more than twenty-six years of service with the Western Pacific and its affiliate, the Sacramento Northern.

Born at Marion, Kansas, October 28, 1881, he entered SN service April 20, 1920. In 1931, when the SN accounting department was absorbed by the WP organization, Perry was a traveling auditor. Starting with WP as freight accounts clerk, he moved up to head clerk, affiliated lines, in the GO office of auditor of freight and passenger accounts. He held that post until his recent retirement.

Our best wishes to him for many happy years in retirement.

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.	11:30amWed.	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.	11:30amWed.	39-5-39	B-392
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt.	WP 40	4:00 pm Sun.	7:30pmMon.	39	W-394
St. Louis	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pmWed.	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.	9:30amThu.	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.	9:30amThu.	67-39-5-39	6703

*From San Francisco Dec. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Jan. 2, 4, 6, etc.
 **From San Francisco Dec. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Jan. 1, 3, 5, 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.	4:00pmWed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30amWed.	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.	8:50amWed.	40-6-40	W-401
San Francisco	B 392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50amWed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt.	WP 39	8:00amSun.	8:50amMon.	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.	8:50amWed.	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	4:55 pm 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	4:45 pm Sun.	8:50am Thu.	40-6-40-68	4068

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

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

PORTOLA PASSINGS

By Gladys Loggins

★ Assistant Trainmaster and Mrs. **E. L. Wilks** spent a few days the last of October visiting their daughter, Nancie, who is attending school in Denver, Colorado. "Slim", while there, also attended a re-union of railroad engineers with whom he had served during World War I.

WD Engineer **Harold E. "Boots" Randall**, who spent some time in San Francisco in the hospital, is again home and much improved.

ED Brakeman and Mrs. **"Jim" Long** have returned from an extensive vacation, visiting in Denver, Chicago and New Orleans.

Mrs. **Mary Gage**, wife of WD Extra Conductor **Edwin H. Gage**, is recuperating in St. Mary's Hospital, Reno.

Mr. and Mrs. **Cuba C. Harvey** spent a two weeks' vacation visiting friends at Long Beach, San Francisco, Stockton, Sacramento and Oroville. Lots of our railroad families visited enroute. Cuba, better known as "Red", is machinist-inspector at our roundhouse.

Dispatcher **Lou Grebenc** is gloating these days over the "steelheads" he caught up on the Trinity River. All the dispatchers at Portola worked their days off one week so Dispatcher **"King" Cole** could try his luck up there.

Paul Jenner was in Portola for a week with the new air brake instruction car and Mrs. Jenner came up and spent a weekend in Portola visiting old friends here.

WD Conductor and Mrs. **Floyd D. Seaton** have returned from a trip through the middle west. They visited the **Dory Dettons** at Amarillo, Texas, and report everything going well with the Dettons.

WD Brakeman and Mrs. **Chester H. Luther** are the parents of a baby born October 24th in the Oroville Curran Hospital. The baby has been named **Rodger Alan**.

WD Brakeman and Mrs. **Robert A. Mauchette** have a new baby, born November 2nd at Portola Hospital.

WD Engineer and Mrs. **Myrl M. Snow** are the proud parents of a new son born November 12th at Portola Hospital. The baby has been named **Robert Myrl**.

Switchman **M. L. McNally**, Portola, did a few days' relief yardmastering at Keddie recently.

Book Reviews

by The Editor

★ Some time ago, we called attention to a series of sixteen books... The Railroads of America... in preparation by Creative Age Press, Inc., New York, at prices ranging from three to four dollars per, the entire series to be produced in a uniform edition and liberally illustrated.

First of the series... "Steelways of New England," written by Alvin F. Harlow, is now available, complete with bibliography and index. Tariff: \$4.00.

The saga of the railroads is a story of individuals. Author Harlow's anecdotal style lends itself well to the subject. No novice, Harlow; he previously authored "Weep No More" and "My Lady and Old Bowery Days."

Lest you entertain some strange notion that New England Yankees didn't pioneer American railways, take a look at some of these "firsts"... 1) First railroad in America was a horse-operated line out of Quincy, Mass.; 2) The first design for a sleeping car was made by a Massachusetts man—thirty-five years before Pullman!; 3) The first vestibule train was operated in Connecticut in 1857; 4) The first ambitious tunneling project in the country was the construction of the Hoosac Tunnel (The Fitchburg Railroad, now part of the Boston & Maine) in 1855; and 5) The first three transcontinental railroad lines were built, run and financed by New Englanders!

Opening with a brief discussion on "The Sad State of New England", Harlow continues through the story of the first railroad... The Granite (later the Old Colony, now a part of the New Haven), which operated forty years on horse-power, and broadens out into the full story of the New Haven, Boston & Maine, Maine Central, Boston & Albany, Rutland, and so on, down to (or up to, if you prefer) the twentieth century.

New Englanders were so much a part of the Western railroad story, that the narrative is honeycombed with references a little closer to home. The whole is a fine addition to American railroadiana, to coin a word no doubt previously coined!

We can heartily recommend Steelways of New England. Now in preparation by the same publisher... The Atlantic Coast Line and Louisville & Nashville; The Southern Pacific; The Denver & Rio Grande Western; and The Pennsylvania.

★ ★ ★

As interesting, though in a different way no doubt, is "Headlights and Markers," edited by no-stranger-to-us Robert Selph Henry and Frank P. Donovan, Jr. An anthology of railroad stories, this volume includes "The Stolen Railroad Train" by Marquis James; "The Berth of Hope" by Octavus Roy Cohen; and "Wide-Open Throttle" and "Counterbalance" by A. W. Somerville.

Says Col. Henry in his introductory... "The stories selected were originally published at various dates, beginning in the 1880's. Many phases of rail-

roading are touched on. The background for some of the stories is completely fictional; others are related to actual railroads; at least one, the story of the capture, chase and recovery of the famous war engine General, is entirely factual. Many of the conditions and practices described in some of the stories have long since ceased to exist; some of them probably never existed just as they are described."

And "some of the stories have as background the War between the States of the American Union in the 1860's. One, the latest of them, has as its background the movement in hospital trains of men wounded in the Second World War. How great has been the change in railroads and railroading in the period covered by this selection of stories is all but beyond realization."

As Jim Lynch, Elton McDonald, Bill Howell, Phil Prentiss and others have laboriously coached us, "an engine or motor car, or more than one engine or motor car, coupled, with or without cars, displaying markers" is the definition of a train... thus, the title of this collection of railroad stories—**Headlights and Markers!** Tariff: \$2.75.

Gentle readers, we venture that Papa Railroader would be pleased to find either, or both, of these volumes in his Christmas stocking!

Western Division Notes

By Agnes Welch

★ We are happy to note an increase in the force of the traffic department at Sacramento. **Charlie Harmon's** office is being augmented by one position in the form of a general clerk. Under the seniority rules, this position was filled by his former secretary, **Helen Nowak**, and the stenographic position filled by a new employe, **Bettye Harrison**. We notice Miss Harrison's full name is signed Y. Bettye Harrison. There seems to be a mystery what this "Y" stands for and Mr. Harmon says he is not talking.

Alfred F. Penzel, freight traffic agent, Sacramento, is being transferred to Oakland, effective as soon as the transfer can be made, and this vacancy will be filled by **Bert R. Norlen**, who for the past few years has been private secretary to Division Superintendent **Curtis**. Understand Charlie Harmon did some fast talking here! All of us join in wishing Bert a very successful future. We are looking for further changes in the traffic department and may have more news in our next issue. After the smoke clears away, the traffic department will consist of only two old faces, namely, **Charlie Harmon** and **Frank Nott**, and Charlie says it will be almost an impossibility to ever separate them.

John Rossi succeeds to Bert Norlen's old job with Sup't. Curtis and **Les D.**

Morrison moves over from Stockton to become secretary to the ass't. sup't.

After 25 years and 7 months service with WP, **Dan Pickard**, our telephone and telegraph engineer, is retiring. Dan was born on November 20, 1881, at Atlanta, Georgia. He first entered service on our Eastern Division at Elko, Nevada, May 1, 1921, in the capacity of telephone and telegraph installer, which position he occupied (with a few changes in title) during the entire time he worked with the company. In 1931, Dan transferred to the Western Division. Dan began his career in telephone and telegraph installation as a mere fledgling and had a number of years to his credit before he came to work with Western Pacific. To give you some idea of his extensive experience in this line of work, he spent five years with the Georgia Railway Light and Power Company, ten years with the Dean Electric Company and twelve years with the Pacific Telephone & Telegraph Company. Dan was a loyal and prodigious worker, always courteous and friendly with his co-workers, and he will be missed by all of us.

Ed Hennessy has just returned from a vacation trip east, where he visited friends and relatives. It was mentioned in last month's Reporter that he visited in Philadelphia—but it was OIL CITY, his home town. Ed is Asst. Supt. McDonald's right-hand man, and he was really glad to get back to California—something about the smog in Pittsburgh didn't compare too favorably with California sunshine, if and when you can get it.

A hearty welcome is extended to **Bill Kenney**, one of our migratory workers who has finally come home to roost. Bill first entered WP service in the spring of 1927 as material clerk in a steel gang. He had just landed here from the East and, in Bill's own words, he had absolutely no sense of direction, or humor either! The chief clerk gave Bill a bundle and a bunk and dispatched him out to Las Vinas in the moonlight. He might as well have been headed for the Isle of Yap! Finally, he landed at Palermo and got off the train. There were no outfit cars in either direction, so, being a resourceful man, he proceeded to set up his bunk on the station platform and fall soundly to sleep. (Nothing on his conscience, I guess). A merciless sun awoke him early next morning and, when he could see again, there were still no outfit cars in sight. There was nothing left to do but start walking—but in what direction? He was fortunate enough to start west and about a mile down the track, around a curve, he found the outfit car on the spur—and was in time for breakfast! Now this is not the way a new employe is usually initiated, but Bill survived and has been a railroad man ever since. We hope he will make California and Western Pacific his permanent home.

"The Headlight" Forbear

★ Emmett G. Fitzpatrick, editor of the Southern Pacific "Bulletin", narrating the interesting story of the 33-year old publication for SP employes in the October issue of "Western Advertising", disclosed a surprising bit of historical information.

We've been enjoying the erroneous belief that "The Headlight" was the first monthly publication for all Western Pacific employes, but Emmett points out that at the time it was decided to publish the SP Bulletin monthly, railroads were under

government control and the first few issues were published under the title "Southern Pacific and Western Pacific Bulletin" ... brothers under the skin after all!

We'd quote Emmett's article in full, but that's another (Southern Pacific) story! Suffice it to say that the Southern Pacific Bulletin ranks high in current industrial and railroad house organs... and that Emmett Fitzpatrick is doing an excellent job of editing that publication.

United States Navy Bureau of Naval Personnel



Takes pleasure in presenting this
CERTIFICATE OF ACHIEVEMENT
TO

WESTERN PACIFIC RAILROAD COMPANY

*In grateful recognition of
Outstanding Services to Naval Personnel
during World War II*

One Thousand Nine Hundred Forty Six
Date

James Denfield
Vice Admiral, U.S. Navy
The Chief of Naval Personnel

18-50A*
Serial 36

Navy Honors Western Pacific

★ In recognition of the tremendous transportation job performed by the nation's railroads during the war and during the demobilization period in moving millions of Naval personnel, Western Pacific Railroad, along with some forty other railroads and the heads of the four regional railroad passenger associations, received the highest award the Bureau of Naval Personnel of the Navy Department can give to an individual or organization not affiliated with the United States Navy.

The certificates of achievement were awarded in Chicago, Illinois, on October 18 and the presentations were made by

Admiral Louis Denfield, chief of Naval personnel, who is to assume command of the Pacific Fleet in January.

Other high-ranking Navy, government and railroad officials appearing on the program were Under Secretary of the Navy John L. Sullivan; Rear Admiral J. L. Holloway, Jr., assistant chief of Naval personnel and recently appointed superintendent of the United States Naval Academy at Annapolis; and Col J. Monroe Johnson, director of the Office of Defense Transportation. Hugh W. Siddall, chairman of the Interterritorial Military Committee, acted as toast-master.

WENDOVER WIRES

By Elsie Hart

★ Our face is very red this month on account of stating that **George Schurr**, new WP hotel manager at Wendover, was assistant manager of a hotel chain covering eleven western states, when as a matter of fact he was district manager. Quite an error and our deepest apologies have been extended to Mr. Schurr in person and hereby, publicly. Schurr has had a very interesting career about which we would like to go into detail if space permitted. He is a licensed mortician and a qualified public accountant, among other things, and a fine fellow besides. He deserved better treatment at our hands and we are sorry about the error.

The continued wet weather has forced abandonment of plans for the auto races this year. It seems that is not an unusual situation and that several false starts are often made before a successful run.

No further news about the enlargement of our community except latest reports are that Utah is planning on building ports of entry lodges at several points of entrance to the state, and one of the first is planned for Wendover. They will dispense travel information and will be equipped for the convenience of tourists, even including showers. Travel through this country has improved since the **Donner party** came through here!

We have two marriages to report this month. **Irene Wayland**, one of our Texas girl operators, to **Ernest Howell**, kid brother of the Howell boys, **Boots** and **Morgan**, train service, and trainmaster **Bill Howell** of Portola. Best of luck to them, and to **Jack Combs**, carman, and his new bride, **Ellen Mauldin**, of Bryan, Texas, whose marriage took place on November 4th.

Charles R. Coin, conductor retired, passed through Wendover recently. Mr. and Mrs. Coin have traveled extensively in the east since his retirement and are having a wonderful time. "**Pie Book**" **Anderson**, engineer retired, was through on 39 also. He looks like he is having the time of his life and enjoying his leisure.

Brownie, who wandered in and was adopted by the entire personnel around the depot, is the proud mother of sextuplets, which already are half as big as their mother. No use asking for one of the pups though, as there are about a dozen would-be owners for each. The fire hose house was equipped with pillow and blankets for the family and there is hardly a minute of the day or night that someone is not stopping there for a visit. Switchman **Whiteis** is now officially **Brownie's** owner, but it's a question who owns who, as the idea seems to have been **Brownie's** first. Until her maternal duties claimed all her attention, she wouldn't let **Whiteis** out of her sight.

In conclusion, we are sorry to report that **Henry Wallock**, roundhouse clerk, of all things, is confined to his home with the chicken pox! Hope he will be back with us soon.



OUR DETROIT GENERAL AGENCY STAFF

Left to right . . . **Urban Hart**, passenger and freight traffic agent; **James L. Condon**, general agent; and **(Mrs.) Ruth A. Vetter**, chief clerk; **Vincent J. Carr**, traveling freight and passenger agent, was in Cleveland when this photograph was made.

National Geographic Outlines Central Valley Project

★ In its November issue, The National Geographic Magazine offered a rather comprehensive outline, together with several excellent illustrations and a map, of the Central Valley Project aimed to produce, as the story's title indicates, "More Water for California's Great Central Valley."

Frederick Simpich, author of the article, presents a lucid picture of the irrigation problem in California's great Sacramento and San Joaquin valleys and the long-range plan for conquering the obstacles to maximum production.

One of the photographs, by **Rudolph Haas**, San Francisco photographer, shows a Diesel-powered Western Pacific freight train eastbound in the Feather River Canyon . . . the cover picture of our April issue.

