

MORMON TEMPLE AND TABERNACLE
TEMPLE SQUARE, SALT LAKE CITY, UTAH

Volume 7

APRIL, 1947

Number 4



The Headlight

Editorial

The end of birth is death; the end of death is birth: this is ordained.

—Sir Edward Arnold

EASTER . . . The divinity of the resurrection. The season of nature's re-birth—Spring. And what are you thinking or dreaming of in this year of our Lord nineteen forty-seven? Wouldn't it be fine if there were no poverty, no desolation, no hatred in the world and the thoughts of all people of the world, at this season of the earth's re-awakening, were concerned merely with plans for the summer vacation and the luxury of loafing in our favorite haunts? But, no; only in the Western Hemisphere is there any semblance of freedom from famine and pestilence. Ours is a fearful responsibility in this age of atomic power. As the leader in the development of this monstrous weapon, we are eyed jealously by other nations and peoples. That is not unnatural. Were the shoe on the other foot, we would be green-eyed. Our only hope is to find Americans of international stature, capable of convincing others that our intentions are honorable; that our domestic squabbling is no criterion of our international attitude. And, as individuals, it would help to restrain the harsh word directed at our world neighbors. Our Easter 1947 hope is that the teachings of the Prince of Peace eventually will win through.

THE SOCIAL REVOLUTION AND INDUSTRY . . . From STET, monthly publication of the Champion Paper and Fibre Company, Hamilton, Ohio, we picked up a little information about a recently published book, *A Rebel Yells*, by H. Frederick Willkie, in which the author condemns our industrial leadership as "a mere embroidering of the present capitalistic system, a glorification of the profit motive, or an attempt to justify the status quo." To some this may sound somewhat harsh, but Willkie warns that such short-sightedness can lead to collectivism, that Americans are no longer indignant at the thought of government taking a hand in industry and that this change in attitude arises from industry's failure to recognize itself as a social as well as an economic institution.

Willkie cites the placing of profits ahead of the social needs of the people; he warns that profit as an end in itself leaves industry in a vulnerable position to be taken over by the government. To prevent this, he suggests that industry take its place in a dynamic social order through education of new leaders capable of understanding the motivations behind the current social revolution and dealing with the problem constructively, instead of fighting it! He maintains that people no longer are merely concerned with jobs, high wages and a limited economic security, but that they want "improved health, dignity, a share in the policies under which they live and work, a feeling of personal participation in our economic system and an ever-increasing supply of better things for better living."

The millenium? Perhaps! But the history of industrial progress (and strife) points up the logic of author Willkie's suggestions. We say hind-sight is usually better than foresight, but the record is quite clear that butting one's head against the solid wall of social progress generally leads to disaster. We firmly believe there's a job to be done. Naturally, we hope the railroad industry will accept the challenge to its understanding of changed conditions. Railroad management is vitally interested in the industry's workers. What better initial goal than a sincere approach to mutual understanding of each other's problems?

OUR COVER . . . Temple Square, Salt Lake City. Within those walls are the Mormon Temple, topped by the figure of the Angel Moroni; the Mormon Tabernacle, world famous for organ recitals and amazing acoustics accounted for by lack of metal in the building; and a unique and interesting museum of Mormon relics. The photograph is from the Salt Lake City Chamber of Commerce, courtesy of Stephen Moloney, publicity representative, Utah Centennial Commission.

Copyright, 1947, by The Western Pacific Club. Original material appearing in this publication may be reprinted provided proper credit is given to "The Headlight".

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Frank Rauwolf 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.*



WESTERN PACIFIC CLUB

Officers

Arthur Petersen President
Marion Bong 1st Vice President
Cornelius Murphy 2nd Vice President
Jonathan Morgan Treasurer
Edith Carter Secretary
Patricia Byrne Assistant Secretary

Directors

Arthur Allen Traffic
John Corven Ass't. Auditor
Vernon Geddes Freight Accounts
Jack Hyland Traffic
Harry Perrine Engineering
Harry Stark Accounting

STAFF REPORTERS

Marie Libbe Chicago, Ill.
Irene Schuepbach St. Louis, Mo.
Frank Sell Los Angeles, Calif.
Elsie Hart Wendover
Peggy Garteiz Elko, Nev.
Gladys Loggins Portola
Velma Mikolash Stockton
Agnes Welch Sacramento
Frances Nuccio (SN) Sacramento
Margery Glatt Oakland
Jack Edwards New York, N.Y.

WATCH FOR THE NEW
California Zephyr
DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO



WESTERN PACIFIC'S 1947 ABC REPRESENTATIVES FROM SAN FRANCISCO

★ Top row, left to right... **John Corven, Arthur Petersen, Lee Brown, Bill Wilkinson, Harold Heagney and Connie Murphy.**
 Middle row, left to right... **Bill Stout, Hal Nordberg, Jack Hyland, Jim Cotter, Jim Drury and Hal Furtney.**
 Bottom row, left to right... **Hal Garriott, Earl (Mac) McKellips, Parker Swain, Joe Corven and Tim Moran.**

Spen Lewis, not in this picture, rounds out the WP squad.

The boys will do their rolling on the Los Angeles alleys the evening (or night) of April 12. We hope they'll be "hot"!

**Austin Lambert and George Lorenz
 Appointed Road Foremen of Engines**

★ Effective April 1st, Austin Neil Lambert was appointed road foreman of engines at Portola and George Michael Lorenz in the same capacity at Elko.

Born at Saratoga, Wyoming, November 18, 1903, Lambert started with the WP as a boiler washer September 18, 1918, and eventually became an engineer.

Born at Salt Lake City, Utah, May 22, 1908, Lorenz began his WP service as a fireman on August 28, 1927, and was later promoted to engineer.

Bert Hazlett... General Agent, Reno

★ As we go to press, we are happy to learn and report appointment of Bert Hazlett as general agent at Reno, succeeding the late "G.I." Martin. We will discuss Bert and his career in detail next month.

**Pacific Railway Club Honors
 Messrs. Mason, Fegley and Richards**

★ The Pacific Railway Club, at its annual meeting in San Francisco on March 13th, attended by some three hundred, elected and installed Henry R. Fegley, WP's assistant to the general manager, as President.

Col. Edward W. Mason, retired WP vice-president and general manager, was presented with an honorary membership, Homer Bryan handling the presentation.

And the outgoing president, Wellesley T. Richards, our division engineer at Sacramento, was presented with a golden emblem in the form of a watch-charm to commemorate his year of service. Mrs. Richards was presented with a beautiful white vase of Lennox china.

There were probably thirty-five Western Pacific and Sacramento Northern representatives at the meeting, including Sacramentans Glenn W. Curtis, C. E. McDonald, Wellesley T. Richards, Rudy A. Klotz, Owen Stanley, William J. O'Neill, Edward T. Cuyler, Leo Morris and O. M. Toomey.

—A. W.

Hy-Lites

By JACK HYLAND

★ Although the number of practicing blacksmiths in San Francisco has dwindled to an all-time low, their product is by no means an obscurity, for last February 12th in the San Francisco "Call-Bulletin" we noticed a group picture of some very energetic San Francisco Golden Gate Horseshoe Pitching Club members. Particular interest was centered around a retired Western Pacific employe, **Bob Barclay** (formerly AF&PA), who still tosses a mean equine footwear for a man in his seventies. Bob is also an honorary member of the Western Pacific Club.

Clifford Worth (Traffic) is soon to become a "father" for the second time and we expect (I mean we have reason to believe) the event will happen either during May or the fore part of June. The Worth's first born, little **Terry Worth**, is quite a little lady now... for she will be four years old this coming May 25th.

Mrs. and Earl McKellips (Gen. Auditors) vacationed last month in good old New Orleans, La., and aside from attending the Mardi Gras, we learn they enjoyed the various sea food dinners for which that city has earned world wide fame—comparable to their well-known... "French Quarters".

When **Edith Carter** (Traffic) appeared at the office one day last month with a tremendous bandage around her right (or bowling) thumb, it looked as though our WP Girls bowling team would need a substitute for their representation at the **W.I.B.C. Tournament** at Grand Rapids, Mich., on April 19th. However, everything is now alright... and we wish her as well as **Edith Loeffler** (Traffic), **Marion Bong** and **Luella Hampton** (both Gen. Aud.) and **Lou Jean Keller** (Treas. Dept.) the best of luck and hope they come home with a few trophies.

Speaking of trophies—we just learned that **Capt. John Skinner** (formerly Passgr. Traffic) and wife, **Helen**, became the proud parents of their very first... little **Margaret Ann**, born last February 25th, tipping the scales at 7 lbs. and 10 oz. We extend congratulations, etc.

Initiating his newly constructed "home beverage counter"... **Frank Rauwolf** (Frt. Claim) entertained a group of friends at his home last March 16th, and while the invitations definitely indicated "Open house—2 to 5 p.m.", many remained long after the so-called "closing hour". Incidentally, the occasion also included "Happy Birthday" greetings to the host.

Last March 17... **Mr. Patrick Tobin** (Foreign Freight Agent) appeared at the office neatly attired in a very sharp looking "green" bow tie... which undoubtedly must have kept the spirit of St Patrick hovering around his desk all day long. Messrs. **Johnnie Carroll** and **Gene Macomber** were also seen wearing neckties that had a "dash of green" that didn't require a second look.

Those of us fortunate enough to be employed in the General Offices are greatly indebted to **Marge Patsey** (Car Record) for her very colorful drawings appearing in our lobby, which tend to advertise our forthcoming semi-formal dance at the **St. Francis Hotel** next April 19th. Marge has forsaken the pleasures of just relaxing on many an evening, or on a Sunday, to work on these posters.

Alice Gustafson left the Western Pacific services last March 15th to take over "full time duties" as a housewife. Three of her former Treasury Dept. colleagues—**Lou Jean Keller**, **Nell Berkle** and **Janie Hyland** bid her a farewell with a luncheon at the "London House".

Mrs. and Manuel Bettencourt (Passgr. Dept.) have just returned from Atlanta, Ga., where they enjoyed the "southern hospitality" of the deep south, while attending the Convention of American Association of Passenger Rate Men last March 7-8-9th. Manuel is President of the Golden West Region of the A.A. of P.R.M., which group has been formed for the purpose of (and use as their slogan) "... To cultivate and foster goodfellowship among its members".

Lee Brown (Aud. Overcharge) was recently seen purchasing a new pair of shoes, a suit and a topcoat at **Robert Atkins**... which store is now for men and women (plug in advertising—**Russ Cline**, please note). When Lee arrives in Los Angeles next April 12th to participate in the A.B.C. bowling tournament... he will not only be one of our better bowlers, but will also be one of our "best dressed" men.

In our February issue, we mentioned that **Tom Aldridge**, former WP carman at Wendover, had been seriously injured while working for the Rio Grande at Denver. We were correct about the injury, but not about his employer. After Tom left us, he went to work for the Union Pacific and he tells us that on October 9th last, the door of a box car fell on him while he was trying to open it. He suffered two crushed vertebrae about three inches above the hip line and crushed cartilage in his left knee. After a month in hospital, he was fitted with a steel brace which must be worn at least a year. We certainly hope that eventually Tom will enjoy a complete recovery. Incidentally, Tom expressed interest in **Paul Shelmerdine's** "Alaskan Notes" in the same issue. Tom knows **Dave Eckart**, a car inspector, now at Anchorage, and wonders if Paul knows him—Dave, not Tom!

Gilbert T. Hibson, one-time WP yard clerk in San Francisco, later serving with the War Shipping Administration through the war years, is now assistant freight traffic manager for the American Mail Line, headquarters San Francisco. Our best to Gil for continued success.

George Irving Martin Dies at Reno

★ George (G.I.) I. Martin, general agent for the Western Pacific Railroad at Reno, Nevada, for some twenty-seven years, died suddenly on February 27th.

A native Californian, "GI" was born at Los Banos October 16, 1884. Before joining the WP organization, he served for a year as assistant agent on the Coast Division of the Southern Pacific and about ten months with the Sierra Railway as assistant agent at Sonora and at Oakdale.

He came to the Western Pacific on April 24, 1910, and worked as agent-telegrapher at Beckwourth and Hawley until February 4, 1916, when he was appointed traveling freight and passenger agent at Elko. On December 17, 1917, he was appointed general agent at Reno and held that post until his appointment as general agent at Salt Lake City on November 5, 1925. During the period of Federal control, he was local agent at Reno until consolidation of the Reno agencies with the SP in charge. He then served as agent at Sunol until the roads were returned to private ownership when "GI" resumed his duties as general agent at Reno.

In November, 1925, he went to Salt Lake City as general agent, but, after two and a half years there, returned to Reno as general agent on April 11, 1928, remaining there until his death.

"GI" was No. 2 on the Western Division's telegraphers' seniority roster, R. H. (Bill) Moody, agent at Stockton, holding the No. 1 spot.

Before World War II, the term "GI" didn't refer to a young man in military uniform, but meant only our "GI" Martin. As "GI" he was known affectionately by people not only associated with him in his railroad work, but by friends throughout the United States. Colorful, generous, friendly and capable, "GI" was beloved by all who crossed his path. Personally, we have lost a good friend and the Western Pacific Railroad has lost a loyal and staunch worker.

Homer Bryan— No. 1 Engineer

★ With the retirement of Engineer Harry L. Davis last February, O. Homer Bryan, assistant to the general manager, moved up to the Number One spot on the Western Division engineers' seniority roster.

Glenn M. Morton is Number One on the Eastern Division engineers' seniority roster.

Salt Lake City

—Jeweled Citadel of Utah

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

★ Salt Lake City, capital of Utah and most populous city between the Rocky Mountains and the Pacific Coast, has been described as a "jeweled citadel... one of the most beautiful on earth... tremendously favored by Nature... a sparkling gem in a lovely setting." Laid out with unusually broad streets, the city nestles in an arm of the rocky-faced Wasatch Mountains. It looks westward toward Great Salt Lake, the "Dead Sea of America," 15 miles distant (Saltair Beach).

Little wonder that Brigham Young, leader of the advance guard of the Mormon Pioneers, exclaimed on debouching from Emigration Canyon: "This is the place!" Since that historic 24th day of July, 1847, the Mormon leaders of the Church of Jesus Christ of Latter-day Saints have builded not only an attractive city but a great empire. Their industry has been symbolized by the bee-hive, the Utah State emblem. Its historic significance is found in the following passage from the Book of Ether of the Book of Mormon:

"And they did carry with them deseret, which, by interpretation is a honey-bee, and they did also carry with them swarms of bees."

Salt Lake City's central point of attraction is magnificent Temple Square, within which is the Mormon Temple, forty years in building, with walls of solid granite, nine feet thick. It is 222 feet high from its base to the top of the surmounting statue of the Angel Moroni. The Mormon Tabernacle, 250 feet long and 80 feet high, is nearby. Its dome-shaped roof is built without a single supporting column. Its acoustic properties are such that the dropping of a pin may be heard distinctly the length of the structure. It has a great organ with more than 7,000 pipes. There is also the Seagull Monument which commemorates the miracle of 1848 when seagulls rid the Mormon farmers of swarms of locusts which were devastating their crops.

Other sights include the stately Capitol and the University of Utah, internationally renowned for its remarkable collection of fossil dinosaurs from the Jensen, Utah, quarries.

Salt Lake City is the radial point for numerous tours to unique attractions of this western country, among them being the marvelous open-cut mines at Bingham, Yellowstone National Park, Mt. Timpanogos, Bryce Canyon, Zion National Park, Kaibab Forest, and the Grand Canyon of the Colorado.

WHEN SEGOES BLOOM IN UTAH

By William F. Hanson, Brigham Young University, Provo, Utah

When segoes bloom in Utah underneath fair April suns,
Far beyond the dim horizons Thor unlimbers Summer's guns;
Spring grasses paint the hillsides and the low-voiced call of Spring
Makes ground squirrels flirt and whistle and a million blackbirds sing.
Roaming wide from Snow to Summer, trailing beauty where she hides,
Among the vales and mountains a mooning cowboy rides.
It's I—within my arteries the drums of Spring a-boom,
It's great to be in Utah when the segoes are in bloom.

When segoes bloom in Utah all the waking hills are gay
With sage-green, streaked vermilion; the landscape rolls away
To snow-clad peaks, like tepees of red gods who watch on high,
A council of the mighty, there against a Utah sky;
Below—pine-dotted aspens march across the endless hills
Through flood of golden sunshine which the sun right carelessly spills.
Just give me any cayuse in those miles of elbow room
And you can call it heaven—when the segoes are in bloom.

When segoes bloom in Utah all the mustangs on the range
Are frisky with the lush spring grass—they have a feeling strange.
It may be wild geese honking or the mallards whizzing by
That makes them throw an answer to the April dappled sky.
Cayuses don't know days or years—emotions mark the time
And count their seasons for them but I'd like to bet a dime,
That when along the skyline clouds like mighty dragons loom
They'll know it's Spring in Utah and that segoes are in bloom.

NOTE: The Sego Lily (*Calochortus nuttallii*), one of the most beautiful of the western wild flowers, is the state flower of Utah. Growing in abundance on the higher lands and in the mountain canyons, this delicate flower may be recognized by its showy, tulip-shaped blossoms, white or lilac with a purple spot above the yellow heart of the flower, the leaves few and grass-like. It has an edible bulb which may be roasted in ashes or steamed in pits. It is said to have been an article of diet among the early Mormons who called it "Wild Sago". The name "Sego" is, however, a Ute Indian word.

Death Claims Beloved John Webb McClymonds

★ John Webb McClymonds, for many years Western Pacific's perishable freight service manager, died at San Francisco, on March 17th. He was in his eighty-fifth year, having been born at Winchester, Kentucky, June 13, 1862.

His retirement from active duty on February 28, 1946, was chronicled in the March, 1946, issue of The Headlight.

A host of friends share a feeling of personal loss at the passing of "Jack" McClymonds. We will long remember his good humor, kindness and friendship.

Wendover Wires

By Elsie Hart

★ Effective March 15, the Wendover Army Air Base was transferred from the Air Materiel Command to the Strategic Air Command. Immediate jurisdiction of the Base is now under the 15th Air Force, Colorado Springs. A War Dep't. spokesman stated there is no idea of closing Wendover Field... good news to the townspeople since the Army has placed recreational facilities at disposal of the civilians.

Telegrapher Joe Diemer has bid in first trick job at Wendover, succeeding George A. Dalton, who moved to San Francisco. Glad to see Mrs. Frank Holmes, wife of Cashier Frank Holmes, out walking in the sunshine. She reports almost complete recovery from the painful injury suffered a few weeks ago. Ernest H. Runyon, stationary engineer, is recovering satisfactorily from appendectomy recently undergone at Salt Lake City. Mrs. G. A. Schurr, wife of our "beanery" manager, underwent a sinus operation at LDS Hospital, Salt Lake, and is getting along nicely.

The dance held by Parent-Teachers Ass'n. in the LDS Hall in February was a grand success. Moving picture machine for the Grammar school has been paid for and the tennis court-roller skating rink is under construction. We look forward to more such doings this summer.

Bouquets to Mrs. Herbert Worthy, wife of Switchman Worthy, who devoted much time and energy to collecting funds during the Red Cross Drive. Seems like the number of public-spirited citizens in this town is well above average.

President Ted Esquibel, Secretary Lee Brunner and Treasurer Merl Jensen, of the Model Plane Club, under supervision of "Bud" Caruthers, proprietor of the Sunset Variety Shop, were thrilled to have their picture, with some of their planes, appear in the Salt Lake Tribune of March 7 (We were sort of proud too, since the young secretary is our son!).

Eastern Division Retirements

★ Signal Maintainer Roland C. Barnes retired February 28, ending more than 18 years of WP service.

Telegrapher Charles L. Arish retired on February 17. He entered WP service April 21, 1946.

WESTERN PACIFIC MEN DISCUSS RAILROAD PROBLEMS

★ At a meeting of the Pacific Railway Club, held in Sacramento, November 14, 1946, Edward T. Cuyler, assistant to the superintendent of motive power; Grant S. Allen, chief dispatcher at Sacramento; and Rudy A. Klotz, ass't. division engineer, Western Division, offered what we consider enlightening discussions on railroad problems, particularly as they relate to each of their departments. It is generally admitted (specifically by us!) that Western Pacificers are as good railroaders as you will find in the world. Now we want to prove not only that they are job-capable, but that they can, too, ably express their ideas from the speaker's rostrum. To that end, we quote . . .

By **EDWARD T. CUYLER**

★ One of the most important parts played in keeping freight trains moving is the responsibility that rests on the mechanical department to see that the equipment used is in first-class condition; this includes rolling stock and motive power. Failure of any of this equipment means serious delays in shipments, which results in disgruntled shippers and loss of business.



On rolling stock, the biggest difficulty at the present time is hot boxes. The mechanical departments are handicapped seriously with this problem as it has been difficult to secure good waste and good bearing metal for brasses, and owing to the shortage of labor and the careless attitude of some of the workmen, proper inspection and oiling are not maintained. It is the thought of many, however, that cars should be inspected at originating terminals and placed in shape to make more mileage between inspections so that trains would not be delayed on this account.

Another large and important factor is the proper loading of the cars to prevent shifting and excessive weights on axles which cause journals to run hot. Loads should be checked at originating terminals to be sure shippers are loading cars properly. Hot boxes appear now to be the chief offender in the delay of trains. Many mechanical men are of the opinion much improvement could be made in the lubrication of car journals by other means than waste packed boxes, possibly going to oil pads or felt wicks, which are similar to the pad. Such a change might enable the cars to run longer between oilings and prove to be more dependable. Some improvement is indicated along these lines because if freight shipments are to be speeded up, the journal boxes should go at least 1000 miles before any attention is needed, instead of being examined at every terminal even when the terminals are only 100 miles apart. And then, everyone knows a hot box causes at least 30 minutes to an hour's delay to a train, and if a car is set out more delay is involved, besides the delay it causes to other trains.

In regard to motive power: there is no question that next to the track it is the most important part of a railroad, as it is the prime mover of the freight trains, whose revenue keeps the railroad in the transportation business.

Proper care and maintenance of this motive power, and its availability to the transportation department, are the responsibility of the mechanical department. Locomotives must be serviced and ready before train departure time to avoid any delay in keeping the freight trains rolling. Most of you, being railroad men, realize what happens on a single track railroad when the locomotive is delayed getting on train or has a failure en route with train. This causes serious delays and considerable extra work for the dispatchers.

To give a locomotive proper maintenance, the right kind of facilities, personnel and organization are necessary.

Facilities must be in good condition and of the proper kind to handle the motive power that runs into the terminal so that locomotive repairs can be speedily and correctly made. Such a shop should be modern in every respect so that maintenance program can be carried out without delay and maintenance not deferred, which action generally results in a failure out on the road.

Personnel is important and generally goes hand in hand with organization. As one Superintendent of Motive Power said, "It isn't so much the size of the shop or the convenience of it, as it is the Organization and Personnel in the Shop."

However, if you have a good organization plus good facilities, higher efficiency will result.

Just as improvements are looked for in running freight cars longer distances between inspections, the Mechanical Departments on railroads have been trying to develop steam locomotives that can run longer distances between inspections and maintenance, and great success has been attained in this direction, but it still isn't enough.

With the advent of the diesel locomotive the railroads have now a flexible unit of motive power that will be able to run as far as five hundred miles with a tonnage load heavier than any existing steam engine can pull and at a greater speed—all of this without making stops for fueling and water. On the Western Pacific Railroad, for example, diesel freight engines of 5400 horsepower are dispatched for a period of ten days, during which time the only work performed on these locomotives is fueling and lube oiling en route, which takes from 45 minutes to an hour and is required about every 500 miles. No other work is necessary until locomotive is returned to Oroville for maintenance work, where engine is held until all work is completed. These locomotives operate at availability, over a 56-month period, of 90 per cent and at a repair cost of 27 cents per mile for the four units, or 6¾ cents per unit, which is a lower cost than some switch engines are operated.

Such a locomotive gives the dispatcher a very flexible and available unit of motive power, which should, if utilized properly, play a big part in keeping freight trains rolling.

I mentioned these locomotives can go 500 miles without refueling, because that is what mileage we get on the Western Pacific. However, our engines are fueled when the fuel is 4 inches from the bottom of the tank. This is necessary on account of the grade, but on a lesser grade railroad more mileage could be run before fueling is necessary.

The least number of times a locomotive is taken off a train, the less delay is involved, which also lowers the maintenance cost. Being higher in availability, the diesel locomotive is a more desired unit of motive power than the steam engine and should enable the railroads to reduce operating costs.

This new type of power does not require the extensive facilities needed on the steam locomotive, and with proper maintenance would never need to be shopped, as all parts are easily replaced. As a matter of fact, the longest period of time a diesel locomotive is held is for its annual inspection. At this time it is held about 60 hours. To date the 12 locomotives the Western Pacific operates have made a total of 3,708,491 miles in 56 months, or an average of 309,040 miles per locomotive. Fuel oil consumption averages 5.9 gals. per locomotive mile, or 1.47 gals. per unit per locomotive mile.

Lube oil consumption averages .09 of a gallon per mile per locomotive or .022 of a gal. per mile per unit. From these figures, which are an average for 12 locomotives for 56 months, it appears the diesel locomotive is probably the most economical unit of motive power on the railroad today.

By reducing costs of motive power maintenance, railroads will be able to apply this saving to rolling stock which they are improving and renewing as fast as materials and new cars are available. This will all have a large part in keeping freight trains rolling, and as this is one of the chief problems the railroads face today it is up to everyone to do his part.

By **GRANT S. ALLEN . . .**

★ We stand at the threshold or turning point in our existence as an industry, because our course of action in the immediate future will determine whether the railroads will continue to be the transportation backbone of our country or be relegated

to a second or third place by a more vigorous and aggressive competitor. It is a problem which must be solved, not only by the more efficient use of our present facilities, but by new and better facilities which have been planned to give the most expeditious handling of trains with the least capital expenditure.



The problems of the chief dispatcher during the war years are probably a familiar story to most of you. Despite inexperienced and inadequate forces and insufficient power and crews, it was up to him to somehow move many more cars than was ever thought possible. It was through the united effort of all railroadmen that these cars were moved and it is a record of which all railroaders

may be proud. It is my belief that in view of the limited amount of new power which the Western Pacific was able to obtain for the war effort, coupled with limited terminal and siding facilities, that its record is one of the best in percentage of freight and passenger traffic handled compared to the prewar years.

From these strenuous times we have learned about certain basic obstacles to the speedy movement of freight which must be overcome.

To begin with, a groundwork of suitable freight schedules must be worked out to suit the needs of the traffic on each particular railroad. These schedules must be planned to take care of connections, both terminal and intermediate, and as to what traffic will move on each schedule. As many of them as possible must be confined to through traffic, or at least to cars for subdivision terminals. Next come the schedules to take care of intermediate city traffic needs, then the assigned locals and other trains which distribute cars from their respective terminals and gather up cars for assembling into trains at concentration points. Local work should be confined as much as possible to these locals and not be performed indiscriminately by through symbolized freight trains. In lining up work to be done outside of assigned local territory, it should be confined to the least important symbolized trains or drags.

The most important of the through freight trains should be properly blocked at the concentration point so as to avoid unnecessary switching at intermediate terminals. Cars should not be added to these trains en route except when absolutely necessary, and then in the proper block in the train. They should also be operated on their scheduled time regardless of tonnage, if necessary, so that all terminal and other forces will know when to expect them, the same as they do for a passenger train now. The chief dispatcher would then anticipate these trains the same time every day with crews and power, and train dispatchers could better handle such trains that run with some degree of regularity. Wherever possible, they should be main-lined at terminals. The morale of all employees would be improved greatly with such handling.

The groundwork for the prompt movement of a train through a terminal begins with calling the train to arrive far enough in advance of its arrival, the adequate and complete telegraphic consists so that yard forces can have the handling of the train planned well in advance of its arrival.

The outgoing crews should be called so as to be on duty long enough to be ready when the train is ready. The train dispatcher should have the orders ready when called for by the conductor. Crews should not be called on duty too early and made to wait an excessive time for the train to be made ready.

The movement of trains by train orders has been improved materially over the years, from the handling of them by telegraph to the use of the telephone and radio. Modern rules and techniques have lessened the necessity of stopping trains for train orders until most railroads have eliminated entirely the stopping of trains for orders by either discontinuing the 31 form train order altogether or liberalizing the use of the 19 form for the purpose of restricting a train's superiority. This not only has speeded up the movement of trains, but experience has proved that it is safer because the train dispatcher can move the same number of trains with fewer orders and he is not tempted to set up combinations of orders to keep from stopping a train for orders. To overcome the difficulties inherent in handling trains by train orders, with which

the most expert train dispatcher is unable to cope, there has been developed the Centralized Traffic Control machine, which permits the train dispatcher to move trains at will, and with this modern tool he is able to do an expert job. It keeps him in touch with changing conditions and he can change the setup with a twist of the wrist.

There are many such installations on western railroads, from short bottleneck stretches to complete subdivisions. They have all been lifesavers during these past busy times and have oftentimes avoided complete blockades in many of these spots.

The Santa Fe C.T.C. installation between Belen and Vaughn has been made practically the equal of double track by the use of high speed turnouts, sidings double the length of trains hauled, high speed limits on sidings, mid-siding leaving signals and short running time distances from siding to siding. Machines at Dunsmuir, Bakersfield and Colton on the Southern Pacific and at Las Vegas on the Union Pacific have not only moved the trains faster and better, but kept helper engines coming back faster to help other trains. The Western Pacific installation in the Feather River Canyon has resulted in movements which could not possibly have been approached with train orders.

Regardless of whether train orders or C.T.C. is used, one of the dispatcher's headaches is short sidings and sidings too far apart, particularly at points where adequate sidings are too far from terminals or points where trains have work to do. With the exception of Oroville Depot and Tobin sidings, all trains between Portola and Oroville yard will fit into all the sidings. This is insured by building up trains to markers in the yards instead of the number of cars to compensate for any over-length cars.

One of the major causes of delays to freight trains is the getting such trains moving after they are ready to go at terminals. There are many factors that enter into this and they vary with each terminal on the different railroads. At many of these points it is necessary to set back an outbound call on a freight train because it is apparent that they cannot be moved promptly on that call because of other trains. While this may save terminal time for the crews, it delays the freight train and every consideration should be given to eliminating such set-ups so that the yard forces can call trains at the time they have them ready and know that they will move when ready.

In train order territory, and even in C.T.C. territory, the ideal arrangement is a piece of double track out of each side of the terminal for at least a thirty-minute run for freight trains, which will give the dispatcher time to program his movements, so that, with few exceptions, he can keep them moving at the end of double track. There should be a siding and a telegraph office at the end of such pieces of double track. From my own personal experience in having worked as a train dispatcher on many such installations on the Santa Fe, Union Pacific and Southern Pacific, a tremendous number of trains can be smoothly handled because trains are rolling before meets are set up.

Advantage of this principle was taken during construction of the C.T.C. from Portola westward to Oroville Yard. We had one set of dispatchers who operated only the section of the machine actually in operation, these sections being extended to telegraph offices only, as the work progressed. Another set of dispatchers handled the balance of the subdivision by train orders, but continued to keep the train sheet record over the entire subdivision, including clearing trains at Portola and keeping the OS's at Portola and intermediate telegraph offices. In other words, as far as the train order dispatcher was concerned, the portion of his subdivision being handled by the C.T.C. dispatcher was the equivalent of a double track. Surprisingly few trains had to stop at the end of C.T.C. under this method.

If it is not expedient to have pieces of double track out of terminals, then there should be C.T.C. out of them, but this will fall far short of being the answer to this problem unless the first siding out of the terminal is not more than ten or twelve minutes running time from the terminal. When it takes twenty-five to thirty minutes to reach the first siding, the capacity of the railroad is greatly reduced.

We used to require the yard forces at Portola to confer before setting calls on westbound freight trains, as they would receive some very serious delays under train order operation, even with the best of planning, in spite of the fact that the first siding was only two miles away. Now

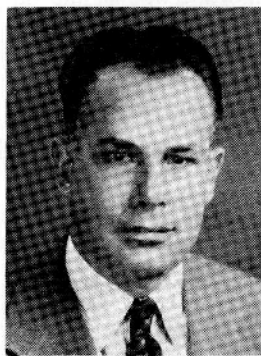
they call trains at will and these trains can be moved out between two sections of an eastbound passenger train with the C.T.C. However, at the other end of this installation, we have a fifty-one-car siding at Oroville Depot, at which point first-class trains are serviced. This means that freight trains must receive delays on either side of Oroville at Oroville Yard and Quartz, due to the dispatcher not being able to meet two freight trains at Oroville and take advantage of the dead time there on first-class trains.

Modern power such as steam locomotives with large water tanks and diesel electrics all help in the expediting of freight trains by moving them faster with fewer stops. The Western Pacific now has twelve 5400-H.P. freight diesels which are used between Oroville Yard and Salt Lake City. These machines will handle 3900 tons or 7800 M's single eastbound over the Sierra Nevada through to Salt Lake City and return to Oroville. The only fuel stops are at Elko, Nevada, in both directions, there being no fuel required at Salt Lake City.

It has been my observation that it is not so much the speed of trains that counts, but the elimination of delays that keeps the freight rolling.

By **RUDOLPH A. KLOTZ . . .**

★ In years of service with common carriers I am just a freshman and therefore have no authority for the following statements. I shall say they are merely private opinions, but



I think a great deal has been overlooked by the railroads in the past.

Enormous publicity is attached to our new cars both passenger and freight, and wide interest is centered on our proven new power plants and new engines under test. All of this type of equipment is extremely important, but what good is it if there is nothing upon which it can travel. Equipment that was designed for from 60 miles per hour for freights to as high as 120 miles per hour for passengers should not be restricted by 30 to 60 miles per hour track, weak bridges or restricting undulating grades.

Few if any railroad travelers are acquainted with the track structure upon which they ride. They can in a general way describe the wonderful shining power plant behind which they rode, and the air-conditioned cars, the meals or the sleepers, because of the advertising, but their only knowledge of what reels out behind the train is an occasional glimpse of a section man throwing away an old tie. This section man is on duty from 8 to 10 hours a day and on call the rest of the 16, and that 16 does not mean the 16-hour law. He must be sufficiently versed in train operation to recognize certain signals and whistles for his own protection, alert for defective train equipment in addition to satisfactorily carrying on his regular track work. He is the man who decides whether the iron horse shall thunder over a stretch of track at breath-taking speed or crawl over it.

I do not believe it is possible to give a liberal education to the public regarding the roadbed structure and maintenance, but I do believe the railroads should advertise their track makeup much in the same manner as is done with the rolling stock.

When a section of track is relaid with heavier steel why not let the public know about it? It is certainly an advancement. If continuous rail is laid, do the same thing. Roadbed widening or toe path construction promote safer working conditions, better riding qualities and surely a safer journey.

Much of the poor performance of rolling stock can be laid directly to poor roadbeds and track structure. I believe the time to put the track structure in excellent shape is during a period of low income. Labor is more easily obtained and held on the job; wages are, as a rule, lower. Material is cheaper and more easily provided and, therefore, there is less delay in providing the gangs with their requirements, which further tends to reduce costs.

Work trains, which under heavy traffic run up a cost per

unit accomplished that only the hardest operator can swallow without making a face, can do their work well within reason during periods of low traffic movements.

During these lulls it is possible to bunch the freights and run them in fleets after the maintenance gangs have gone home. Passenger trains do not delay roadway gangs to any great extent, for, as a rule, they are on time. It is the freight with its unannounced arrival that puts the gray hair on the gang boss and makes the general manager wonder what kind of a feud is on between the estimator and the man in the field doing the work.

Why not eliminate sags and daylight some poor measly cuts that look like a strong wind would accomplish the same thing. True, this requires a certain amount of gambling instinct on the part of the general manager as well as it does for him to make certain mechanical or dispatcher investments, but then the entire railroad system from the Atlantic to the Pacific was built while the world believed the horse and buggy was here to stay.

When the roadbed structure is given the stamp of approval then the railroad traffic men from the street man to the traffic president can say to industry without hesitation, "I know I can handle your goods because I have the rolling equipment to haul it and a foundation upon which it can roll."

Day in the Life of a Traffic Solicitor

A.M.

- 8:15 Arrived office. Read paper.
- 8:27 Talked on phone to Jim. Found out it was Mike.
- 8:31 Date with big livestock man.
- 8:42 Remembered date was tomorrow.
- 9:14 Visited Jap lettuce grower. Interesting conversation. Discovered he does not understand English.
- 9:28 Shave, hair cut, shine.
- 10:00 Big deal with sheep-man to use our corrals for loading trucks.
- 10:15 Helped nine other guys watch man putting nickles in marble game. Very scientific.
- 10:45 Back at office.
- 11:00 Executive session with stenographer concerning lost file
- 11:17 Found file in brief case.
- 11:30 Lunch.

P.M.

- 1:00 Read tariff supplement. Exceedingly fatiguing.
- 1:15 Decided to call on prospect.
- 1:30 Learned prospect died three months ago.
- 1:48 International crisis with Chinese laundryman over lost shirt.
- 2:00 Bought new shirt.
- 2:28 Back at office.
- 2:40 Dispensed latest story to office help. They'd all heard it before.
- 3:15 Big argument via phone on rate question.
- 3:40 Argument closed. The other guy thought he had the Post Office.
- 4:00 Called up yardmaster and told him a few things about handling hotshots.
- 4:18 No so-and-so yardmaster can call me that.
- 4:30 Quit for the day. All tired out.

Editor's note: Not applicable to WP solicitors!

Mark Van Antwerp Windus Retires

★ Mark V. Windus, Western Division conductor and brakeman, retired February 18th. Though not up to the retirement age, Mark decided to retire following an illness which began a few months ago and from which he has now recovered.

Born at Wilton, Iowa, November 29, 1886, he began his railroad career as a brakeman in 1899 (young, what?) on the Northern Pacific's Idaho Division out of Spokane. Mark says at that time a third of the cars were straight shots—Lincoln pin coupler—and Jack's non-air brake cars. Later, he was with the Trona Railroad for a year; then with the Copper River & Northwestern for two seasons and the Southern Pacific for 26 years.

He came to the Western Pacific October 25, 1941, as a brakeman and was promoted to conductor December 4, 1946. Though his WP service was short, it was during the critical war years and he served well. We wish him good health and happiness 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 April 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, May 2, 4, 6, etc.
 **From San Francisco April 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, May 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 pmSun.	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 pmSun.	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 pmSun.	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 pmSun.	8:50amThu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	4:45 pmSun.	8:50amThu.	40-6-40-68	4068

*From New York April 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, May 2, 4, 6, etc.
 **From New York April 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, May 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 pmSun.	8:50amWed.	40-6-40	WT
St. Louis to San Francisco	MP	3343½	16 Sections	MP 15, D&RGW 1, WP 39	1:52 pmSun.	8:50amWed.	40-2-16	WB

Manhattan Murmurs

By Jack Edwards

★ The Annual Dinner of the New York Traffic Club was attended by an illustrious group of Western Pacific officials and guests.

Present at the invitation of ETM McCready were **Henry E. Poulterer** and AGTM **W. E. Malone**, of **Lever Bros.**, Boston. There was one vacant chair due to the illness of Colonel **E. C. R. Lasher**, who heads the Traffic Control Division of the War Department, Washington, D.C.

Vice-President **B. E. White**, of the American Express Co., was the guest of AGPA **John Nolan**, and **Ken Stoney**, of Chicago, was the guest of Commercial Agent **John Still**.

The New York Traffic Club's Annual Dinner is considered the high point of the American traffic world's business and social season.

Welcome visitors to the New York Office in February included **Henry E. Poulterer**, **Thomas B. Barry**, Mr. and Mrs. **Charles K. Faye**, from San Francisco; **Thomas J. Muldowney** and **Ken Stoney**, from Chicago; **Walter G. Swasey**, brakeman on the Western Division; **Mary Eng**, of the general passenger office; and **Grace Loomis**, formerly of San Francisco.

The resignation of **Sam Scott** became effective the end of March and we bid him farewell with mingled feelings of regret at his departure and pleasure at the attractive future his new job offers. Sam, who has been with the New York office for two years, will leave a vacancy in our office comradeship and business routine that will not be readily filled. He leaves us for a position with Trinac Metalcrafts, designers and producers of high-quality silver products, and we expect to hear great things of him in his future activities.

Commercial Agent **John Still** had quite a bout with the flu but he is up and around again. He says that by cutting out drinking, smoking, and late hours he is still living, if you can call it that.

TF&PA **Joe Mason**, our up-state and New England representative, has a new title, bestowed by no less a personage than Vice-President Poulterer himself... "The Silver-Tongued Orator". The New Haven finds him irresistible.

AGPA **John Nolan** received a very special letter from the War Department last week—it contained his Lieutenant-Colonel's commission, now officially signed, sealed, delivered, suitably framed, and universally admired.

East Bay Notes

By Margery Glatt



★ Thirty-three years ago, **Pat Kelly**, section foreman at Oakland, came to this country from Ireland. Now Pat has a yen to go back to the "old country", which he plans to do in June. His most important reason for going is to see his father. What a happy reunion that will be—and we all wish

him a pleasant voyage!

As I gaze into my crystal ball, I'd venture to say that there's a train trip in the offing for **Orvel Hatfield**. The recent purchase of luggage is very suspicious!

'Tis rumored that the long-legged bird is hovering over the **Glenn McCormick** (yard office) household these days. The "blessed event" expects to take up permanent residence some time in June.

July is the month Special Agent **Elmer Carleton** will be passing out cigars.

Congratulations are in order for **Billy Marsh**, rip track, who has been appointed assistant car foreman at Elko.

Everything is happy and serene at the Grace residence since **Helen Grace**, B&B steno, has her man home from Guam, where he has been stationed for the past year.

There's no place like home, especially if it's your very own. Just ask **Doris Browne**, freight house, who has just recently become the proud owner of one!

In our "bad order" department, we find **Russell Burch**, freight house, is getting along fine after his throat operation. **Jack Sales**, freight shed, who has been confined to the hospital because of an unfortunate accident, is coming along nicely; and **Thomas Selli**, rip track, is as good as new.

A Firestone car radio was the farewell gift to **Harry L. Davis**, engineer, who retired last month after 39 years of service with the Western Pacific. Firemen, engineers and brakemen at Oakland contributed to this gift. Members of Portola, Stockton and San Francisco terminals also helped make the gift possible. Harry Davis plans to travel extensively by automobile and a more appropriate gift would be difficult to find.

We all extend our deepest sympathy to **Tony Day**, yard office, in the loss of his mother; and to **Leroy Foster** in the loss of his wife.



Picture taken at Oakland upon arrival of WP No. 1, February 27th, which was the last service trip made by Engineer **Harry L. Davis**.

Left to right: **Richard Randall**, chair car porter; **Elmer Jones**, flagman; **Edgar Thompson**, terminal trainmaster; **Elliott Huff**, fireman; **Walter Barton**, conductor; **Harry Davis**, engineer; **Roy Hill**, brakeman; **Robert McIlveen**, road foreman of engines; **William D. Good**, roundhouse foreman; and **Albert Lentz**, fireman.

Western Division Notes

By Agnes Welch

★ Glimpses of what's around the corner... Mother Nature's children with freshly washed faces, bright new coats and gaily-colored blossoms, a certain young man's new brown and white saddle oxfords, with red socks to match, **Eileen Frost's** new cream-colored Dodge, **Earl Brown's** husky voice... Sprig has cub!

Marie Gerich, secretary to Division Engineer Richards, and who has been with the company since December, 1941, is taking a year's leave and will open, about the 1st of this month, a cosmetic salon in an attractive shopping center known as "Bohemian Village" (Sacramento, no doubt?). As a token of our friendship and sincere good wishes in the new venture, a rhinestone and onyx chatelaine and earring set was given to her.

June Naygrow, secretary to **Alva Fisher**, is also taking a leave for a short time. June received a very lovely and practical gift from her co-workers... a bathinette and downy-white blanket. Our best wishes to June for her future happiness. The members of the engineering department extend a welcome to **Elaine Forrett**, who takes

June's place (and, no doubt, to **Aggie Welch**, who took over Marie Gerich's spot... the editor!).

Telegrapher **Dick Griffin** has returned from an extended vacation in Florida. Welcome home, Dick, but where's the Florida tan?

B&B Supervisor **Norman McPherson** is so busy he hasn't time to catch Spring fever. His department is a beehive of activity, consisting at the present time of two paint gangs, two water service gangs, six bridge gangs, three tunnel gangs, two traveling carpenter outfits and one fence gang!

Our heartfelt sympathies are extended to **Clarisse Doherty**, whose husband, **Charles R. Doherty**, passed away unexpectedly the morning of March 15th.

Conductor **Neal Campbell**, who came to the Western Pacific September 14, 1911, has retired from service; as have Brakeman **Dennis McCarthy**, who entered service as a switchman in October, 1923; Switchman **Harry A. Trenor**, seniority date in May, 1939; and Conductor **Mark V. Windus**, in service since October 25, 1941.

The new CTC building at Sacramento is progressing slowly, but surely. It may be completed to the point where dispatchers at Sacramento can move in around May 1st.

Random

by The Editor

★ With the editorial page already filled, we must resort to our Random column for further editorializing, so, if you're not in the mood, this is your warning to read no further.

In his March 16th syndicated column, railroad-baiter **Drew Pearson** reveals his minute knowledge of railroad affairs, or assumes a complete naivete on the part of his readers, or both. Though admittedly we are neither admirers nor readers of the great one's columns, our attention was directed to his "cute", though highly ridiculous, inferences concerning what he terms "mysterious" rate reductions and railroad control by **J. P. Morgan**. We all know Western Pacific is vitally interested in the Geneva steel rate reduction, under attack by Pearson. We hate to shock the latter's sensibilities, if any, or even his readers', by pointing out that J. P. Morgan does not control the Western Pacific Railroad and we're quite sure **Henry Poulterer**, our traffic vice-president is intrigued to learn that our independent action in this instance is surrounded with a Pearson aura of mystery. Judging by Pearson's railroad comments, anything relating to railroads mystifies him. And that is not mysterious at all... the answer is quite obvious to all but the obtuse.

We bask in the warmth of infrequent pats on the back! From San Franciscan **Paul L. Henchey**, member of the Railway & Locomotive Historical Society and the California Historical Society, comes solid praise for our Cable Car issue of last month. Says he... "Let us hope that the little cars will clang their way up and down San Francisco's hills for many, many more years, just as they have clanged their way into the hearts and minds of hundreds of thousands of Americans."

Comes our way chapter number one of the "San Francisco Footprinter", official publication of the **International Footprinter Association, Inc.** (Western Pacificer **Jim Hickey**, a member). Without consulting Jim, we deduce this is an organization of sleuths! The Footprinter discusses the 18th annual convention of the Grand Chapter, to be held at Denver, Colorado, June 17 to 19, this year, and, in very flattering terms, discusses the beauties of the Feather River Canyon and Western Pacific Railroad service. After reading what **Philip E. Geauque**, Secretary of the Grand Chapter, has to say about us, nothing's too good for them!

On January 29 and 30, a blizzard roared furiously across Wisconsin, northern Illinois and Iowa, venting its specific wrath on the city of Milwaukee. In the March issues of the **Milwaukee Magazine** (**Marc Green**, editor) and the **North Western Newsliner** (**George Eastland**, editor), are thrilling stories of the storm, replete with graphic pictures, and the successful struggle of railroad employes to maintain service in the face of the worst storm in two decades. When the chips are down—and nature takes over in all its elemental fury, there's one transportation system that



WESTERN PACIFIC RAILROAD GIRLS PARTICIPATING IN THE WIBC AT GRAND RAPIDS, MICHIGAN

From left to right... **Lou Jean Keller** (treasurer's office), **Edith Loeffler** (traffic dept.) **Luella Hampton** (general auditor's office), **Edith Carter** (traffic dept.) and **Marion Bong** (general auditor's office)... the girls who will carry the Western Pacific standard in the Booster Division of the Woman's International Bowling Congress at Grand Rapids, Michigan, on April 18 and 19. In addition, they will lend their able assistance to the northern California contingent in an effort to bring this congress to San Francisco in 1949. Good luck to them in both endeavors!

THE BACK COVER... At tremendous expense (\$1.00 in Bay Bridge tolls), we were able to gather together the combined freight and passenger sales staffs in San Francisco and Oakland in the roof lounge of the WP Building on March 8th. Identification follows...

Front row, left to right... **Frank W. Whiting**, freight traffic agent, San Francisco; **Fred C. S. Bagge**, traveling freight and passenger agent, Oakland; **Russell J. Cleland**, general agent-passenger, Oakland; **John H. Coupin**, general agent-freight, San Francisco; **Ann Bossio**, city passenger agent, San Francisco; **Carl W. Mangum**, general agent-freight, Oakland; **James J. Hickey**, general agent-passenger, San Francisco; **Edwin R. Jennings**, special passenger representative, San Francisco; **David A. Rowland**, freight traffic agent, Oakland;

Second row: **George A. Mix**, city passenger agent, Oakland; **Harold Klein**, city passenger agent, San Francisco; **Paul B. Harris**, freight traffic agent, San Francisco; **John P. Carroll**, freight traffic agent, San Francisco; **Harold W. Nordberg**, freight traffic agent-foreign freight office, San Francisco; **Arthur M. Allen**, freight traffic agent, San Francisco; **Leslie H. Stoltzman**, freight traffic agent, San Francisco; **Calvin P. Hootor**, city passenger agent, San Francisco; **James A. McNamara**, freight traffic agent, Oakland; **Dan T. Costello**, commercial agent, San Francisco;

Top row: **Frank M. Rowe**, freight traffic agent, Oakland; **Richard C. Gollan**, freight traffic agent, San Francisco; **Carl R. Thorsen**, freight traffic agent, Oakland; **Thomas A. Kyle**, city passngr. agent, San Francisco; **Eugene A. Macomber**, freight traffic agent, San Francisco; **William T. Friborg**, freight traffic agent, San Francisco; **Jay A. Barbeau**, freight traffic agent, San Francisco; **David H. Copenhagen**, chief clerk to general agent-freight, San Francisco; **Dewey Allread, Jr.**, city passngr. agent, Oakland; and **Joseph F. Hamer**, city passngr. agent, Oakland.

won't be licked... and, kiddies, we do not mean the buses or the airplanes! Says the Newsliner... "North Western trains and crews rolled with the punches and went down a couple of times, but came back with a rush." And the Milwaukee Magazine summed up with... "It was a storm to remember—or, perhaps, to forget. But it did serve to remind the railroad that it can accomplish the impossible."

On The Sacramento Northern

By Frances Nuccio

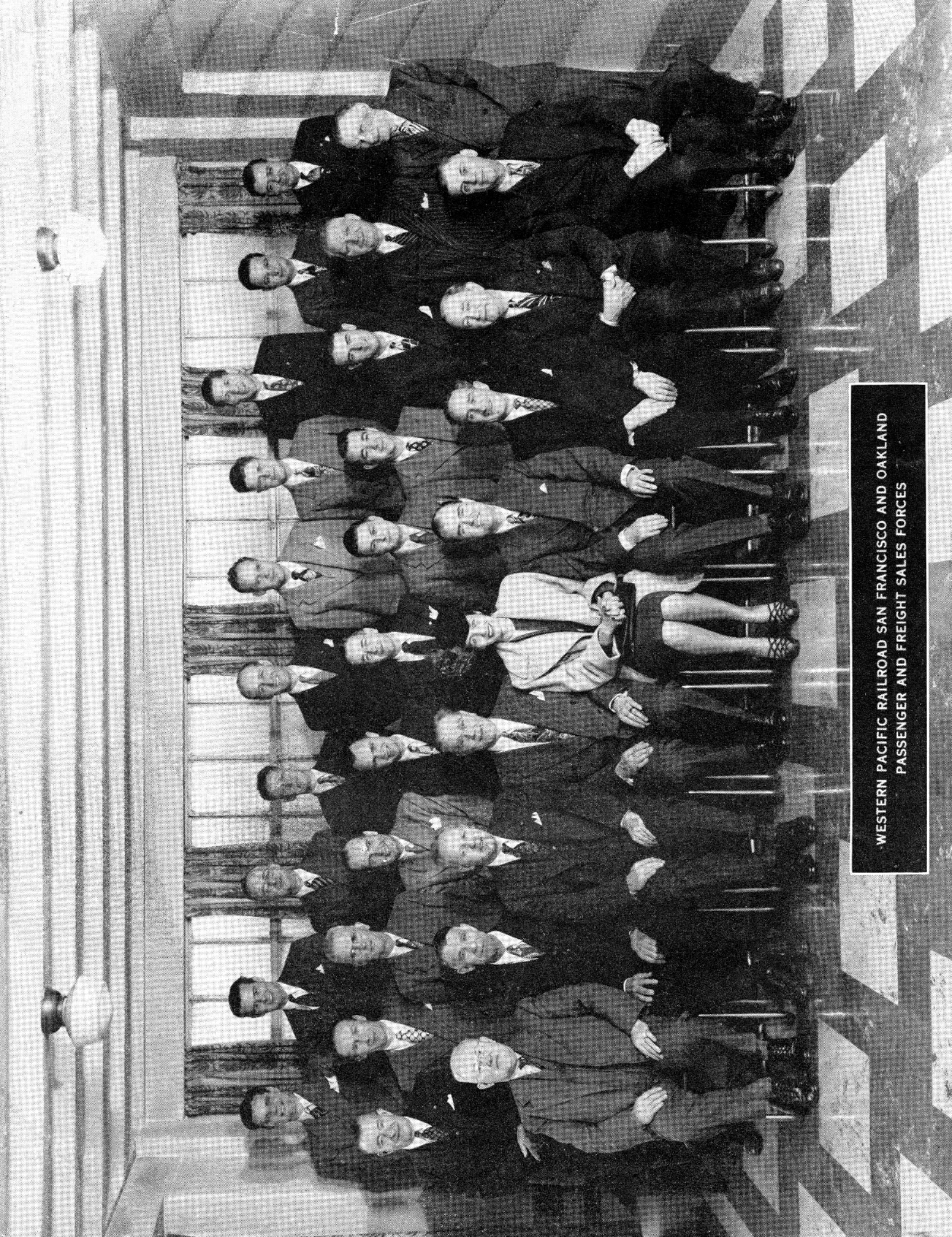
★ **William J. Lewis**, junior clerk at GO, replaced **John Foley**, who has returned to college to complete his education. Bill spent some two years in the Army Air Force during the war.

Rudy Maus, former agent at Oroville, is now agent at Walnut Creek. **James W. Davis**, former revising clerk at the Sacramento freight office, has taken over as agent at Oroville.

Gregg Myers, draftsman, and Mrs. Myers have finally found a house—about ten miles from Sacramento!

Yvonne Killick, secretary, became the wife of **Lt. Richard H. Gardner** on February 15th. After a honeymoon in San Francisco and Carmel, the couple returned to live in Sacramento. Lt. Gardner is stationed at Mather Field.

On March 11th, **Juanita Young**, Yuba City freight station clerk, became the wife of **William M. Harlan**, bridge gang No. 3 carpenter. Juanita spent eighteen months in the Waves during the war.



WESTERN PACIFIC RAILROAD SAN FRANCISCO AND OAKLAND
PASSENGER AND FREIGHT SALES FORCES