

# The Headlight

Volume 9

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Number 3



Eleanor Parker, Warner Brothers' Star, christens the California Zephyr as California's Lt. Governor Goodwin J. Knight assists and Western Pacific's president Harry A. Mitchell stands by.



**Walton Harris' Honorable Mention Essay . . .**  
**Why I Like to Work for the Western Pacific Railroad**

★ Well, I am not wholly averse to work, and this is as good a place as there is to do it. Up to now, I have been hired and fired, broke and been broke on seventeen railroads, good and bad, foreign and domestic. In conservative circles, this may be regarded as almost anti-social — like, say, having a plurality of wives; and my only point in making this damaging admission is that I am not so easy to please or to be pleased.

If I have been seriously wronged on any of the other sixteen, I do not now remember it, but the kindness and consideration of the Western Pacific are unique and outstanding. Other companies have treated me as well as I deserved; perhaps that is why I didn't stay. In the good old days, officials have said to me more than once: "Young man (they wouldn't say that now), the company keeps no record of your good deeds—only the bad ones." Even if that could happen here, it never does.

With this sort of background I really ought to enjoy griping about my job, but here the attitude of discontent seems to take more imagination and strength of will.

Like it or not, whether one be expendable or indispensable, pep will pass, and wits may thicken. Even ours, such as they are. When that time comes, it is the way of this railroad to recognize humanely our limitations. We can still serve in our fashion. This is the place! We need fear only the charming and undemocratic evil of being spoiled.

*Walton Henry Harris was born in Bedford County, Pa., on January 27, 1895, and entered Western Pacific service on October 11, 1946. He is a yard clerk at Stockton.*



**WALTON H. HARRIS**

Putting it a little strong? Perhaps, but if I didn't feel that way I wouldn't be here.

But let's skip the sentiment of being a loyal barnacle on a good stout ship. The Western Pacific is the youngest of the transcontinentals. It has had its share of tough breaks and bleak financial days, like the incomparable Santa Fe and Union Pacific; the gold-plated Norfolk & Western, but that is all over now, and we are making modest advances toward prosperity. Meanwhile, it's quite enjoyable to think that I'm playing a small part in a worthy and effective enterprise.

So much for sentiment and business. Now, I ask you, where is another 1000-mile line so rich in color, romance, scenery in infinite and panoramic variety? I don't know, having ridden many roads, and this one end to end and over and over. Marvels row on row—Great Salt Lake; the Salt Flats at Wendover, a crystal speedway; The Humboldt Valley and Palisades; Smoke Creek and Black Rock Deserts; The Chilcoot Pass, gateway to California; Feather River Canyon; the High Line; Williams Loop; San Joaquin Valley, garden of the world; Altamont Pass; Niles Canyon; the city by the Golden Gate.

A' that and a' that, such is the Western Pacific. Mile for mile, in all the Americas, where is another railroad like it?

Why didn't I come here sooner?

**Telephones on the Tobin Work Trains** by Grant S. Allen

★ Rip rap protection for the Western Pacific right of way at the Pacific Gas and Electric Rock Creek reservoir extends from a point just west of tunnel 17 to the west portal of tunnel 22. Because the work trains are hauling twenty cars of rip rap in addition to the spreader and caboose, the engine is often in tunnels and around curves so that it is impossible to pass hand signals.

In order to overcome this difficulty, two army field telephones are being used. One of these telephones is on the locomotive and being used by the fireman and the other at a location on the ground where the conductor or brakeman can see operations and give the fireman verbal instructions via telephone as to what moves to make.

All of the air dump cars have had hooks welded to the side doors so that when the engine backs away from the trainman during dumping operations, the connecting wire is unrolled from a reel and hung on these hooks to keep it from dragging on the ground and being run over by the wheels of the train.

When dumping is completed the train is shoved back to plow down the rip rap with the spreader and while being shoved back the wire is taken off of the hooks and again rolled up on the reel for the next use.

These telephones were first put into use on February 15th. Perhaps it can be said that the Tobin work trains have the jump on the California Zephyrs when it comes to the use of an inter-communication system on the train!

**THE HEADLIGHT**

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# California Zephyrs Roll!...

★ The week beginning March 13th might well have been called California's Zephyr Week. The dream of all Western Pacific people had become reality, for the sleek silver trains had been delivered, ushering in a week of thrilling pre-inaugural promotion activities.

During the week, an enthusiastic public totalling many thousands took advantage of the opportunity offered to pass through and inspect this magnificent train, which was exhibited at Salt Lake City, Elko, Winnemucca, Portola, Oroville, Marysville, Sacramento, Stockton, San Jose, Oakland and San Francisco.

The week was climaxed when feminine beauty and glamor met the new look in railroading. Lovely Eleanor Parker, Warner Brothers' star, christened our California Zephyr at the Ferry Building in San Francisco on Saturday afternoon, March 19. The christening program was opened by Evelyn Corvello singing The Star Spangled Banner; the Most Reverend John J. Mitty, Archbishop of San Francisco, followed with the Invocation; and Leland Cutler offered an inspiring address of welcome. Master of Ceremonies Tol Avery introduced the distinguished guests, following which President Harry A. Mitchell, of the Western Pacific Railroad, presented the train and the Honorable Goodwin J. Knight, Lieutenant Governor, accepted it in behalf of the people of California. The program ended with the singing of "I Love You California," again featuring the beautiful voice of Evelyn Corvello.

At the Ferry Building on Sunday, March 20, passengers boarded the 9 a.m. ferry for the inaugural run of the California Zephyr leaving Oakland Pier at 9:30 a.m. Corsages of three gorgeous Hawaiian orchids made up in the California Zephyr's colors of orange and silver, which were flown over from Hilo and presented to each feminine traveler on this first passenger list. Music was furnished for the occasion by the WP employes' band.

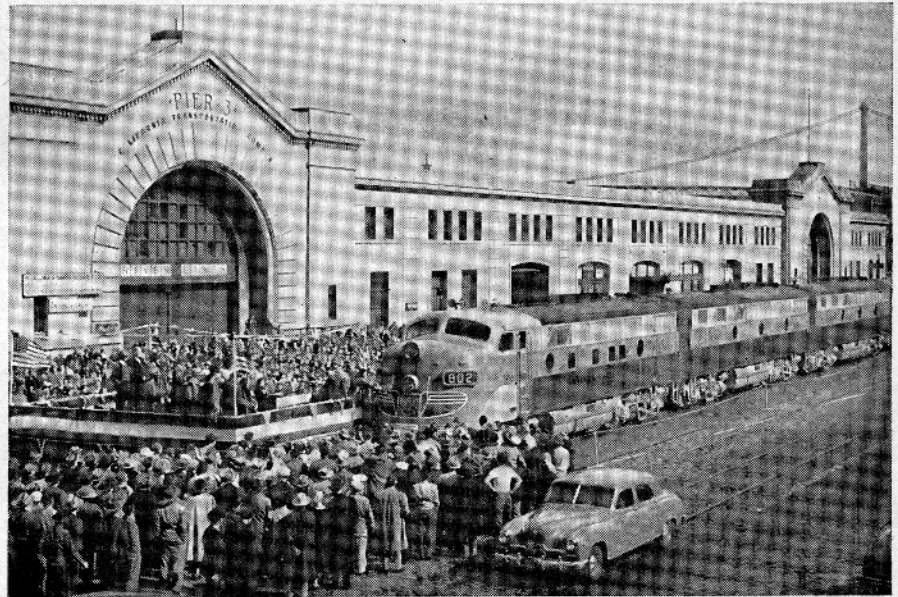
In spite of Western Pacific management's preoccupation with displaying the Zephyr to an eager public, WP employes were also given an opportunity to see and inspect the train and, where possible to do so, special arrangements were made providing short trips which enabled any employe, if he so desired, to actually ride the train. WP employes are grateful for the consideration shown them by the management and their feelings can best be expressed by what one employe remarked to the writer . . . "It was nice of the officials to let us in on the Zephyr. It makes us feel more like we're a part of the Western Pacific and besides we will know what we're talking about when we tell our friends about it."

The California Zephyr, operates daily on a fast schedule between San Francisco and Chicago over the Western Pacific, the Denver & Rio Grande Western, and the Burlington railroads. It consists of ten passenger cars. . . .

- 1 46-seat Vista-Dome Chair Coach (forward portion exclusively for women and children).
- 2 46-seat Vista-Dome Chair Coaches.
- 1 Vista-Dome Buffet-Lounge (lounge for all passengers; Dome for sleeping car passengers).
- 1 48-seat Diner, including 4 semi-private dining nooks.

- 1 16-section Standard Sleeper.
- 3 10-Roomette, 6-Double Bedroom Sleepers (one providing through service to New York City).
- 1 Vista-Dome, Observation-Lounge, containing 3 double Bedrooms, 1 Drawing Room, and Cocktail Lounge.

Five cars in each train have Vista-Domes seating 24 people on the upper deck for viewing scenic attractions. These seats are for free use of passengers. Vista-Domes are fully air-conditioned, as is the entire train, and equipped with heat resistant heavy safety glass permitting an unobstructed view in all directions and with a radio outlet in each Vista-Dome. All cars are individually decorated, carpeted throughout, equipped with venetian blinds. Famous American artists have painted the murals in the lounge cars.



Scene on San Francisco's Embarcadero during California Zephyr Christening Ceremonies.

The cars in this train were constructed by the Budd Company and the train is Diesel-powered, locomotives built by Electro-Motive Division of General Motors Corporation.

The six trains necessary to provide daily service represent an investment by the three railroads of well over twelve million dollars.

In addition to the luxury of the train itself, the new schedule provides for daylight riding through both the Feather River Canyon and the Colorado Rockies on the Moffatt Tunnel route, magnificent scenery where the unobstructed views from the Vista-Domes can be enjoyed to the fullest.

A Zephyrette, one of the uniformed train hostesses who have just completed Chicago courses in railroading, baby-sitting and general charm, are in attendance to explain the features of the new streamlined train. Among these are the exceptionally smooth and quiet riding due to heavy insulation and disc brakes, water softeners and circulating ice water, individually controlled radio reception in each bedroom and roomette, wire recorders providing music and entertainment when radio reception is not favorable.

What we considered the top comment about our new train was overheard by Lee Brown, head clerk of our overcharge bureau, to-wit: "This is the only train I've ever been on that I hated to get off." A close second was the question from a pleased San Francisco visitor . . . "Where's the swimming pool?"

—L.A.B.



## Hy-Lites

by JACK HYLAND

"Georganne". Our talk took place in front of Paul Elder's Book Shop . . . which, incidentally (we hope), is selling **Don Burgess'** (formerly Traffic) book "Ashes of San Francisco".

**Dick Wilkens** (general agent-Los Angeles) advises the month of January was the coldest in the history of Los Angeles and a very trying one for the orange, lemon, avocado and vegetable growers. It was especially trying for those individuals residing near the citrus groves where almost continuous orchard heating (smudge pots) cast a pall of smoke over the landscape and ruined the interiors of many homes.

Also learned of other events concerning our Los Angeles office representatives, such as: One wintry morning, when the snow blanketed the Pasadena foothills, **Wilbur West** couldn't move his automobile out of the garage; **Bob Munce** has just concluded his term as chairman of the board of the Los Angeles Junior Traffic Club; **Bill Cook** finally succeeded in selling his home in Ogden, Utah and now has his entire family with him in Los Angeles; also **Jack Berschens** is a very proud man with his new automobile, but is even more proud of his brand new "grandson" born in San Francisco last February 8th.

On February 3rd and 4th, President **Harry Mitchell** accompanied by **Mrs. Mitchell**, visited southern California . . . during which time President Mitchell attended a luncheon given by the Los Angeles Chamber of Commerce to the Association of American Railroads, which included 20 railroad presidents and many local traffic managers. Mr. Mitchell also attended a directors' meeting of the California State Chamber of Commerce, but took time out to visit the Pony Express Museum at Arcadia, Cal., owned by that inimitable individual, **W. Parker Lyon**, ex-mayor of Fresno, Cal.

That "expanded chest" recently acquired by **John Mills, Jr.** (AF&PA) was occasioned by his elevation to "fatherhood", when his wife **Jean**, presented him with a baby girl . . . little "**Sandra Lee Mills**" on January 28th, weighing 9 lbs. and 1 oz., and by no means should we have called her "little" Sandra.

Co-workers of **Irene Twinning** (AF&PA) were saddened last January, in learning of her suffering a severe heart attack on January 28th, which proved fatal. Although Irene was 63 years of age, she was a very active and dutiful employe and shall be greatly missed by her many friends.

Has anyone (of our girls) ever purchased a "Miss California" coat, manufactured by **Morris Goldman**? If so, wonder if they knew that the cloak maker secured the rights to the name from "Miss California of 1924" . . . **Fay Lamphere**. Fay, incidentally, is the sister of a former W.P. employe . . . **Everett Lamphere**.

We received (meaning **Harry Stark-Traffic**) a letter from "The Feather River Winterland" a while back from **Charlie Alexander** (relief clerk-Portola) telling us of the great amount of snow up their way, and of the 6½ foot Christmas tree, that didn't cost him a penny . . . cutting it down himself. (Hope no one saw you Charlie, for I'm sure there is a law which states its "verboden"). During our recent March snow trip to Johnsville Lodge . . . we found the snow even deeper than mentioned in his letter.

From a very reliable source, we have learned that **Bobbe Senior** (formerly Treas. Dept) is expecting an addition to their family group some time the latter part of this year . . . who will have as a sister little "Cathy".

Many of us were deeply shocked last month to learn . . . **Tena B. Webster** (retired-Traffic) passed away on March 12th, at St. Josephs Hospital, after a siege of illness, commencing with an advanced kidney ailment.

Quite a few of us have walked through the alley (Ecker St.) between our W. P. Bldg. on Mission St. to reach Market Street, but haven't given much attention to the various concerns or places of business located along the route . . . but I'll wager one person (beside myself) has noticed the printing and advertising firm of "**H. A. Mitchell**", and I'm sure our W. P. president **H. A. Mitchell**, could be that "other" person.

The month of February was one of great sadness, for . . . on February 6th, **Philip Flaig** (retired-WP employe) and father of **Carl Flaig** (Treas. Dept.), passed away; on February 11th **Simone Beccaria**, father of **Irene Johnson** (8th and Brannon) and father-in-law of **Don Johnson** (Car. Distbr.) departed from this earth; and on same date (Feb. 11th) following a heart attack of a few weeks previous, **Mrs. Charlotte Amos**, mother of **John Amos Jr.** (AGFA-Traffic) and wife of **John L. Amos** (retired-Union Pacific) passed away. To these families, we offer our belated expressions of sincere sympathy in the loss of their loved ones.

On Friday, March 18th . . . **Ed Jagels** (Asst. Industrial Commsr.) collapsed in the office, and after being rushed to St Joseph's Hospital, it was learned he was suffering from a perforated ulcer. Latest report is that he is progressing nicely, and we surely hope he'll soon be able to be "up and around".

Prior to the recent transfer of **Milton Ziehn** (secretary to Gen. Mgr. SN) from the San Francisco area to their new Sacramento location, we learn he was presented with a very lovely wrist watch by his friends acquired during the many years of employment in the General Offices.

## East Bay Notes

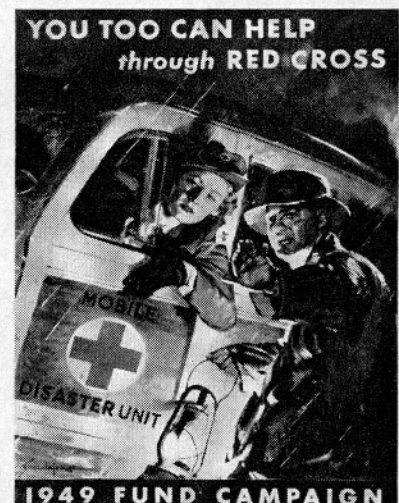
by Hazel Petersen

★ It is always nice to hear of old friends again and that is what happened when Conductor **Ray Corder** dropped in for a visit the other day. He mentioned the names of several employes, all either retired or incapacitated, and we think you would be interested in knowing who they were. We wish speedy recoveries to **Ralph Stone**, who is suffering from pneumonia; Conductors **Cal Swain**, **James Williams**, **Al Burkett**, **Ike Cranston**, **Howard Coulter**; Engineers **Harry Davis**, **Dan McKellips** and **Ray Cope** and Section Foreman **Henry Hillzinger**. **Ray Corder** tells us that he divides his time between his new home in **Fruitvale** and looking up the old gang. Visit us again, **Ray**.

Our marine department is a vital part of our organization and, as **Joe Fitzpatrick**, our "Irish Tenor" mate, declares—"nothing to be sneezed at." We are very happy to hear from that quarter and report that **Joe Ganey**, bargeman, has returned to work after a very close brush with a "hit and runner". Captain **Ray Niblock** has a new home in South San Francisco. The tug, **Hercules**, is back in service to the delight of Captains "**Gus**" **Bergman** and **Pat Kearney**. It had been tied up for repairs. This department is sadly in need of cheer and the first place to send some is to **St. Joseph's Hospital**, where **Fred Kock** (mate) and **John Zahn** (bargeman) are very tired of lying in bed.

Greetings to **Miss Dixie Gibb** (car department clerk), who hails from **Vancouver**, where she was a secretary at the **Canadian Broadcasting Company**. **Dixie** tells us, in a very charming Scotch accent, that she finds railroading very interesting.

**Irma Piver** (coach yard) tells us that on her trip in the new **California Zephyr** she saw **Bert Rudland** (retired carman) and his wife; "**Tex**" **Rather** (carman helper) and **Rowell Rickmon** with a stunning blonde.





## Dispatcher Archie Legg and the 601

★ Remember the Ode to the 601 by Frances Elmo, appearing in "Aggie" Welch's Western Division Notes last November? Well, Dispatcher Archie (A. D.) Legg, Sacramento, thought Frances might be interested to know how the folks on the "other side of the track" regard the "Gallant 601" and came through with the following, his only apology being to the English language! . . .

When the 601 comes into view

I also get a shiver

A-thinkin' of those poor souls on board  
and what's happenin' to their liver.

I never see the durn thing pass  
for simple reason I ain't able  
Cause I'm a guidin' the blamed old  
thing  
from a train dispatcher's table.

As far as we dispatchers are concerned  
she's just a great big pain  
And takes twict the guessin' for us  
old birds  
as any seventy-four car train.

We'd love to stick her at some spur  
just set her out by gee  
But that won't work as we all know  
as she's bossed by G.W.C.

He'd be on the fone in nothing flat  
a-askin' of us how come  
And make a few choice remarks to boot  
includin' "how can one man be so  
dumb?"

We cain't get away with what you see  
but gosh it would sure be fun  
To leave her there to sit and rust  
the putrid son-of-a-gun.

The first we know of her on our rail  
is the note we get from Ed.  
Fix her up for a good run my boy  
is what the blame note said.

She'd leave "YD" at 7 a.m.  
and go right through to Keddie  
Make no stops at all you know  
so says our Chieftain Eddie.

So we fix her up with a meet or two  
just to see how she will go  
The first one is at Bloomer  
and the second we make Poe.

Then we wait, and wait, and wait, and  
wait  
for an "OS" on this old goat  
Then Johnnie Mac comes on the fone  
saying "the boss forgot his coat."

But we'll be on our way right soon  
as you know the 601's real nifty  
And they finally leave right on the dot  
at exactly seven fifty.

They bounce along their merry way  
as though they had no place to go  
But what about the meet at Bloomer  
and the second one at Poe.

They're finally on their way we say  
it may not be too bad  
If they push her along at full top speed  
and give her all she had.

We later get a flash from Mac  
she'd passed old Bidwell Bar  
If she'll only hold together  
This ancient motor car.

But First 61's at Bloomer now  
a-turnin' down his pops  
And waiting for the 601  
who they said would make no stops.

Hold her a minute says one on board  
in the person of old Chet Barry  
Just want to talk to the boss out there  
Well, well how-ya Harry?

Is everything agoin' all right  
since I was this way before  
Oh sure, sure, says Harry  
except there's rocks galore.

Then he makes another stop to chat  
with a section boss named Joe  
Clean forgettin' the meet at Bloomer  
and the second one at Poe.

Then there's the slide detector fence  
gotta look this over you know  
While we worry over the meet at  
Bloomer  
and the second one at Poe.

They finally do make Bloomer  
what a down right lousy meet  
Then Johnnie says we'll pull in here  
as all have decided to eat.

Guess they must have brot their lunch  
as Bloomer has no eatin' house you  
know  
Well they made the meet at Bloomer  
to heck with the one at Poe.

Do you see what we mean Miss Francis  
or is it Missus Elmo  
When we describe the meet at Bloomer  
and the second one at Poe?

We also have an ambition  
but its not to take a ride  
On this gallant 601  
it's just ditch her durn ole hide.

## William J. O'Neill Retires

★ William J. O'Neill, superintendent of motive power, retired on April 1, completing a distinguished 54-year railroad career, the last thirteen of which were devoted to the service of the Western Pacific. He was succeeded by Elbert E. (Ed) Gleason; and Edward T. Cuyler was appointed ass't sup't. of motive power.

Other recent appointments . . . Harold J. Mulford, trainmaster, SN; Russell Gould, sup't of power, SN; Robert C. Cox, supervisor of B&B; Constantine E. Marcus, supervisor of automotive equipment; Norman A. McPherson, gen'l. supervisor of structures and work equipment, all with headquarters at Sacramento.

## Chicago Railroad Fair

★ The 1949 edition of the Chicago Railroad Fair will begin a 100-day run on June 25. Last year's show attracted more than 2½ million visitors during a 76-day run. The same area of the shore of Lake Michigan will be used. Emphasis is on "better" rather than "bigger."

Among new exhibitors scheduled this year are the Rio Grande's exact replica of the Moffat Tunnel and Western Pacific's cable car system. The entrance to the Fair's "Moffat Tunnel" will lead to twin theatres, one displaying moving pix of Rio Grande's role in the growth of the West; the other housing exhibits depicting developments of the country served by the Rio Grande.

Directly inside the main gate of the Fair, WP will build a replica of the turntable at Powell and Market and a loop of track along the shore of the lake, complete with cable slot and rumbling cable. The Municipal Railway is lending one of its cable cars to be operated at the Fair by San Francisco platform men and visitors will be given free rides.

"Wheels a-Rolling" will again be presented and an enlarged grandstand will increase seating capacity. Last year's pageant was a tremendous success, with a total of almost 1¼ million spectators.

Other improvements . . . Visitors will have protection from sun and sudden showers; all roadways will be black-topped to add to walking comfort, and adequate comfort facilities will be provided . . . Additional eating facilities . . . and the Rio Grande will provide a second narrow gauge train to supplement Burlington's Deadwood Central train which handled capacity crowds last year.



## Trainless Childhood . . .

*The following item taken from the Topics of the Times column of "The New York Times" of February 8, 1949, presents vividly and appealingly the consequences of what it refers to as "trainless childhood." We were so greatly impressed with the item that we are reproducing it here for you.*

**Ride on a Train** In a town within commuter flight of Times Square a show of hands lately revealed a pathetic situation. No member of the entire class, adult to the extent of five dreary years, ever had been on a railroad train. In classes up to the sixth, where at 11 a man might be expected to have seen everything and discounted most of it, certain members never had been on a railroad train. At 5 and 11 they knew almost every tree along the Merritt Parkway, as well as the location of each Howard Johnson on the Post Road, yet they knew no trains. Clearly they were the lost generation, the unheeded by-product of the internal combustion engine, a sad parody of happy childhood.

The situation was rectified, of course, and now they smile again. The correction was put in charge of a man whose usual occupation is the production of plays, and his script called merely for a trip from one station to the next. When the train puffed into the next, however, no one cared to leave, and after a delay of such length as would entitle the conductor to set down Act of God in his report, the group rode on. Translating the event into his own specialized terms, the producer said he would give something for a play which would so hold its audience, and in a flash of insight, rare among managers, he said he guessed he never would find it. Nor will he. For a play is just a play, while a railroad train is basic.

**Sad Short Cuts** This indeed is the lost generation, this tired old man of 11, this weary woman of 5. Childhood should be happy, as all the authorities agree. Childhood should move contentedly from given point to given point—from Christmas to Christmas, for example, and from train to train. It perhaps is knowledge of a sort to be able to state the number of cylinders in the new Buick or the new Ford, assuming, of course, they are not already jet propelled. It may even be knowledge to know the short cut through Providence which, on the way to Cape Cod, avoids the traffic around the railroad station. But there is the rub, for the short cut also avoids the station. A pleasant childhood consists no more in circling a station at a distance than in circling a candy cane. Both should be sampled as often as possible in order that an agreeable child become an honorable man. A train is basic, while an automobile is turned in each year; a train is a friend, while a car is only a temporary possession.

**Point in Time** This lost generation of 5 and 11 has missed much. It has missed the preparations for a journey. A car can leave the garage at any hour or no hour, but the train goes on schedule, and it is the schedule that decides preparations. In an automobile, the child goes away some time tomorrow, but in a train he goes tomorrow at 9:15. That is a definite point in time and space, that is a point which exists. That is the point at which all the baggage must be assembled, the tickets must be at hand, and the point from which there is no turning back to see whether all the lights are off. That is the point which means going away, and not just talk of going away somewhat later. It is possible almost to reach out and touch 9:15, to place carefully 9:15 in the pocket with the jack-knife and fishhooks. Expectations and preparation form nine-tenths of any journey of consequence, and 9:15 is the symbol. That is really it.

**The Great Moment** This lost generation has missed more. It has missed the sight of an awaited train coming around a bend and slowing for the station. It has missed the grinding sound of the brakes and the hiss of escaping steam as the engine passes, and the casual, friendly glance of the engineer. It has missed the quick look into the open door of the baggage car, and the half opened door of the car carrying mail, no doubt with armed guards. It has missed also the diner, slowing as if in invitation, and that moment when the conductor swings down and beckons important passengers aboard. It has missed the one true and great moment of any trip: the "All Aboard," the brisk notes of the bell as the train starts slowly off again. With no experience of that, it is a lost generation indeed.

**Many Things Missed** To one who never has heard the special sound made by the whistle of this particular train there may be some minor satisfaction in tuning in the radio of the car. To one who never has had luncheon in a diner, Mr. Johnson may be able to provide just as many flavors of ice cream as he says he can. One who never has set out to explore a train, from the baggage car on back, may feel that US Route 86 may lead ultimately to the rainbow—but rainbows definitely are trainborne. Driving into its motel early in the evening, the lost generation does not know the supreme pleasure of climbing into its berth and watching the lights of the country pass by. The lost generation thinks in its ignorance that the movies are pretty fair, that television is pretty fair, but it does not know true art. The true art is not 10,000 extras, jumping, screaming from technicolor cliffs, but is one small light in a lonely farmhouse, seen at night—from a train. Not even Raphael could improve on that.

## Frank Nott Honored

★ Frank H. Nott, commercial agent for the SN at Sacramento, was elected President of The Sacramento Valley Transportation Club on March 14.

Serving with Frank are Maury Lewis (Globe Mills) as Vice President; Hugh McReynolds (Campbell Soup) as Secretary-Treasurer; and Directors Vernon Clark (Riske Trucking), Ross Eldred (California Almond Growers), Harold Hinshaw (SP), Harold Marshall (Weinstock-Lubin), James Monro (Lawrence Warehouse) and Frank Wayman (Campbell Soup).

We know Frank earned and deserves this recognition and join his many friends throughout the Sacramento Valley in wishing him a successful tenure of office.

## Cancer and Your Dentist

Your dentist is an important person in your life. By keeping your teeth free of infection, your oral hygiene in good order, and by correcting jagged teeth or ill-fitting dental plates, he cuts down the chances of cancerous conditions.

As a rule cancer does not start in healthy tissue. It usually takes place in areas that have been subjected to chronic irritations, inflammations or other local diseases which may have been present over a long period of time.

Cancer of the oral cavity occurs less frequently among women than it does among men. This is probable due to the fact that women take greater pride in their oral appearance than do men.

Local mouth infection may induce cancer of the tongue, cheek or gums. Constant irritation of the cheek or lip by jagged teeth or ill-fitting dental plates may produce a sore spot which will terminate in cancer. In the case of poor dental plates, persistent use of them is often the source of many gum cancers.

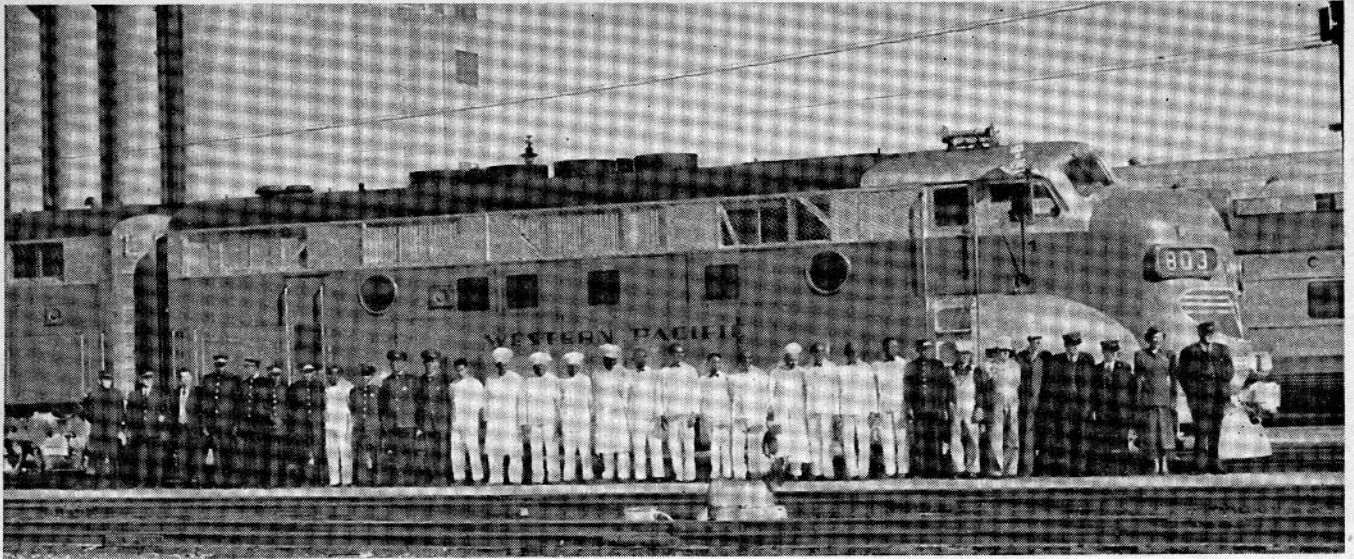
Should you ever develop a sore that does not heal — particularly about the region of the mouth, lip or tongue—your dentist will advise and you should secure a thorough medical examination.

Likewise, a painless lump or thickening in the region of the lip or tongue should be immediately investigated.

Attend to your oral hygiene by visiting your dentist at least twice each year. In this way you will have a double check on possible cancer. For, diagnosed early and treated promptly, the chances for cure of oral cancer are very high.

**AMERICAN CANCER SOCIETY**  
350 Fifth Avenue  
New York 1





**CALIFORNIA ZEPHYR PERSONNEL ON THE INAUGURAL RUN MARCH 20**

Left to right . . . Pullman Attendant **J. W. Louie**; Pullman Conductor **R. R. Torrance**; WP Steward **Walter Parks**; Pullman Porters **L. Pyburn, H. L. Jones** and **L. W. Tate**; Pullman Attendant **A. R. Pringle**; Dining Car Waiter **Clarence McAfee**; Chair Car Porters **Charles Bell, Hartie Thurston** and **Everett Victor**; Pantryman **James H. Richard**; Second Cook **Ned P. Mays**; Chef **Mack McDaniels**; Third Cook **Verl Arps**; Fourth Cook **Ira Sessions**; Waiter **Walter Bryant, Jr.**; Tavern Car Attendant **Charles D. Woods**; Waiters **George H. Caldwell** and **Ernest J. Pontiflet**; Tavern Car Cook **Leo Courtney**; Waiter **Donald L. Perrin**; Tavern Car Waiter **Bernard D. Osborn**; Waiter **Ben Knowles**; Pullman Porter **G. Strobhard**; Fireman **Robert W. Turner**; Engineer **George T. Rutherford**; Road Foreman of Engines **Thomas D. Hunter**; Brakeman **Almer E. Jones**; Conductor **James L. Rush**; Zephyrette **Jean Williams**; and Flagman **Joseph P. Helmick**.

It is through the courtesy of Terminal Trainmaster **Henry E. Stapp** that we're able to furnish these names.

## Random... by WCM

★ Several weeks ago when we were writing this column, it looked to us as though The Headlight was breathing its last, yet here we are again (time out for you to shudder) which maybe proves that the two well-known inevitables are still the only ones!

We'll take the latest developments first . . . WP Club Prexy **Edith E. Kelley** betrothed (engaged to you) herself to **Robert Charles Barry** on March 18. They'll be married at the West Portal Lutheran Church, in San Francisco, come June 11. Edith's many friends (and admirers!) wish the best of everything to her and Bob.

The Pacific Railway Club's 32nd annual dinner at the Palace Hotel on March 23 was a magnificent success, thanks principally to a rousing after-dinner talk by **Lt. Gov. Goodwin J. Knight**, whose good humor ranks second only to his sincere and fighting support of the "free enterprise system" we enjoy in these United States. **Henry Fegley** presented the past president's pin to retiring President **Roland D. Pierson** (Santa Fe); **Homer Bryan** reported as chairman of the nominating committee and "Governor" Knight emphasized the new California Zephyr as indicative of Western Pacific's confidence in the future of California, all of which added up to a gala night for dear old WP! President **Harry A. Mit-**

**chell** was inducted as an Honorary Member of the club by **Harry J. Lundberg**, VP&GM **Harry C. Munson** was a guest at the head table and other WP and SN people on deck were Mrs. Mitchell, Mrs. Munson, Mrs. Bryan, Henry and Mrs. Fegley, Frank and Mrs. Woolford, **Thomas L. Phillips**, Dr. **Glenn F. Cushman**, **Thomas P. Brown**, **William J. O'Neill**, **Rex T. Kearney**, **Edward E. Englebright**, **Clarence L. Droit**, **Wellesley T. Richards**, **Roy E. Larson**, **Phil L. Wyche**, **Carl W. Mangum**, **Joseph B. Marchand**, **Glazier F. Baker**, **Stacy S. Long**, **Gerald K. Lau-mer**, **Logan Paine**, **John P. Connelly**, **Daniel J. Loughlin**, **J. E. Campbell**, **Theodore N. Deuel**, **James B. Dillon** and your reporter. A good friend **J. P. (Phil) Haynes**, agent of the Pacific Freight Tariff Bureau, was also among those present. **Herbert I. Benjamin** (Southern Pacific) was elected president and **James M. Souby, Jr.** (Santa Fe) 1st vice president.

**Austin C. Street**, manager of Barclay Traffic Service (Division of Safety Stores, Inc.), doubling currently as chairman of the Freight Claim Prevention Committee of the Pacific Coast Transportation Advisory Board, is plugging the 13th National Campaign to Promote Perfect Shipping Every Day. His efforts in combatting loss and damage deserve the support of all, for waste is as uneconomic as, for instance the ideology of an economy of scarcity.

We should do whatever is within our power to assist Austin in his crusade.

St. Patrick's day had a remarkable influence last month on an SP representative who wrote San Luis Obispo thus . . . **San Luis O'Bispo! So help us!**

We were delighted to see **Arleen Atkinson**, of our GO telegraph office, back on the job after a rather serious illness. Now if we could persuade Telegraph Boss **Carl Rath** to cease and desist on those horrible juke box tunes in Pat's coffery the recession would no doubt become history rapidly.

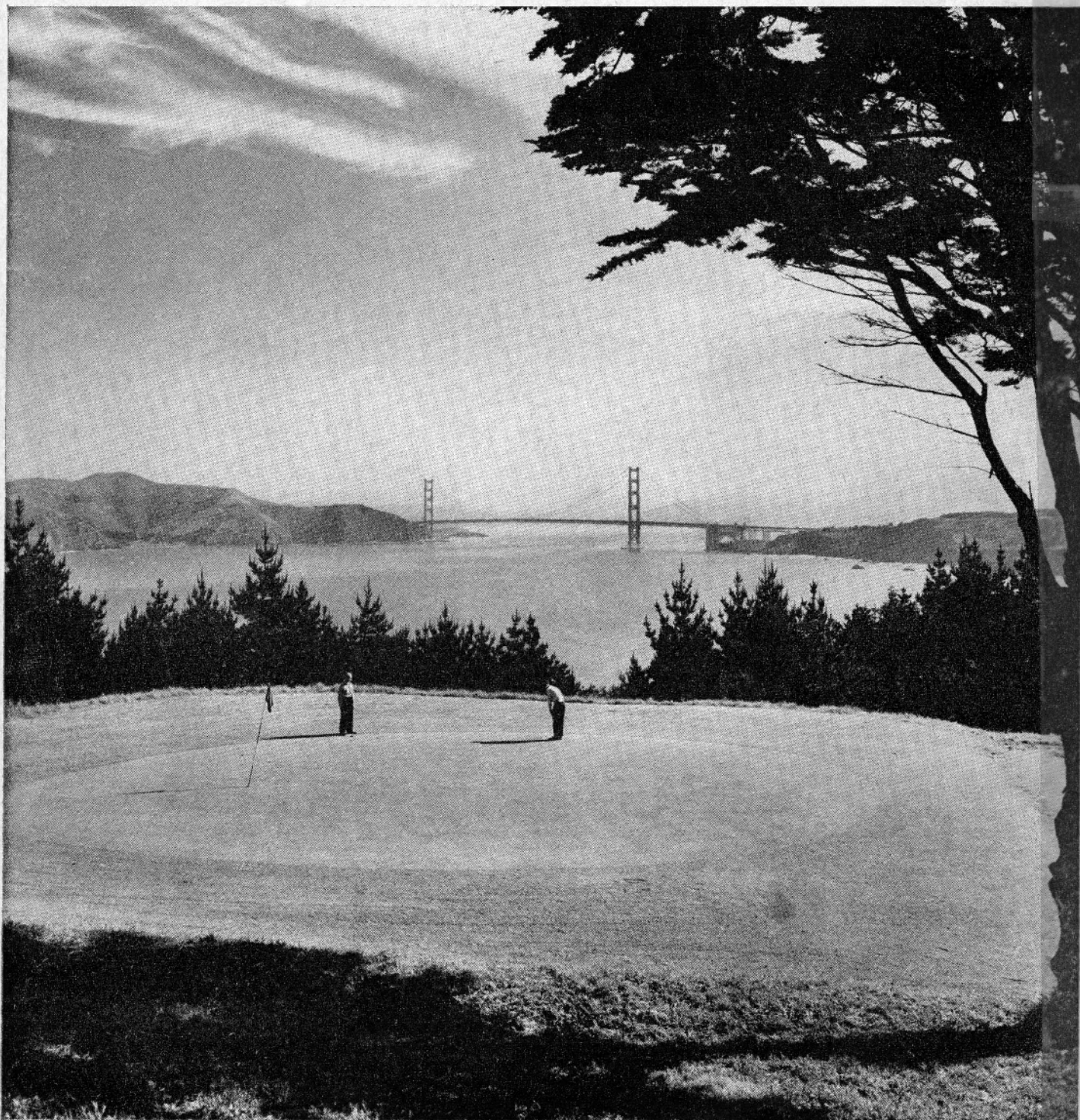
We sadly record the passing of **Tena B. Webster**, long-time employe of our GO general freight traffic department, at St. Joseph's Hospital the 12th of last month. Tena was in her 77th year and had been retired since July, 1946.

**Jim (J. R.) Stitt**, our Denver traffic representative, made the columns of the Rocky Mountain News (Denver) last month via a photograph showing him, Rio Grande's PTM **Harold Eno** and Burlington's GPA **Alms** happily embracing one of our new California Zephyr trains. . . trick photography of course, but good anyway!

We were planning here a basic report on nuclear fission, but remembered, in time, that our space is slightly limited, so will offer instead **George Bernard Shaw's** contention that "fish" should be spelled "ghoti." Can you figure that out, or is it like a neutron to me?



This picture showing a green at Lincoln golf course, San Francisco, overlooking the Golden Gate, with the famed Gate Bridge in the background, was furnished through the courtesy of Bill Bolce, Editor of Crocker News, and recently was used as a cover for that publication.



*Photo by Moulin Studios.*