



INTAKE DAM AND FISH LADDER
FEATHER RIVER CANYON

Dear the people coming home,
 Dear glad faces long away,
 Dear the merry cries, and dear
 All the glad and happy play.
 Dear the thanks, too, that we give
 For all of this, Thanksgiving Day.

—Harriet Prescott Spofford

Editorial

THANKSGIVING 1946... There have been years when we've come up to our national day of thanksgiving with very little about which to be thankful. Still, with a bit of trying, most of us found something, if only the fact that we were alive during these amazing years when the hand of man has wrought so many wonders—good and bad. This year, if for nothing else, we may be thankful for the silenced weapons of war throughout most of the world; and for the prospect of peace in the years ahead if the United Nations representatives are given a genuine opportunity to iron out differences and formulate a world peace plan that will work. And we should be thankful for a freight car shortage, rather than a freight traffic shortage!

ELECTION DAY... On the 5th of this month, the sound and fury will be over, the radio and other speeches can be wrapped up in mothballs against another day, and the American electorate will go quietly about the business of electing Senators, Congressmen, maybe a governor here and there, and local officials. If you registered, you can vote for whom and what you please. We hope that will always be true of our elections. If you aren't registered, you are neglecting one of the prime duties of an American citizen; not to mention that you lose your right to criticize. That's reserved for voters whose candidates lost!

GOLD SPIKE AT BIEBER... Fifteen years ago on the wind-swept, cinder-covered flat at Bieber, California, several hundred interested spectators watched Arthur Curtiss James drive the last spike in the track uniting the Great Northern and the Western Pacific in a new through north and south line on the Pacific Coast. Many thousands of cars have moved over those rails since President Ralph Budd, on GN 3351, reached over and shook hands with President Harry Adams, on WP 204. The value of this link has thoroughly proved itself and we hope it will prove even more profitable to the two roads in future years

IT CAN'T HAPPEN HERE?... The industrial chaos and turmoil which began in this nation of ours almost immediately after V-J Day, prompts us to wonder why it is that Americans can wage war so successfully, yet seem to wage peace so poorly! Since August, 1945, we've been running around like chickens with their heads lopped off. Rather than heed the lessons to be found in the history of former great nations of the world, we appear to be trying desperately to ignore them in a lunatic attempt to ruin ourselves and our present status as the world's greatest power. We can't toboggan to the depths of Germany following World War I, or Hungary just recently? Don't you believe it! If we don't soon come to our senses, we'll be well on the way to a similar fate. It will be too late then to wonder how it could have happened. It isn't at all funny that butter and eggs should be selling for close to a dollar a pound and a dozen respectively; still you hear people laughing heartily about the trend of prices, encouraged no doubt by many of our moronic radio comedians! How do you benefit if your pay envelope is up fifty or more percent over pre-war levels if your necessary expenses exceed the increase in income? Maybe it's time we slowed down and gave ear to the advocates of common sense!

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Bill Stout Business Manager



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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

"Whistle Bait"

By Edith Carter

★ This inaugurates a new column christened (without the usual bottle of champagne) "Whistle Bait". As you can tell by the "handle", it's by, for and of the **feminine** part of the organization. If at any time we are forced to mention the male portion of the species, it will really break our hearts! So gals, how about givin' me the low-down on any doin's, carryin' on and hi-lites of your lives?



The month of October was a vacation month for **Olga Cagna, Mary Stewart and Helen Decker**. Olga spent two weeks resting and putting on a few needed (so she said) pounds at Cloverdale. Mary traveled to

Salt Lake City and then to Los Angeles to visit her family and Helen spent three weeks hitting practically all points Chicago and west.

Hear **Dura Chesley** had a fine time on her vacation in September. She picked one of the hottest weeks in San Francisco to take it, and I hate to tell you this, but she got a pair of **nylons** (51 guage too) in the Owl Drug, and there were only three people in line!

Edie Loeffler has been the mainstay of the tennis "racket" in the freight department, turning out faithfully Saturday after Saturday to play with D.B., H.N., A.A., and W.M. (that's what we don't mention... men!)

If you heard a loud, raucous noise emanating from the foreign freight department on October 8th, it was merely four male characters serenading **Gertrude Verbarg** on her birthday.

If any of you attended the last Western Pacific Club meeting, I hope you noticed that only the "weaker sex" was represented at the officers' table to open the meeting... what happened to the men?

By the time this goes to press **Ellen Young** of the freight traffic department will have spent a three-weeks' leave-of-absence visiting her family in Utah.

If anyone has any ailments of the mind or body, just see "Doc" **Beth Deatherage**. She knows some of the best cures! Purely medicinal, of course!

That's just about all for this month except to say thanks to **Lois Heiman** for all the help.

Arthur Petersen Elected President of the Western Pacific Club

★ At the October meeting, members of The Western Pacific Club elected Arthur Petersen president for the ensuing year. Elected with him were Marion Bong, 1st Vice President; Cornelius Murphy, 2nd Vice President; Jonathan Morgan, Treasurer; Edith Carter, Secretary; Patricia Byrne, Assistant Secretary; and Arthur Allen, John Corven, Vernon Geddes, Jack Hyland, Harry Perrine and Harry Stark, Directors.

So you may know a little about our new officers and directors, we offer a few thumb-nail sketches.

Arthur Petersen, born at San Lorenzo, California, first joined the WP in August, 1916, but left us in 1921. He returned in May, 1922, as tonnage clerk and is now head statistical clerk in our accounting department.

Marion Edith Bong, of Green Bay, Wisconsin, came to us in November, 1942, and is now voucher clerk in our general auditor's office.

Cornelius Edward Murphy, born in San Francisco, began with WP in December, 1936. He is now a tabulating machine operator in the transportation department.

Jonathan Bradford Morgan, another San Franciscan, started his WP service in August, 1938, as a junior clerk in the traffic department. He is now fuel accountant in the general auditor's office.

Edith Elizabeth Carter, a Brooklynite... New York, that is, began as a stenographer in our traffic department in September, 1945. She is now secretary to the general freight agent.

Patricia Byrne, of Berkeley, California, started with us in September, 1943, and is now statistical clerk in the transportation department.

Arthur Morrison Allen, an Oaklander, started with WP as a clerk in the general manager's office in February, 1937. He is now head clerk, general adjustment bureau, in our traffic department.

John Emerson Corven, born at Bay City, Michigan, started with us in Aug-

ust, 1927, as a clerk. He is now assistant auditor of miscellaneous accounts.



Arthur Petersen
new club prexy

Vernon Wilfred Geddes, native San Franciscan, joined the WP in June, 1931, as a typist-clerk. Now he is government rate clerk in our accounting department.

John Herbert Hyland, past president of our club and Headlight columnist, is a native Chicagoan... Illinois, of course. His WP service began in August, 1926, as a junior clerk in our traffic department. He is now head clerk of that department's north coast adjustment bureau.

Harry Fletcher Perrine, a Canadian, born at Fort Erie, Ontario, first worked for WP in January, 1928. Shortly after, we lost Harry through o force reduction, but he came back in October, 1931, as a roundhouse clerk. Now Harry is chief clerk to our signal engineer.

Harry Ignatius Stark, born in San Francisco, began with the WP in January, 1937, as interline clerk in our accounting department. He is now transit clerk in the same department.

* "Connie" Murphy, Jonathan Morgan and Arthur Allen are World War II veterans.

President "Pete" has announced following appointments...

"Tim" Moran	}	. . . Co-Chairmen, Entertainment Committee
George Welch		
L "By" Larson		Supervisor of Sports
Beth Deatherage		Chairman, Welfare Committee
John Corven		Chairman, Auditing Committee
Tony Quill		Chairman, Membership Committee

To them all, our felicitations and best wishes for a most successful regime.

Hy-Lites

By JACK HYLAND

★ **Recently learned** we have a former newspaper man right here in our Western Pacific Bldg. In fact, it would be an excellent idea if we could persuade him to write our "Sports Review" column for . . . **Harry Ardley** (Chief Clerk Industrial Dept) has had considerable experience in writing "sports columns" for the San Francisco Examiner some years ago.

We regretfully overlooked it last month, but the former **Nell Blocke** (Treas. Dept) is now **Mrs. Walter Burkle**—and has been since Sept. 14th, when she and Walt were united in marriage and honey-mooned in the Pacific Northwest.

Editor **Walter Mittelberg** (GFA-Traffic) is still hobbling around with his "triple threat" injury . . . ankle, heel and toe, but of late has discarded the cane. It seems the cane was slowing him down because he had to wait for the cane to catch up with him . . . in his newly acquired walking stride.

From reports drifting in across the San Francisco Bay we learn a certain lady (girl) at the Oakland Army Base just "loves" to hear and listen to the voice of "**Swede**" **Westman** (Oakland Frt Office). Better listen in **Jimmy Dillon** . . . and learn the difference between an "Irish Brogue" and the "Swedish dialectic pronunciation".

When little **May Gee** (Car Record) went to Los Angeles last month with her family—we didn't know the full particulars, but we do now, for she returned with an engagement ring presented to her by . . . **Allen Saiget**. Our best wishes May, and don't forget to tell us . . . "the date".

Another Car Record Dept. girl . . . **Joyce Clark** received an engagement ring last Sept. 18th, and through the grapevine we found out the "knot" will be tied sometime next March. The bridegroom to be is . . . **Alex Ogg**.

A recent addition to Gen. Agent John Coupin's office is **Lillias Downes** (clerk-steno) who hails from Waterbury, Conn., and formerly employed by the NYNH&H RR. I can't blame anyone for leaving Waterbury, for as I recall it that's where they manufacture . . . "alarm clocks".

Flickering candles provided the alter background for the wedding of **Mary Tanner** (Treas. Dept) and **Charles Rathburn**, who were married at 4 p.m. Sunday October 13th in the Calvary Presbyterian Church, Berkeley, Cal. The ceremony was followed by a reception at the Westminster House on Bancroft Way, after which the newlyweds slipped away for their honeymoon at Coronado. We join their many friends in extending best wishes for their future happiness.

Blessed event . . . for the **Furtney's** (Car Record) when little "**Sandra Jean**" arrived in Alameda, Cal. last Sept. 18th making **Hal** and **Lorraine** (nee Nordberg) the proud parents of two girls. Their first youngster, **Penny**, is now about 2½ years old.

Richard Gollan departed from the Traffic Dept. last October 16th to become a titled employe . . . a Traveling Freight Agent in John Coupin's office, and thus becomes in our usual railroad slang . . . a **street man**. Sliding into the chair vacated by Dick's promotion is **Arthur Allen** who is confronted with the "perils of the transit desk". Congratulations and best of luck to both.

Local Freight Office news . . . **Alta Kopp** and **Edward Brennan**, both former Stockton-ites now working at "8th and Brannon". **Gene Macomber** is new chief clerk on Car Desk; **Jeanette West** arrived at the office with a new "haircut" that appears to have a "New Orleans" style about it; **Barbara Lathrop** was seen dining and dancing at the Palace Hotel last October 17th . . . and **Bill Hatfield** was reported to have been wearing a "TIE" the other day . . . a violent yellow background, with chartreuse stripes. (Please Bill, don't wear anything like that on bowling nights).

A new low (or high) was reached in the Freight Claim Dept. when **Max Potter** brought his 7 year old son **Gary**, down to the office last month and had him breaking in on the job. We hear . . . Gary swings a mean dictaphone recording. Oh yes . . . **Madelon Campbell**, a brunette and married (formerly of New Rochelle, N.Y.) is now **Tom Barry's** (Freight Claim Agent) new secretary.

E. P. "George" Swain (Manifest Bureau) was surprised last October 18th when the office force gave him a birthday party celebrating his (??)th birthday. We learn he "**cuts a very rugged slice of cake**".

Helen "Dinah" Decker (Traffic) left San Francisco last Oct. 4th on the exposition Flyer for an extended rail-air vacation through the middle east, visiting friends in Minneapolis and Chicago (including **Jeanette O'Grady**, nee **Sayles**—formerly SF-Traffic) as well as three brothers in Detroit. The monicker "**Dinah**" is because Helen was pleasantly surprised by having a complimentary dinner on the diner as a gift from her three "Don Juan Musketeers"—Messrs. **Boyd Sells**, **Jimmy Currey** and **Tom Pray** (all traffic).

Tales out of school . . . but it was surprising to learn that **Beth Deatherage** (Law Dept) is a cousin of that well known radio and screen comedian **Gracie Allen**. We thought possibly that was how Beth acquired all her effervescent humor . . . but Beth informs us Cousin Gracie is quite the serious type when not in a radio or screen role.

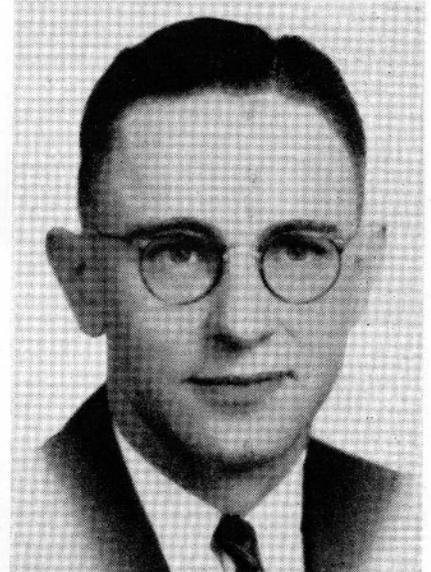
Understand **Peggy** and **Jimmy Drury** (Car Record and Trans. Dept) are now in training . . . and the reason is—they must **catch** the toast as it pops out of their brand new "Toastmaster".

In case the "Traffickers" bowling team decide that **Hal Nordberg** (Traffic) isn't doing too well—they can substitute with **Mrs. Nordberg**. We don't mean Hal's wife, but we do mean his mother . . . for at Downtown Bowl last Oct. 10th, she and Hal enjoyed a few games and Mrs Nordberg came up with a . . . **176 game**. (This was more than Hal had bowled in any of the league games that night).

Charles John Fischer New President of Salt Lake City Transportation Club

★ For the year beginning October 1st, Charlie Fischer, our assistant general agent at Salt Lake City, was elected president of the local Transportation Club.

Serving with him will be H. J. Neilson, of H. J. Neilson, Inc., as first vice



president; Sam B. Kellogg, of United Air Lines, as second vice president; and M. K. Sims, of the Salt Lake Transfer Co., as third vice president.

Charlie began his Western Pacific service in our GO traffic department on March 4, 1930, and has been stationed at Salt Lake City since August 23, 1937. He was appointed assistant general agent on November 1, 1943.

John Donald Perkins Dies

★ John Donald Perkins, platform inspector for the dining car department at Oakland, died suddenly in a San Francisco restaurant on October 3rd.

He was born at Effingham, Illinois, September 7, 1893, entered Western Pacific service as a dining car steward in August, 1945; was promoted to platform inspector on January 16, 1946.

His passing will be mourned by many friends and associates in the dining car department.

Toney Wilkin Edgar Retires

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

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

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

Over the Sierra Nevada via the Western Pacific

By THOMAS P. BROWN
Western Pacific Publicity Manager, San Francisco

NOTE TO THE READER: *This is a continuation of the article which was begun in the October issue of THE HEADLIGHT, the purpose being to describe the territory traversed by the Western Pacific Railroad between Oroville and Reno Junction, California, via the Feather River Canyon. The numbers are those of the mile-boards on the telegraph poles along the way, and indicate distance from San Francisco. At appropriate points the traveler takes up subjects of collateral interest. The article will be concluded in the December issue.*

OROVILLE (205.1)—The name was formed from "oro", Spanish for gold, and "ville", French for town or city, and was so bestowed because Oroville was in the heart of the gold country of '49. Originally it was called Ophir for the land of Southern Arabia which likewise was famed for gold. Oroville is the western gateway to the Feather River Canyon. Although its latitude is approximately that of New York City, Oroville is in the center of a thermal belt which produces oranges two weeks or more earlier in the season than do orange groves far to the south. Lemons, pomelos and olives also flourish in this section of California.

Gold Mining—Various types of gold mining are exemplified in the territory north and south of Oroville and in the Feather River Canyon. Among these are: (1) The primitive panning method used along the streams and in the river bars. (2) Placer and hydraulic mining where the surficial detritus is washed for gold. When water under pressure is employed to break down the gravel, the term hydraulic mining is used. East of Oroville is Table Mountain across whose vertical face the miners hung a "bracket flume" to convey water used for mining gold when the hydraulic process was at its height. (3) By tunnels driven into the ancient river channels of the mountains. (4) Quartz claims, where shafts, either vertical or inclined, are sunk to reach ore in veins or lodes. (5) By placer dredges, also called gold dredges.

BIDWELL (212.7)—Gold was discovered at Bidwell Bar by General John Bidwell on July 4, 1848. (See reference above). Bidwell Bar is a typical ghost-town. The site of the old court house is marked by a monument. The only buildings now standing in this ghost-town of the days of gold, which was the second county seat of Butte county, are the old toll-gate house at the suspension bridge, now a museum for historical relics, and the old massive, stone-walled and steel barred building, first used as a jail and then for gold storage. Bidwell Bar, however, has a fine beach and is a favorite spot for picnickers. Miners, even at this writing, are panning for gold at this point.

The **Bidwell Bar Suspension Bridge** was the first suspension bridge to be built west of the Mississippi River. It was erected in 1854 with cables that were brought from New

York in a clipper ship that sailed via Cape Horn to California. The bridge is still in use.

The **Bidwell Bar "Mother Orange Tree"**, known as the largest orange tree in the world was planted by Judge Joseph Lewis in 1856 and is still bearing fruit.

BLOOMER (217.5), formerly called **Bloomer Bar**, was one of the points where the Forty-Niners found gold. Not far "over the ridge" from Bloomer is Cherokee, scene of large hydraulic gold mining operations sixty to seventy years ago. Diamonds have been found at Cherokee.

LAS PLUMAS (221.4) is the site of the Big Bend power plant of the Pacific Gas and Electric Company and is on the side of the Canyon across from the line of the Western Pacific.

Electric Power—Paralleling the Feather River on its picturesque course from the snow-clad peaks of the Sierra Nevada to its junction with the Sacramento River, flows another stream—a mighty stream of electric energy carried on a lace-work of steel towers and transmission lines of the power company into the Sacramento and the San Joaquin Valleys, also the metropolitan San Francisco Bay region. The lines of this "copper trail" pour the power, transmitted over 200 miles from the High Sierra into the great power pool at Newark, Alameda County, and from there it is sent out to furnish light and power to buildings and homes, and to keep the wheels of industry humming.

The Big Bend Power Plant has six turbines operating under a head of 455 ft. which develop 87,000 horse-power. Water for the Big Bend plant is diverted from the river at **Intake (232.05)** by a concrete lined tunnel to a point on the side of the Canyon above the power plant. The distance between the power plant and Intake via the tunnel is three miles, but the distance by railroad which follows **Big Bend** in the Feather River is eleven miles. This tunnel was driven in the early 80's at a cost of more than a million dollars as part of a project to divert the waters of the river and to dry up its channel in Big Bend so that it could be worked for gold. The project was not, however, carried through.

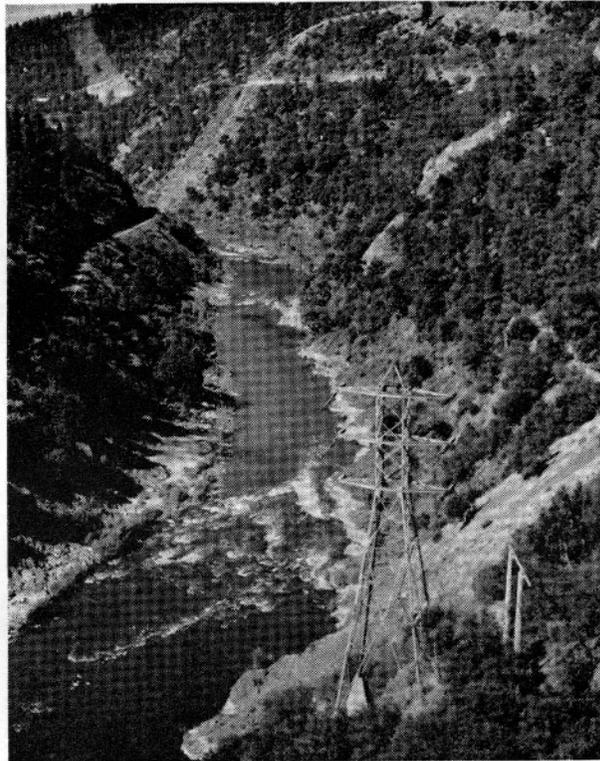
Near Intake is a **Fish Ladder** constructed by the power company at the base of the Intake dam to enable fish to ascend the river to spawn.

Other elements in the power system include **Lake Almanor**, a great reservoir of water with a capacity of 1,317,000 acre-feet to augment the river supply during periods of low flow. **Caribou Power House** below Lake Almanor, and **Bucks Creek Power Plant at Storrie (250)** which can be seen from the line of the Western Pacific. Caribou Power House is "over the ridge" and is beautifully located in Granite Canyon of the North Fork of the Feather River.

BERRY CREEK (224.4). Near Berry Creek is one of a number of stations used in guarding the magnificent Plumas national Forest from fire.

Plumas National Forest—This forest, which is traversed by the Western Pacific, comprises the original Plumas Forest Reserve and the Diamond Mountain Forest Reserve which were combined by executive order of Theodore Roosevelt in 1908. Both the Plumas Forest and the Diamond Mountain Forest Reserve had previously been created by Roosevelt in 1904.

(Continued on next page)



View, looking west, of the Feather River and Canyon immediately below the Big Bend power house of the Pacific Gas and Electric Company.

The steel transmission line tower in the immediate foreground carries the power produced at Big Bend over 110,000-volt and 165,000-volt circuits.

In the upper left background is a section cleared of timber (for fire protection) which is the transmission line route for transmitting power from the Big Bend, Caribou and Bucks Creek plants to the Sacramento and San Joaquin valleys and the San Francisco Bay metropolitan area.

The Western Pacific line is on the left side of the canyon.

Within the outer Plumas National Forest boundaries, according to S. B. Show, regional forester, there are 1,474,710 acres, of which 1,140,472 acres are government owned and 334,238 acres privately owned. The timber includes sugar pines, ponderosa pines, Jeffrey pines, white and Douglas fir and incense cedar.

The amount of saw timber on the government land is estimated at ten billion board feet. Approximately 200 million board feet constitute the annual production from both government and private lands, there being a number of saw mills in this territory.

The Plumas National Forest also produces forage for sheep and cattle. Grass and herbage of the valleys and meadows and the browse on the mountain slopes afford food annually for 10,000 head of cattle and 40,000 head of sheep.

The beautiful forest lands also include splendid recreational areas. (See Vacation Land under Sierra—284.5)

PULGA (239.1), is the Spanish name for flea and was probably so-called because of Flea Valley which is not far distant. In early days this point was called **Big Bar** on account of the bar in the river. Near this point was one of the larger gold strikes of the Argonaut period. At Pulga the Feather River Highway leap-frogs the Canyon by a bridge which is erected above that of the Western Pacific. At Tobin (253.1) the Western Pacific bridge is above the highway bridge.

Indians were numerous at one time in the Feather River Canyon, and not a few names of places are of Indian origin. Pulga (Big Bar) was once the site of a large Indian camp where the Red men rendezvoused to hold their pow-wows and their feasts. On one occasion Indians killed a white family living at Concow, which is a short distance southwest of Pulga. Whereupon the whites organized and killed all the Indians they came across in the vicinity of Big Bar and Concow. One Indian woman, who had been cooking for a white miner, escaped. Later they married and reared a large family, some of whose descendants still dwell in the Feather River Canyon.

TOBIN (253.1) is one of the many points in the Feather River country which has caused it to be known as the paradise of trout fishermen.

Fishing—Tobin, Camp Rodgers (255.3) and Belden (260), along the main stream, and the North Fork, above Howells (261.7), have been especially noted for their rainbow trout, the average being about two and one-half pounds, with some running up to five pounds. Bait fishing is customary in the main streams, hellgrammites being the natural and most successful bait, although salmon roe may be used with good results.

The smaller tributary streams, such as Grizzly Creek (246.2), Rock Creek (248.67), Bucks Creek (251), Jackass Creek (259), Chambers Creek (half-way between Tobin and Camp Rodgers), Milk Ranch Creek (255.76), Chips Creek

(about one mile west of Belden) and Yellow Creek (262) contain Rainbow, Lochleven, Eastern Brook, German Brown and Dolly Varden trout. While these are not as large as those which may be caught in the main stream, they afford sport for those who enjoy fishing in the smaller streams.

Farther up the Canyon, the Middle Fork, between Sloat (301.6) and Blairsdon (310.3), with its tributary streams, including Jamison Creek, Frazier Creek and Graeagle Creek, provides fishing similar to that of the lower river, except that the fish are not generally so large.

In the higher country around Blairsdon and at altitudes ranging from 5,000 ft. to 6,500 ft., more than 40 Al-

Cover Photograph

★ View of Intake Dam, in the Feather River Canyon, above the Big Bend power plant of the Pacific Gas and Electric Company.

Here 2,500 cu. ft. of water per second is diverted through a tunnel to the power house.

In the background can be seen the tunnel intake structure.

In the foreground is seen a box-like ascending channel, known as a fish-ladder, which allows fish to ascend the river to spawn, and likewise allows them to descend. This fish-ladder adjusts itself to the volume of water in the stream.

A glimpse of the dam and fish-ladder is to be had from the line of the Western Pacific Railroad.

—T.P.B.

pine lakes provide generous sport for fishermen who prefer lake fishing either from the shore or in a boat. Among the lakes in this region are Gold, Salmon, Bear, Long, Sardine, Grass and Jamison.

BELDEN (260) is the starting point for popular side trips to the Three Lakes Country and up Chips Creek.

Movies on Location—Anita Stewart was on location at Belden for her play, "A Question of Honor", and Dolores del Rio came here for her scenes in "Evangeline". Among other points in the Canyon where movies have gone on location on account of the picturesque settings and the clarity of the atmosphere are: Pulga (239.1) where thrilling scenes were recorded for "The Limited Mail" a railroad story starring Monte Blue; Paxton (277.5) where Jack Pickford and James Gleason were on location, the latter for his railroad story, "Oh, Yeah!"; Keddie (280.9)—Monte Blue and Mae McAvoy in the railroad film "No Defense"; and Blairsdon (310.3) where pictures were made for Rin Tin Tin (Wolf's Fangs) and also for House Peters and Wanda Hawley in "The Rowdy".

RICH BAR (264.6) was the scene of the greatest gold strike in the Feather River Canyon. It was a veritable bo-

nanza. The amount of gold taken out at Rich Bar and vicinity is fabulous. There are no official records extant but estimates range from \$14,000,000 to \$23,000,000. The old histories record that in July of 1850 a man named Greenwood realized \$2,900 from two pans of gravel from the river bar, whence the name Rich Bar. Thereupon a stampede of gold seekers ensued and Rich Bar's population rose to 2,500. "So rich was the gravel," says George Mansfield in a booklet on the Feather River Canyon, "that claims on the bar were limited to ten feet square."

By comparison with the early days Rich Bar, which once was a trading post and the principal town in the Feather River Canyon in the gold rush days, is now a ghost town. All that is left of the former building used by Sincerity Lodge No. 32, F.&A.M., are the excavations. However, a number of persons still dwell at Rich Bar, which has a little hotel-resort and the old diggin's are still being worked and valuable nuggets are still being found.

Rich Bar Monument is on the canyon side, not far from the tracks of the Western Pacific. On this monument is engraved the following inscription:

"Erected by the Native Sons of the Golden West to the memory of pioneers who settled on this spot, some of whom found rest on the hillside near this monument; and, as typifying pioneer motherhood of California, this monument is particularly dedicated to Nancy Ann Bailey who died in the performance of duty to God, Country and Race, June 1, 1850."

Nancy Ann Bailey was the first white woman to come to Rich Bar. She was only twenty-five years old when she died.

PAXTON (277.5), formerly called Soda wound away to Engel copper mine. Bar on account of mineral springs nearby, is the point from which the Indian Valley Railroad, now abandoned,

KEDDIE (280.9), in the heart of the Feather River Canyon, was named for Arthur Walter Keddie, who did the pioneer surveying which was the basis of the final surveys for the location and construction of the Western Pacific.

The Piedmont Boy Scouts have a camp at Keddie.

The **Northern California Extension**, or "Bieber Line" of the Western Pacific extends northerly from Keddie, via Greenville in the Indian Valley, Westwood, and Lake Norvell to Bieber, a distance of 112 miles. There a connection is made with the Great Northern Railway's extension southerly from Klamath Falls, Oregon, a distance of 88 miles. by these connecting extensions, which were completed in 1931 new routes have been created between the Pacific Northwest and the Inland Empire, on the one hand, and California, Arizona and New Mexico, also Nevada, Utah, and states beyond, on the other. These connecting extensions are operated for freight service.

(Concluded next month)

Wendover Wires

By Elsie Hart

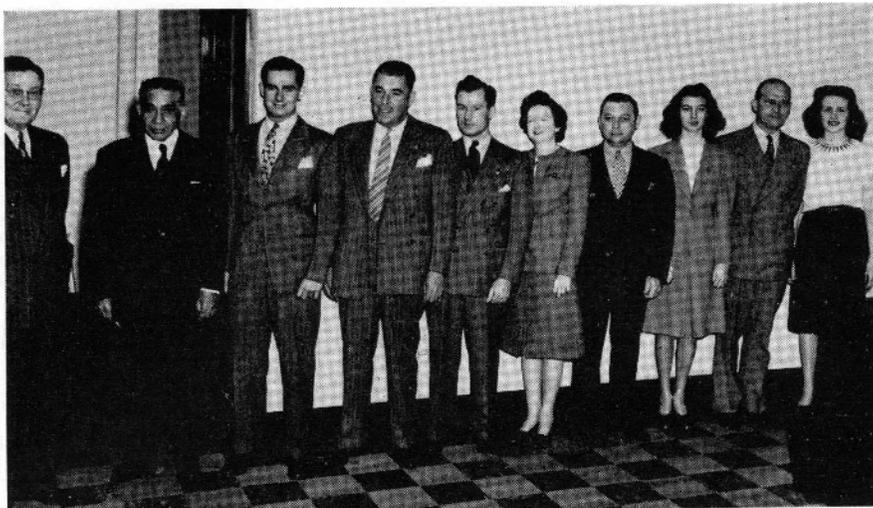
★ Interest is running high here in the forthcoming auto races on the salt flats ... an event of world-wide interest. Ab Jenkins has his new car at Wendover and is awaiting favorable weather conditions for a trial run. Unfortunately rain has delayed operations. John Moore, of the Firestone Tire & Rubber Company, is hoping to get started shortly. Possibly by the time this issue is out, new records will have been established.

George A. Schurr, new manager of the Wendover "beanery", relieved **E. E. Pittman**, who has gone to Oklahoma City to open his own restaurant. Schurr is a hotel man of wide experience, having been assistant manager of a hotel chain covering eleven western states. Mrs. Schurr, formerly of the Army Nurse Corps, spent a year and a half overseas, mostly in Australia, before her discharge. The Schurrs, by the way, are newlyweds as of last March.

Joe Ayala, hostler helper, is back from his vacation spent deer hunting. Joe bagged his buck on the last day! **George Lambert**, night roundhouse foreman, also has "enjoyed" a vacation, spent mostly under doctor's care at Salt Lake City. And **Frank Holmes**, cashier, is also back on the job. Frank went East and met his wife, who was returning from a visit to their daughter in New York City. Frank is proudly exhibiting a large collection of pictures of that grandson.

Henry Wallock, roundhouse clerk, and **Bob Allison**, night yardmaster, are back from trips to San Francisco, where they underwent medical treatment. Both say they are feeling better now. **Bonnie Caruthers** relieved Henry during his absence. Bonny is a pinch-hitter for almost everyone who is forced to lay off for a while. She has taken a turn as waitress, crew caller, yard clerk and roundhouse clerk. Versatile gal!

Governor Maw sent a representative to Wendover to confer with the **Wendover Development Association** about moving Wendover over into Nevada. **Lester Giffen**, chairman of the WDA, attended the luncheon when the various angles of the situation were discussed. Lester says it seems unlikely that the goal will be attained, but stranger things have happened! We hope Giff, who was suffering from an attack of "flu", will be all right and back on the job when this issue is out.



THE CHICAGO OFFICE "LINEUP"

Left to right, above ... **Edward A. McCarthy**, assistant traffic manager; **Clarence R. Brown** ("The General"), messenger; **William F. McGrath**, chief rate clerk; **Spencer Gibbons**, passenger and freight traffic agent; **Walter F. Conway**, rate clerk; **Gladys M. Hession**, steno-clerk; **Thomas I. Muldowney**, passenger and freight traffic agent; **Gladys M. Liaboe**, steno-clerk; **Fred O. Robbins**, traveling freight and passenger agent; and **Rita M. McEnerney**, steno-clerk. Missing ... **Kenway R. Stoney**, eastern foreign freight agent; **George K. Wenig**, chief clerk; **Traveling Freight and Passenger Agents Robert B. Ritchie and Charles I. Hufford**; **John C. Riegel**, passenger and perishable and freight traffic agent(!); **Kenneth A. Rank**, passenger and freight traffic agent; and **Marie C. Libbe**, secretary to ass't. traffic manager.

Left to right, below ... **Gerald T. Coffey**, clerk; **Jacob H. Ephraim**, city passenger and ticket agent; and **James B. Warren**, assistant general passenger agent.

William McGrath, **Walter Conway**, **Gerald Coffey** and **Kenneth Rank** are World War II veterans.



At Press Time

★ Sisters **Anne Laudel** and **Betty Spowart** were general office visitors October 23rd. Anne was formerly secretary to the general freight agent and Betty was on the staff of our transportation department. The Deep South may justifiably be proud of these two representatives!

Thomas Frederick Watson, formerly of our GO accounting department, now retired, has been elected to honorary membership in The Western Pacific Club.

A general office visitor on October 21st was **Wallace R. Armstrong**, chief engineer of the Nevada Northern Railway, East Ely, Nevada. Armstrong was with the Western Pacific engineering force at Greenville, California, during our Bieber line construction days.

On the Sacramento Northern

By Frances Nuccio

★ A recent addition to the GO staff is **John Foley**, clerk. John replaces **Glen McDaniel**, now working at the Sacramento freight station. **Manuel Silva**, typist clerk, is a recent addition to the staff of that same freight station.

Roy V. Evans, formerly foreman of B&B Gang No. 2, has been appointed engineer inspector, headquarters Sacramento.

James T. Perkins, section foreman at Coniston, and **Sylvester C. Tidwell**, section foreman at Fremont, have returned to work after lengthy illnesses.

Recent San Francisco visitors were **Margaret Wonder**, of the Sacramento freight station, and her husband; also **Gregg Myers**, GO draftsman. Gregg returned home via the River Road and became lost on one of the numerous crossings of the Sacramento River, finally arriving in Sacramento about three a.m.!

Helen Nowak, of the traffic department, and her husband were seen at the El Rancho recently celebrating their six months' anniversary!

Clarence Moser, B&B supervisor, returned from a successful deer-hunting trip. Clarence bagged his deer on opening day!

Nick D. Captan, roadmaster, and **Frank Nott**, commercial agent, have returned from vacations . . . Nick's in Santa Cruz and Frank's in San Francisco.

Vernon Greer didn't think it so funny when his chair fell apart recently. Reason: he was in it at the time!

George I. Turner, retired sup't. of shops, recently underwent an operation at Enloe Hospital, Chico. We all wish him a speedy recovery.

Albert Fippin, valuation engineer at GO, returned to work in mid-October after a month-long illness.

Someone was heard remarking that working over a grocery store has its compensations . . . especially when hard-to-get items arrive!

Roadmaster **Jack Kelly** was a happy man when his wife returned from Seattle, where she had undergone an operation.

Louis "Ollie" Nervig, Sacramento freight house cashier, has no trouble finding customers for his "home-grown eggs"!

Passenger Department Extras

By Tal Kelly

★ Western Pacific originated and handled in both directions a special train of some 175 passengers to and from the World Series at Boston. The train was designated the "**Joe Cronin Special**" in honor of the San Franciscan who is manager of the Red Sox, and was accompanied by General Agent **Jim Hickey**, City Passenger Agent **Harold Klein** and Dining Car Inspector **Mike Zellin**.

Harold G. Wyman, our sup't. of dining cars, attended the annual meeting of the Association of American Railroad Dining Car Officers at Boston in early October. By coincidence, the World Series happened to be in progress at Fenway Park at the same time. However, we're reliably informed Harold didn't see any of the three games played there!

Edith Floersch, Secretary to General Agent **Russ Cleland**, Oakland, and **Irwin Nelson**, boyhood friend from Lincoln, Nebraska, were married at St Leo's Church in Oakland on October 16th. Edith has been employed in various capacities in the Oakland city ticket office since October 15, 1945, shortly after her arrival in California from Omaha.

We handled a large number of American Legionnaires to and from their first post-war national convention in San Francisco during the week of September 29th. It was necessary to call on some of our off-line people to assist in escorting the various groups, so our San Francisco people once again saw the smiling faces of General Agent **Pearl White**, of Omaha, Traveling Freight and Passenger Agents **Joe Kirch**, of Kansas City, and **Jim Stitt**, of Denver, and District Passenger Agent **Jack Berschens**, of Los Angeles.

George A. Schurr was appointed manager of the Wendover Hotel and Restaurant effective October 1st. Schurr comes to us after several years as western district supervising manager of the Milner Hotels. His wife, Willie, formerly a United States Army nurse, is housekeeper. More on this appointment in Elsie Hart's "Wendover Wires".



San Francisco's Cow Palace, in Visitacion Valley, Home of the Grand National Livestock Exposition, Horse Show and Rodeo, to be held November 15 to 24.

Random

by The Editor

★ We record with regret the passing of **Walter W. Mercer** at Stockton on September 25th. His health had been impaired for some time. He was assistant agent at our Stockton wharf warehouse.

From retired Telegrapher **Harrison A. Ramsdell** comes a request to be placed on our mailing list. A former Eastern Division employe, Ramsdell is now living at Orient, Iowa.

Retired **Jim Waide**, of our purchasing department, and **Bill Crossen**, of our traffic department, were general office visitors last month.

T. P. "Tux" Wadsworth, ass't. gen'l. freight agent, was a Chicago visitor last month, attending a national diversion and reassignment meeting.

A month or so ago, **Farnsworth Television & Radio Corporation** staged another successful demonstration of railroad radio equipment in Potomac Yard at Washington, D.C. Witnessing the exhibition were more than 100 railway and government officials, including members of the FCC, ICC and the Army Transportation Corps. The guest train maintained radio contact with five fixed stations at various points throughout the yard and with a second locomotive equipped with mo-

(Continued on next page)

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
Chicago	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
Chicago	W-404	141	12 Sections, 1 DR	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-393
St. Louis	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48	4:00 pm Sun.	9:30am Thu.	49-39-5-39	PA-48
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	9:30am Thu.	67-39-5-39	6703

*From San Francisco Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, Dec. 1, 3, 5, etc.

**From San Francisco Nov. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Dec. 2, 4, 6, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
San Francisco	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
San Francisco	B-393	141	12 Sections, 1 DR	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-404
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	4:55 pm Sun.	8:50am Thu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	4:45 pm Sun.	8:50am Thu.	40-6-40-68	4068

*From New York Nov. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, Dec. 1, 3, 5, etc.

**From New York Nov. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Dec. 2, 4, 6, etc.

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

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

Random

(Continued from page eight)

ment also was installed on the locomotive forward platforms, as well as in the locomotive cabs, to enable conductors and crew members working on the ground near the switching locomotives to be in instantaneous communication with all control points. Apparently the radio is here to stay and may yet be standard equipment in railroad operations!

Several November anniversaries may interest you. On the 4th, in 1879, **Will Rogers**, the great American humorist-philosopher, was born. **Election Day** is the 5th and the 6th is the birth date of America's March King **John Philip Sousa**. One hundred and seventy-one years ago, the **U.S. Marine Corps** was created on the 10th. World war I **Armistice Day** is commemorated on the 11th and, on that date, **American Education Week** begins. Book Week starts on the 14th and

the 18th is the birth anniversary of Frenchman **Louis J. M. Daguerre**, father of photography, from whence comes daguerreotype.

On the 19th, in 1863, in a small Pennsylvania town, a short eulogy was offered, in the course of which the speaker predicted, so very much in error, that "The world will little note, nor long remember, what we say here." **Gettysburg** and the revered **Lincoln**, of course. Our traditional **Thanksgiving Day** is the 28th and, on the last day of the month, **Winston Leonard Spencer Churchill** was born in 1874.

An added starter is November 3rd. It looks now as though that will be the day on which "**Chuck**" **Faye** will defend his Western Pacific Club golf championship—and possession of the **F. A. Swerger Memorial Trophy**—against a strong field at Crystal Springs, south of San Francisco. Look for results in our next issue.

By Jack Hyland

★ The Western Pacific Bowling League keeps rolling right along, and at this writing the Oakland Carmen are away out in front. From past performances it appears they cannot be stopped unless they run up against a "red light" block signal, for they have won 11 games out of the past 15 played which in any league is tough to beat, although the Treasurers gang are hanging on winning 9 out of their last 15 games to keep them in a close second place. The balance of the teams are stretched out... with only 6 games separating 3rd place from 10th place, as will be noted in the following team standings, including games of October 17th:

	Won	Lost	H.G.	H.S.
Oakland Carmen	21	6	882	2463
Treasurers	17	10	861	2402
Frt. Accounts	15	12	857	2480
Frt. Agents	14	13	869	2472
W. P. Ducks	13	14	832	2396
Traffickers	12	15	888	2386
Calif. Zephyrs	12	15	860	2349
Engineers	11	16	827	2332
Auditors	10	17	893	2385
Transportation	9	18	817	2314

The best individual play for the past month was accomplished when W. P. Club President Art Petersen of the Freight Accounts kegling team (packing a 141 average) decided his team needed a few more games in the "win column" so proceeded to slam out a 211 game which aided in bringing his total for the evening of Sept. 19th to a 567 series, boosting his average up to a 157—a net gain of 16 points in one evening.

Last month we indicated a bowler must have an average of not less than 160 to be included in our "Big Ten", but with the consistent bowling during the past four weeks, Charles Dooling and myself, holding an average of 161 (12th and 11th places respectively) find we are not high enough... for it now takes a 162 average to be eligible, as will be noted:

	Gms	Avg	H.G.	H.S.
Wilkinson	27	176	246	636
Nordberg	27	169	255	600
Casey	24	169	215	553
Furtney	24	164	220	568
Vanskike	24	164	210	569
Sevey	27	163	225	537
Drury	21	163	215	503
Neuman	24	163	188	524
Fee	27	162	213	522
Kyle	24	162	203	537

The improved bowling could be... and possibly is, with a thought and hope of participating in the "A.B.C. Tournament" next March in Los Angeles.

I.

They say that man and earth may cease to be . . .
 So like a baby that must wave goodbye
 Before it goes from room to room, shall I—
 When briefly leaving those most dear to me—
 Turn back to them, and wave repeatedly.
 Upon this earth are many ways to die,
 And I protest loud-lunged when death is sly
 And sharp—a man-made inhumanity.

But I am lowly placed, and act and deed
 But whisper what I feel, and words seem vain.
 To die secure with all one's blood inside,
 Let come what may, has fast become our creed;
 And men but hope that when the atoms rain
 There may be walls behind which they can hide.

II.

If all attempts at peace should go awry,
 So that enfeebled pacifism ends
 And it were cowardice to still be friends;
 If mothers crazed by war again walk by
 With babycars wherein no babies lie;
 If it should come to pass that bombs by tens
 Are dropped—I shudder and my courage bends.
 But others merely say: not all will die.

True, atoms though they strike on every hand
 May, like a tiny man and giant boy,
 Be closely matched, somehow; and in no land
 Will every creature die: though bombs destroy
 A million men, yet men are like the sand . . .
 But in such knowledge there is little joy.

III.

How hard to keep the peace, when war is near.
 Then it may come as sleep to one whose will
 Was bent to hold an eyelid back; but still
 The masses find therein no cause to fear.
 They live not in the Atom Age, but year
 By year and day by day; and not until
 More atoms burst and man has had his fill
 May people realize—if they are here.

But life will be for those not marked to die
 By deadly bombs, mere breath and nothing more.
 Then day will be as night, and truth a lie;
 And even poets who survive the war
 Will paraphrase Othello's words and cry
 Farewell to simile and metaphor.

Portola Passings

By Gladys Loggins

★ Though there's a meat shortage here, we know the following have plenty because they got a buck . . . **Lee E. Thomas, Evert Humpherys, Joe Burt, Dr. James D. Coulter, Earl Fonda, James E. White and Floyd Seaton.** Train Dispatcher **Lou Grebenc** is more firmly convinced than ever that he should give up deer hunting. He was talked into going and walked all over Plumas County without even seeing one!

Electrician **Merrill Dow** and **Harriet Nally**, daughter of **Jane Nally**, store-keeper helper, were married in Elko recently.

Lineman **Elias T. "Curley" Braley**, of Stockton, shot a 250-lb. buck with 8

points on one side and 7 on the other while on a hunting trip with his son-in-law, Engineer **James R. Brown**, of Portola.

Blessed events at Portola... A girl to the **William M. Petersons** on September 24th; a girl to the **Loren Powells** on October 1st; a girl to the **George O. Swartsleys** on September 27th; and a boy to the **Charles Servias'**, on October 12th.

Engineer and Mrs. **Gilbert R. Patterson** are back home after a vacation at Yosemite and in Arizona, New Mexico, Colorado, Utah and Nevada.

Trainmaster **William G. Howell** and Roadmaster's clerk **Kay Dewhirst**, who were in the Western Pacific hospital at the last writing, are back on the job.

A Message to Train Service Employees

★ Many things have contributed toward making rail travel the safest transportation in the world today—one is the safety mindedness of the men who operate the trains. Proper design, construction and maintenance of equipment and roadbed are essential to safe operation, but safe handling of trains by employes is of equal or greater importance.

Train and Engine men, more than any other class of employes, know the importance attached to careful observance of the Operating Rules to operate trains safely, and the disastrous results that often follow their failure to comply with the rules. From the day train service employes enter the service they are instructed on the rules, taught to obey them and to take the safe course in case of doubt. Yet despite this training, man failure is responsible for more train accidents than any other cause.



According to records compiled by the Bureau of Safety Interstate Commerce Commission, negligence of employes accounts for a major portion of the collisions and a sizable number of the derailments on American railroads. Many of the train accidents charged to negligence are caused by failure to control speed when approaching meeting points or signals displaying stop indication, through yard limits, around curves, through turnouts, or at other places where by rule, train order or time table instructions, trains should run at reduced speed.

Speed is, of course, essential if the railroads are to satisfy an exacting public and meet the keen competition with other forms of transportation. However, from the standpoint of safe operation speed properly controlled is paramount, and maintaining an on time performance of schedules is secondary. Too often the importance of this is lost sight of by enginemen in an effort to bring their train in on time.

Maximum speed over a division is not based entirely on the condition of the roadbed. Several factors are considered. One of the reasons for establishing maximum speed of all trains is to discourage enginemen running at excessive speed in an effort to make

up time lost on schedules. Among other things there is to be considered the class of power and equipment handled in trains. For example: when a freight locomotive is used on a passenger train, the authorized speed for the engine (not the train) is controlling. Then, too, when handling equipment with short wheel base in a freight train such as derrick, clam shell or scale test car, to handle safely requires running at speed established for such equipment.

One of the principal causes of train accidents, wherein negligence is a factor, is failure of train and engine men to obey signal indications, more specifically, failure to properly observe and promptly comply with the restrictive indication of the distant (Yellow) signal. A distant signal displaying yellow indication indicates a positive warning to reduce speed at once and run prepared to stop at the home signal. As between the two signals, in some respects, the distant signal is the more important, and failure to properly observe it and run at restricted speed to the home or stop signal has been directly responsible for a number of accidents.

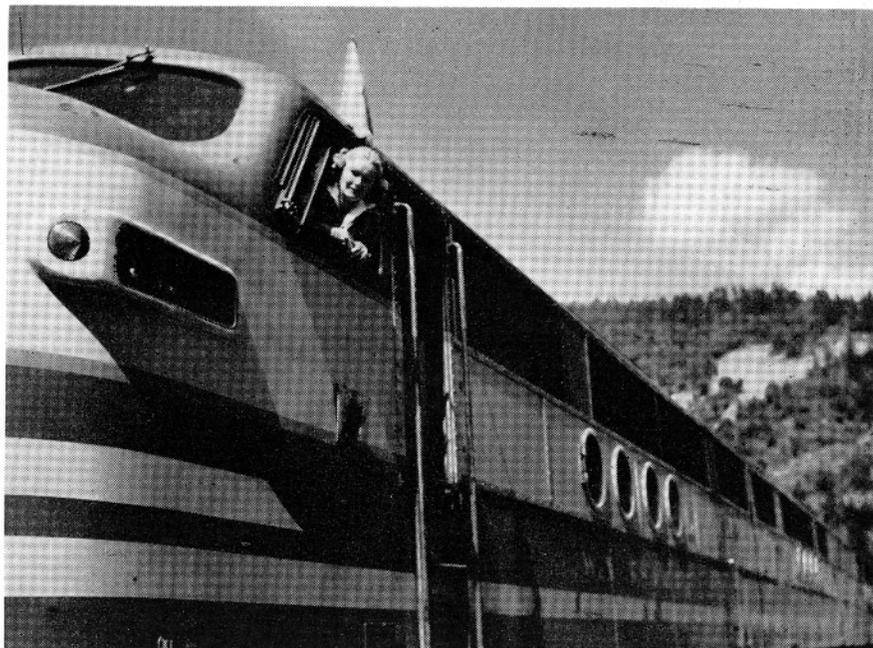
Every signal, be it a hand or fixed signal, tells some train or engine man something; it indicates to him some condition affecting a train or switch movement. No one on a railroad knows this better than train and engine men. No one knows better than they the disastrous results which often follow their failure to properly observe sig-

nals. Knowing this, why do some engine men fail to reduce speed at once when they see a distant signal displaying a restrictive indication? Why do they fail to run at reduced speed where the view is obscured when running on a permissive card? Why do they fail to control speed through yard limits, around curves, through turnouts, or at other places where by rule, train order or time table instructions train should run at reduced speed?

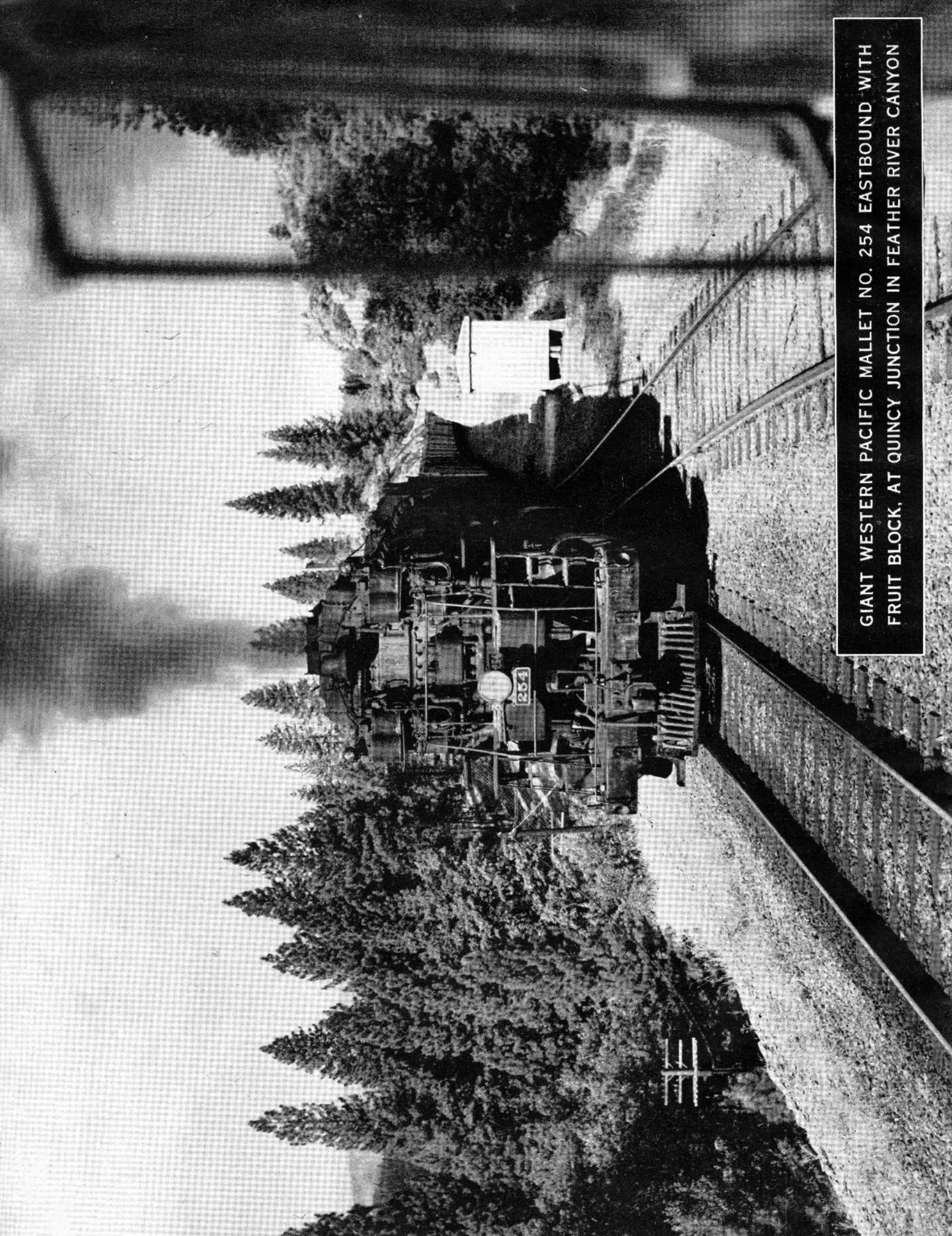
Did it ever occur to you that possibly it is because of their eagerness and desire to make the time and do as well as the other fellow, and the false belief that if they take a chance and get away with it, it will be all right? Did it ever occur to you that possibly other members of the crew are leaving it all up to George, whereas more teamwork would keep everyone out of trouble?

There is no disputing the fact that many of the hazards on a railroad are created by the men themselves, or that accidents resulting from negligence can be traced to lack of care, lack of forethought, lack of judgment and failure to observe the rules. Granted that this be true, is it not reasonable to believe that the only way to prevent accidents due to such causes is for each employe to exercise care and good judgment in his work, keeping in mind at all times that obedience to the rules is essential to safety and that to enter or remain in the service is an assurance of willingness to obey the rules?

This sound message is quoted from Burlington Lines' SAFETY NEWS... Editor.



Madeline Tackaberry, whose picture in the cab of the 903 was taken by Trainmaster John McNally, is a commercial artist in San Francisco who has done practically all of Western Pacific's advertising art work since 1939. In addition to the art work for our newspaper and magazine ads., she does our menu covers and bill boards and was the creator of our now famous mile-post memorandum map. Furthermore, her name is not really Tackaberry at all because she has a husband named Johnson with whom she lives in Sausalito, California.



GIANT WESTERN PACIFIC MALLET NO. 254 EASTBOUND WITH
FRUIT BLOCK, AT QUINCY JUNCTION IN FEATHER RIVER CANYON