

The Headlight

Volume 8

SEPTEMBER, 1948

Number 9

THUNDERSTORM IN THE SIERRA NEVADA



"There must be, not a balance of power, but a community of power;
not organized rivalries, but an organized common peace."

—Woodrow Wilson

Random... Views and Reviews

by The Editor

★ Said "The New York Times" editorially June 13 this year under the caption of "The New Isolationism," in part . . . "But the very success of our democracy has now imposed duties upon us which we must fulfill if that democracy is to survive. We can no longer live to ourselves alone. We are not safe in doing so." And again, going directly to the core of the problem, "The common sense of the American people will perceive that we are not so much breaking with an old tradition as spreading that tradition abroad; that the time is past when we could protect ourselves easily behind our barriers of the seas; that no number of billions of dollars invested in airplanes, ships or soldiers would suffice for our defense if we lack strong friends outside our borders; and that when we spend to create and strengthen such friends we are truly spending for ourselves. No nation is wholly unselfish. We need not pretend to be. But we are now in a position in which we must exercise an enlightened selfishness if we are to survive." All bold face is ours. We quote these passages to you because they emphasize so well comments we've frequently offered in this column; because they emphasize the need for understanding . . . for tolerance in our thoughts, in our talk and in our deeds . . . both in domestic and international problems.

We were chided by Eastern Division brakeman **Bernard Price**, a friend (we hope) of ours, on the implied glee in the June "Random" paragraph dealing with labor difficulties in the BLE-owned Cleveland hotel. Bernard didn't think it quite right for us to indicate satisfaction over the troubles of a railroad brotherhood because it inferred a biased attitude in our mind. Bernard is right; we thoroughly enjoy the discomfiture of brotherhood executives, or any segment of the railway industry, when they adopt any position designed to frustrate amicable relations within the industry—and the record shows that we'll give the proverbial pat on the back to those who promote friendly relations.

Ament the nationwide publicity concerning alleged railroad overcharges against the Government during World War II: What is not pointed out—and certainly should be—is that a very large part of the supposed overcharges is due to differences of opinion between railroads concerned and government auditors as to whether certain freight handled during the war was property of the Government used for military and naval purposes. If so, it would have been entitled to land grant deductions; if moving for civil purposes, it would not have been so entitled. It's a question of fact and law in each case. In addition, the government's general accounting office audit is a one-way affair . . . "errors" leading to overcharges are reported; when such "errors" result in undercharges, they are ignored. Wonder what a balanced audit, taking account of both overcharges and undercharges, would show? The demagogic inferences that only overcharges exist and that the railroads have done something satanic should be refuted wherever possible.

The WP savings bond organization is still in existence in the general auditor's office, so even if you won't buy U.S. Savings Bonds regularly as an investment, or simply as a vehicle for systematic saving, maybe you'll buy them to keep our bond department active. Our organized campaigns, when we kept our bond department really busy, are over, though **Ross Kelleher** recently staged one at Sacramento Shops in his usual successful style, and the latest figures show only 1,657 payroll subscribers, just 21 above the low for the past two years! Think of the unemployment (in our bond department) which may result if we don't maintain our payroll purchases of Savings Bonds; think of the untold hardships which may strike entire families in these inflationary days via such unemployment! We exaggerate? Well, think anyway—and reinstate your bond subscription!

In passing . . . **Al Bramy**, ex-Headlight editor, dropped in on us recently looking well and prosperous. He was not applying for his old job! Welcome to "Mel" **Graham**, of our Salt Lake City traffic office, who has joined our staff as Salt Lake City reporter. His first column appears in this issue. **Emmett Fitzpatrick**, SP, calls our attention to a "slight" error in AAR's list of home addresses of principal United States railroads . . . **Norfolk Southern's** address is shown as 12001200 East Main Street, Norfolk 10, Virginia! Proof-reading misery welcomes company!

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

Fredrick Tyroff Retires

★ After twenty-five years of Western Pacific service at Wendover, Utah, as a car repairer and car inspector, Fredrick Tyroff retired August 15 under the impression he is entitled to some leisure after a 45-year railroad career!

Fred was born at Greeley, Colo., August 2, 1883, and began his railroading with the Missouri Pacific at Sedalia, Missouri, in 1903, as a carman helper; later working as a car repairer for the Katy in the same city. He came West in 1909 to work for the Colorado Midland at Colorado City. Later in the same year, he joined forces with the Rio Grande at Salt Lake City and remained there thirteen years. On July 17, 1923, he moved to Wendover and the WP.

Elsie Hart, our staff reporter at Wendover, says Fred is an exceptionally fine person and very well liked; that his ready smile will be missed. We know that is true. We wish Fred would stay at Wendover so we personally might continue to enjoy his friendliness during our infrequent visits.

With his many friends, we wish Fred many years of happiness and contentment in retirement. WCM

Willia Watson Retires; Emma McClure Promoted

★ Willia Robbins Watson, who retired last month as chief clerk in the WP law department, came to us in 1927 as secretary to our then general counsel, Hon. Frank M. Angellotti, when she and her mother moved to California from Salt Lake City, where she had been a law stenographer for the Union Pacific. Mrs. Watson was promoted to the chief clerkship of the law department in 1940, holding that post until her retirement.

Born at Logan, Utah, she attended the University of Utah and then began her twenty-five years of railroad service. She married Frank Watson, a local lumberman, in 1937.

Mrs. Watson has retired to enjoy the Watson 9-acre walnut orchard in Ygnacio Valley (in the Walnut Creek-Concord area) on which they built a charming and very modern new home in 1947. Ever since they moved into the new home, Mrs. Watson has been developing her interest in gardening (her garden is "inside the fence" of the area taken from the orchard for the home and lawn, etc.). During her 21 years with the WP, Mrs. Watson became well and favorably known for her efficiency and graciousness and carries with her in her retirement warmest good wishes from her former associates.

Emma Novak McClure succeeds Mrs. Watson as chief clerk. A native Ohioan Emma began her WP service as a stenographer on May 4, 1936.

H.P.T.

Accounting Department Promotions for Wade - Bryant - Stout - Warner - Ferguson - Dillon - Corven - Doud - Michelson

★ Jack Harrold Wade was appointed ass't. to the gen'l. auditor and Emmett Michael Dillon was appointed ass't. auditor of payroll accounts effective July 1. On August 1, Howard Thomas Bryant, William Harold Stout and Clifford Elisha Warner were named assistants to the general auditor . . . Bryant in charge of statistics, Stout in charge of insurance and Warner in charge of taxes. On the same date, Frank Patrick Ferguson was appointed auditor of capital expenditures and Joseph Byron Corven became ass't. auditor of disbursements. On August 9, Jess Doud, Jr. was appointed traveling accountant and, on August 16, Leland Driscoll Michelson was named traveling auditor.

Jack Wade, who was born in New York City, August 5, 1899, came to the WP in March, 1944, as traveling accountant, after 26 years prior service with the SP and the McCloud River Railroad. In July, 1945, Jack was made ass't. auditor of payroll accounts.

Emmett Dillon, a native San Franciscan, born June 27, 1900, started with the WP as a ticket sorter May 28, 1928, subsequently handling various assignments including head payroll accounts clerk, the post he held at the time of his recent promotion.

Howard Bryant was born at Wadsworth, Nevada, April 13, 1894; began his WP service on September 5, 1917, as roundhouse clerk at Elko; became chief clerk to master mechanic at Elko two years later; held various posts in the superintendent's office, same city, 1922 to 1939; served as traveling accountant 1939 to 1946; and as special accountant for the general auditor July, 1946, through July, 1948.

Bill Stout claims Fayetteville, Arkansas, as his birthplace, born there January 10, 1904; completed a commercial and civil service course at Denver Extension University, after attending public schools in Colorado; started railroading in August, 1921, with the Rio Grande; detoured briefly for stints with Swift & Company and Continental Baking, but returned to railroading with the SN at San Francisco in 1930. His SN-WP service was in valuation and capital expenditure work until 1940; then into insurance work.

Clifford Warner, born at Spanish Fork, Utah, March 28, 1913, came to the WP in August, 1947, as ass't. engineer; then transferred to the accounting department.

Frank Ferguson, born in an SP section house (!) at Tormey, Calif., July 3, 1903, worked first driving a horse and wagon for Madison & Burke (realtors) posting bills in San Francisco (obviously, Frank began earning his living at a tender age). He started with the WP as a ticket sorter on April 5, 1920, and, during the ensuing 17 years, handled 11 different assignments culminating with his appointment as head capital expenditures and valuation clerk on March 5, 1945, the post he held until his recent promotion.

"Joe" Corven first saw the light of day at Bay City, Michigan, April 20, 1905. After prior service with the SP, he came to the WP in December, 1934, in the passenger department; transferring to the accounting department the following year and handling several posts until World War II, during which he served with the 8th Air Force as a Master Sergeant, spending 2 years in England and France. He returned to the WP in 1945 as valuation and mechanical engineering accountant in our engineering dept. until May, 1946, when he was appointed traveling accountant.

Jess Doud was born at Bussey, Iowa, August 18, 1915, and began his WP service January 24, 1942. He, too, is a veteran of World War II and was serving as traveling auditor until his recent promotion.

Leland Michelson, another native San Franciscan, was born July 5, 1914; started with the WP as a crew caller exactly fourteen years later. Moving up the ladder, "Mike" (or Lee) became chief clerk to the superintendent at Elko a couple of years back, when Loren Ames transferred to Sacramento. When Loren returned to Elko, Mike resumed his previous duties as ass't. chief clerk, holding that post until his new promotion.

The Sacramento Valley Transportation Club

★ With a current active membership of close to one hundred, the Sacramento Valley Transportation Club has made great strides since its organization April 19th this year. This club is a natural outgrowth of the tremendous industrial expansion in the Sacramento Valley communities during and since World War II.

William R. Grimes, of the Rice Growers Association, is president of the new club; Frank H. Nott, commercial agent for the Sacramento Northern Railway, is vice president; and Hugh F. McReynolds, of the Campbell Soup Company, is secretary-treasurer. The Board of Governors includes Ross C. Eldred, of the California Almond Growers; Harold E. Hinshaw, district freight agent for the Southern Pacific; Harold L. Marshall, of Weinstock-Lubin & Company; Orval J. Boedeker, of the Sacramento Freight Lines; Emmett M. Johnson, of the California Fruit Growers; and Hugh I. Scofield, general agent for the Denver & Rio Grande Western Railroad.

Regular meetings are scheduled the second Monday evening of each month and held in the Army-Navy Club at 1019½ J Street, Sacramento.

A salute and a welcome to this new transportation club and ditto to Frank Nott, our commercial agent, who channeled his foresight and sincerity of purpose in the direction of a temporary organizing committee and eventually actual organization of The Sacramento Valley Transportation Club.

Hy-Lites

by JACK HYLAND

the afternoon, and the banquet that evening. Reservations may be made through **Everard F. Barnes**, 1500 Missouri Pacific Bldg., St. Louis 3, Mo.

The very latest in commuting was seen by **John Fleming** (Treas. Dept) last month, for while on his way to work, an individual boarded one of San Francisco's new busses—in his shirt sleeves, tie in hand and with **shaving lather** on his face. After this unknown person had located a seat, adjusted his tie and donned his coat . . . out came a safety razor and he proceeded (then and there) . . . to shave.

Ruth Dorsey (Traffic) has perfect confidence in her husband, **Dean**, and just KNEW he would be home before 11:30 pm on the evening following a dinner affair held by his employers. In fact, she was so positive she made a slight wager with two (not so positive) co-office workers as to the time Dean would return. We are glad to report Dean rewarded her . . . **both** in a financial way, and in her faith in him.

Some people are **unlucky**, some are **lucky**, but others are **even luckier**, and in this latter group is **Willis Gentle** (Pac.Frt.Tariff Bureau-Compiler) for not only was he able to secure his vacation this year without any postponement or change in plans . . . but after having his name on the "waiting list" for many months (possibly years) he received, just before going on his vacation, delivery of a nice, new, shiny . . . Pontiac convertible.

Last month we mentioned in this column, how **Kenway Stoney** (Traffic) had LOST (as a door prize) a table model radio . . . and now it may be disclosed that while he was out in San Francisco last July 23rd . . . he engaged!!! in a bowling contest with **Hal Nordberg** (EFFA) and "yours truly", and again Ken . . . LOST. (In all fairness, and to keep the records straight, he won two out of about twelve games played).

Once again that tiny specialist with the bow-and-arrow has been around our General Offices, for we just learned . . . **Nancy Towne** and **Gordon Ingle** will shortly be exchanging marriage vows, in fact the date is set for October 10th, at the St. James Episcopal Church (12th and Foothill Blvd) Oakland, Cal. Nancy is a stenographer in General Agent **John Coupin's** office and Gordon is employed in our Engineering Dept. Our congratulations are extended.

A letter received by **Walter Mittelberg** (Traffic) last month contained an announcement disclosing one of his former secretaries, **Marjorie Hoyt**, will become the bride of **Gordon Hewitt**, with the ceremony taking place at 7 p.m. on July 31st at the First Presbyterian Church, Aurora, Ill. We (and this includes **Jim Currey**, Traffic) all extend our very best wishes for continued happiness, and hope "Marge" can persuade Gordon to make a trip out to San Francisco . . . and naturally, via the Western Pacific.

Elsewhere in this month's issue mention is made of the retirement of **Willia Watson** (Attorney Charlie Dooling's secretary) and the promotion of **Emma McClure** to the vacated position, and knowing that such changes require additions to the Law Dept. . . . finally (after twisting Walter's arm) was able to learn, **Maria Pelekases** is the new stenographer, and **Cali Calomiris** is the new clerk. We welcome them to our Western Pacific family.

While **Paul Meyer** and **Harry Stark** (both Traffic) were up in Portola, Cal. last July 25th visiting former Traffic Dept. employe **Charlie Alexander** (now Relief Clerk, Portola) who should walk into the station requesting his pay check but **William "Bud" Taber**, now a fireman on the Eastern Division. Luckily for Bud (who formerly worked in our Gen. Offices) Paul and Harry could identify him . . . for Charlie was "**Relief Cashier**" on that particular day.

Just recently learned that **Mrs. Ella Emerson**, mother of "**P.H.**" Emerson (Trans. Inspector), and grandparent of **Eleanor Madsen** (Car Record) and **Cliff Emerson** (Insp. of Trans.) passed away in her 89th year at Hayward, Cal., last July 23rd. We extend our belated, but very deepest sympathy.

Although being considerably rushed in preparing for his trip east to the TCFB-Chicago meeting last month, **Boyd Sells** (Traffic) slowed down sufficiently enough to remember . . . **Tena Webster** (retired, Traffic) who happened to be confined at St. Joseph's Hospital, recovering from a severe rib injury, by sending her a bouquet of flowers. We hope by now Tena is very much better, but we learned she has a telephone in her room, and would like to hear it . . . "ring".

Congratulations to **Bob Ditty** (Manifest) for doing a nice job in handling our mailing services last month, during the absence of **Anthony "Tony" Quill** (Mail Room), who was on a well earned vacation. However, Tony's vacation activities were somewhat hampered account his receiving a "not so nice" leg wound during our WP Softball team's last game.

Following the conclusion of the WP Bowling League "Summer Session" a 'sweepstakes' was held at Downtown Bowl on August 12th, and the first place winners, which won them \$5.00 apiece were . . . **Peggy Drury** (Car Record) for the ladies, and **Lee Brown** (Aud. Overcharge) for the men. Runners-up were: "**Bee**" Peterson (Law Dept.) and **Mrs. Mary Potter**; **Pete Casey** (Car Inspector) and **Don Johnson** (Asst. Car Distrib).

While the "menu" remains the same at **Jack Hartnett's** "Palace Diner" . . . the diner has taken on a 'new look', with a brand new white enamel paint job and an ultra modern lighting arrangement. However, some of our "boys" are still complaining because they "**STILL**" cannot see the cheese . . . in their cheese sandwich.

Stoney - Nordberg Receive Traffic Dept. Promotions

★ Kenway Raymond Stoney was appointed assistant general freight agent at San Francisco and Harold William Nordberg was named eastern foreign freight agent at Chicago, succeeding Stoney, both appointments effective August 16.

Ken Stoney, born at Chicago, Ill. November 6, 1910, entered WP service in that city as a clerk April 1, 1930; was promoted to traffic agent in 1940; transferred to San Francisco as chief of rate bureau in 1942; returning to Chicago in 1945 as eastern foreign freight agent.

Hal Nordberg, a native of Marinette, Wisconsin, born June 25, 1920, entered WP employ as a clerk September 1, 1941, later transferring to San Francisco as a secretary in the traffic department. Following completion of his war service in the United States Navy, he returned to the WP as a rate clerk and was subsequently promoted to traffic representative, foreign freight office, San Francisco.

Our best to Ken and Hal for further successes.

Vernon Elliott Greer Retires

★ Vernon E. Greer, Sacramento Northern Railway car accountant, retired August 31st, completing almost thirty years' service.

Born at Laguardia, Tennessee, August 17, 1883, he attended public schools at Gallatin and Vanderbilt University at Nashville; then started to work for the Louisville-Nashville Terminal Company.

Four years later, in 1906, Vernon began his railroad career with the Nashville, Chattanooga & St. Louis Railway. In 1917, he moved to the Pacific Coast and first worked for the SP at San Francisco as car record clerk. His Sacramento Northern service began January 19, 1920.

Vernon is planning a trip to Chicago, New York, Philadelphia, and to his home town of Nashville; returning to Sacramento in the Fall; then on to Tucson, Arizona, for a few months.

We'll miss him in the office and wish him good health and happiness in his well-earned leisure.

R. C.

Erratum

★ In the "tip card" box score run in last month's issue of "The Headlight" we showed Louis Lopez as a waiter in the dining car and hotel department, Oakland. This was an error. Louis Lopez is a crew dispatcher in the DC&H department. Errors always embarrass us, but we hope we're forgiven.

James Joseph Hickey

★ James J. Hickey was appointed general passenger agent of the Western Pacific at San Francisco on August 1.



Jim was born at Park City, Utah, June 13, 1901, and served twelve years with the Los Angeles Steamship Company before joining the WP organization on June 1, 1934, as city passenger agent, San Francisco. He was appointed general agent, passenger department, in the same city, January 1, 1938, holding that post until his recent promotion.

"Freight Rate Application"

★ A new book, so titled, was published last month by the Simmons-Boardman Publishing Company, 30 Church Street, New York 7, N.Y. Tariff: \$3.50.

This book is a companion volume to "New Departures in Freight Rate Making" by G. Lloyd Wilson and serves as a practical and convenient reference work for interpreting freight tariffs and as a guide for those studying the subject.

Presented in clear and concise fashion are the rules and principles of tariff interpretation governing the determination of freight rates under section 6, paragraph 7, of the Interstate Commerce Act. Rules are discussed from the viewpoint of railroad transportation; authorities are cited; and where views are inconsistent with decided cases or prevailing practices, the inconsistencies are noted and the bases for such views stated. Among important topics discussed are the intermediate and other rules, forms of tariff routing, Delmar principle and tariff errors.

The author, Glenn L. Shinn, attorney-examiner for the Interstate Commerce Commission, appears well qualified to discuss his subject from the vantage point of his railroad experience as rate clerk, station agent and tariff compiler, and as tariff examiner and attorney-examiner for the ICC.

Grant Sherwood Allen-Edward Joseph Hillier Promoted

★ Grant S. Allen, frequent contributor to our columns, was appointed assistant trainmaster on the Western Division's third sub-division, with headquarters at Tobin, in the Feather River Canyon, on August 16.

Grant was born at Dunkirk, Indiana, December 9, 1897, and began his Western Pacific work as a brakeman September 25, 1934. He was serving as chief dispatcher of the Western Division prior to his promotion last month.

Edward J. Hillier, who succeeds Grant as chief dispatcher at Sacramento, was born at Couer d'Alene, Idaho, July 4, 1905, and came to the WP as a telegrapher March 31, 1937. Just prior to his promotion, he was serving as assistant chief at Sacramento.

Our congratulations and best wishes to both.

Retirements

Western Pacific Railroad . . .

Argo, Walter Douglas	Head Agents' Acc'ts Clerk	San Francisco
Castellanos, Ygnacio	Track Laborer	Oakland
Groves, Edward Roswell	Engineer	Western Division
Mead, Leon Fredrick	Engineer	Stockton
Quilici, Peter	Carman	Winnemucca
Quinn, Arthur William	Boilermaker	Keddie
Rollins, Isaac Clarence	Engineer	Winnemucca

Elko Echoes

by Nevada Michelson

★ Bill Zent, roadmaster, and Glen Hutchinson, B&B inspector (we were severely reprimanded for calling him Dave last time), have returned to their desks from two all-too-short weeks' vacations.

Leland Michelson, who was chief clerk on the Eastern Division during the time Loren Ames was chief clerk on the Western Division, and who has been ass't. chief clerk since ill-health forced Loren to return to Elko, has taken the position of traveling auditor. His territory will be from Winnemucca to Salt Lake City with headquarters at Elko. Lee will be missed by his associates and to say he will be missed by ye scribe is putting it mildly, indeed. Twenty-one years ago we became Lee's mother . . . eleven years ago he made us a grandmother . . . five years ago we joined the clerks' union which made him our brother . . . three years ago, when he was promoted to chief clerk, he became our boss. Whatever relationship the future has in store for us, we know will be very happy.

The annual Western Pacific picnic was held at the City Park on July 29th and was a huge success from the standpoint of attendance and food, as well as fun. Approximately one hundred attended and we'll not attempt to list their names. The hams were baked by the Stockmen's Hotel free of charge and, in addition to being beautifully decorated, were extremely delicious. We weren't sure which team won the ball game, but if chatter had anything to do with it Karl Wragg's team was way out in front. (Editor's note: Joe Corven, who was invited to the picnic by Nevada, and who thoroughly enjoyed it, tells us that its success was due entirely to Nevada's tireless efforts to put it over).

Eleanor Gowen, secretary to Sup't. John J. Duggan, has transferred to the general offices at San Francisco and Lillian Carrillo has taken her place. Margarite Lesbo has replaced Lillian as steno in the accounting department and Erwin Vaughn is the new steno in the chief dispatcher's office.

Traveling accountants in our midst include Karl Wragg (Karl is almost a permanent fixture around here), who is making his periodic check of T&E rolls, Joe Corven, Jess Doud and Jesse Smith (SP), who are making the biennial check of the WP-SP joint bill. We understand this is to be Joe's last trip to Elko in the capacity of traveling accountant, having been promoted to ass't. auditor of disbursements. We'll miss his visits and wish him the best of luck in his new job. We know we're going to like Jess Doud, Joe's successor, and hope he'll like us just a little. And while we're passing out the bouquets, our sincerest congratulations to Jack Strachan, Howard Bryant and Frank Ferguson on their promotions.

San Francisco's Portola Festival October 2-25

★ The horseback trek from San Diego to San Francisco, over the route followed by Don Gaspar de Portola in 1769, is already started and it's expected that the horsemen of this Portola trek will arrive in San Francisco October 17.

But the opening gun of the Portola Festival, now hardly a month away, will be fired at the California Tennis Club, Scott and Bush Streets, October 2, when play begins in the First Annual National Hardcourt Tennis Championships and the 59th Pacific Coast Tennis Championships. This is the first national tennis event ever scheduled for San Francisco and players from all over the world will participate. Play will continue through October 10.

Beehive State Notes

by Mel Graham

★ **Tom Fox**, retired passenger conductor, purchased a new Pontiac a couple of months ago. We learned he has driven it 10,000 miles and is still going strong.

Harry Gibson, retired passenger conductor, dropped into the office some time ago and told us he and Mrs. Gibson are planning a trip to Maine.

We have a new man in our passenger traffic office in Salt Lake City . . . **Lee W. Marshall**, transferring here from San Francisco to replace **Max A. Potter**, who moved to our CTO, San Francisco, because of his wife's health. We certainly hope Mrs. Potter is well on the road to recovery.

We have two "Ike Waltons" in our office, but for some unknown reason they've been very quiet lately. It seems the last time they went fishing they had plenty of bites, but the wrong kind! This is just our guess!

Points of interest in and near Salt Lake City . . .

Each month we'll try to give you a little information on things of interest to us, and we hope of interest to all Headlight readers.

Our first attempt will be the streets of Salt Lake City, being the widest streets of any major city in the United States. They are numbered by the direction they run from Temple Square. East of Temple Square, Main Street runs north and south; on the west, West Temple runs north and south; on the north, North Temple runs east and west; on the south, South Temple runs east and west.

A stranger in town asked an old-timer how he could get to 300 North 2nd West. The old-timer replied, "Did you ask me how to find 300 West 2nd North?" Now the stranger was confused and wasn't sure what address he had asked for! While both addresses sound very much the same, there's quite a difference, one being north and west of the Temple; the other being west and north. Now we're mixed up!

Pacific Railway Club

★ **Ray McBrian**, engineer of standards and research for the Rio Grande railroad; and **K. L. Hollister**, ass't. to manager, of The Texas Company's technical and research division, will address the Pacific Railway Club, at the St. Francis Hotel on September 9, at 7:30 p.m., on the subject of railroad lubrication with special reference to Diesel locomotives.

This is not a dinner meeting. If you are interested in listening to this dis-

ussion—and maybe ask a question or two during the informal session, you need only put in an appearance. There is no obligation whatever, no one will molest you and, if you're in the mood, you may glare at all the others present throughout the meeting!

The Pacific Railway Club also has scheduled a golf tournament for October 17 on the Sonoma Mission Inn course. The committee in charge is headed by **J. G. Wallace**.

Our Cover

★ Photograph was made by **Carl Rath**, manager of our GO telegraph office, in the summer of '47.

Carl and Mrs. Rath (Virginia, of murder mystery fame) were hiking along Chippis Creek (across the Feather River from the WP track between tunnels 21 and 22 near Belden) about 2½ miles from the Feather River Highway when a summer thunderstorm broke. Carl unharnessed his camera and went to work. This is the result. Because of the many creeks and trails near Belden, Carl recommends this section of the Feather River Canyon to ardent hikers. He wanted to get another look at the river around Tobin before it becomes another mud-puddle(!), but with maybe no vacation this year, he must leave that to others!



Joseph Cable Marchand, whose appointment as **Western Pacific's** purchasing agent was reported in last month's issue of **The Headlight**.

The Stockton Grapevine

by **Velma Prentiss**

★ We have three signal gangs at Stockton, who are making the necessary preparations for the installation of AABS

between Stockton Yard and Sacramento.

After 35 years of service with several railroads, **Clerk Albert A. (Pappy) Green**, who is 75 years young, resigned to return to the east and complete arrangements for his pension. We wish "Pappy" many enjoyable years.

We've heard lots of fish stories, but here is one that **Car Foreman Clarence Doane** told us on his return from his vacation that we couldn't pass up. Seems Clarence was fishing in Hat Creek, in Lassen National Park, where he spent his vacation; happened to look on the other side of the bank and saw a fish hatchery man place 2 full 5-gal. cans of nice size trout in the stream. Only thing wrong, he couldn't catch any of these. No doubt they were just fed. Even with that bad luck, Clarence says he caught all the fish he could eat while he was there.

Another fisherman is our janitor, **Tom King**, who spent his vacation around **Keddie and Portola**. Tom, however, didn't bring any fish for us to see.

Crew Caller Charlotte Bruns recently returned to work after being off sick since May.

Through the efforts of a number of clerks at the yard office, they have secured the latest up-to-date "coke" machine. These clerks made the financial arrangements and also maintain the machine. The **Coca Cola Company** representative, who delivers the "cokes" states that this is one of his best customers. **Clerk "OK" Bones** seems to be about the best customer and now even "**Mac McAtee**" patronizes it. Those who have charge of the machine wish to thank the employes for the satisfactory return of the bottles.

On the Sacramento Northern

by **Ruth Crane**

★ **Frances and Wilmer Andersen** motored to Hollywood for a week's vacation . . . they lunched at Santa Cruz enroute, spent a day at Catalina and had lots of fun.

Seen lunching at the Public Market, **Stacy Long** . . . at the Ice Follies with her current boy friend, **Betty Jones** . . . learning to water ski, **Eleanor Olsen**.

Jimmie Taylor, timekeeper, and wife **Margaret**, traveled via train to Minneapolis to visit with **Margaret's** family.

Bettye Harrison (traffic) entrained for Texas to spend her vacation with **Mom, Pop and little Sis**.

So that he could choose his branch of service, **Davin Heinitz**, demurrage clerk, enlisted in the U.S. Navy. We had a card from him from San Diego and everything's okeh.

Manuel Silva, assistant cashier, vacationed in San Diego, Yuma, Arizona, and Los Angeles.

Al Fippin (traffic), while vacationing showed his sister-in-law from the east some of the sights of the Capital City.

Wendover Wires

by Elsie Hart

★ Well, we no sooner said "hello" to **Evan Nielson**, agent, Shafter, than he was whisked off to the hospital again. Tough luck, Evan, we hope to see you well and back on the job before long.

Mildred Barnes, third trick telegrapher, Shafter, and her husband, Fireman **Chet Barnes**, Elko, are on vacation with that new Hudson, running up a few pleasant miles in it. Hope they have a good time.

Others on vacation include **Kendall Byrne**, clerk, who really covered a lot of territory. Kenny started for a trip east to see some country he'd never seen, but somehow found himself headed west and spent the whole time enjoyably visiting his various sisters and brothers (6 of them!) in Winnemucca, Sacramento, San Francisco, Los Gatos, Reno and Elko. He says it was the best vacation he has had in years. Sounds as though he has a pretty nice family.

Duane McGuire, Elko, relieved Storekeeper **Lloyd Darnell** for his vacation. Lloyd brought Mrs. Darnell back with him from Oroville, also his mother, Mrs. Crane.

Our very best wishes to **Dan Lee**, night yardmaster, and **Shirley Brown**, second trick telegrapher, whose marriage took place in Elko, Nevada, July 26th. The happy couple are back to work again after a brief honeymoon in San Francisco. Shirley was relieved by Telegrapher **Carroll Nichols** during her absence.

Our new switchman is **Jack Hoover**, who worked for the WP as a brakeman during the war.

Dorsey Farris, carman, has taken a leave of absence to take Mrs. Farris to Oklahoma for a couple of months, because of her health. We hope she will soon be feeling better.

Joyce Runyan, daughter of Ginger (Virginia) Runyan and **Ernest Runyan**, stationary boiler engineer, underwent surgery in Salt Lake City recently. This was to be the first of a series of three operations and Joyce will be in a cast for about a year. Kind of rough for a little ten year old girl.

Brakeman **Russell Pettit** and **Lucinda Peterson** were married in San Jose, California, August 10th and went to Lake Tahoe for a few days.

Robert Colvin, roundhouse foreman, is on vacation and **George Lambert**, night roundhouse foreman (is he wearing dark glasses?), is working days.

Margith (Marty) Hellewell, trainmaster's clerk, managed to find a relief stenographer at last, after much effort, and went fishing on her vacation. Said she had to come back to work to rest up, but Mr. H. caught some nice fish. Marty didn't say whether she caught any, but we suspect she was stretched out in some nice grassy spot with a book most of the time.

Alice Kelly Ruse

★ Alice Ruse, crew caller for the Western Pacific at Portola since October, 1946, passed away there July 18th after an extended illness.

Alice was born at Montpelier, Idaho, September 10, 1904, and was the wife of Switchman Charles E. Ruse. She had lived in Portola nine years.

Origin of WP Medallion

★ Thirty-eight years ago, Charles Frederick Craig, now assistant to the general manager, designed the Western Pacific medallion which has been in use ever since.

In 1910, when Western Pacific began operations, Charlie's artistic ability went to work and, using the Feather River route motif, he came up with a medallion which has stood the test of the years. The medallion's background is black, with imposing white letters top and bottom spelling out Western Pacific. A circular center section spells out Feather River Route and is pierced by a red feather.



Within the past couple of years, Charlie designed a companion Safety First medallion closely resembling the WP medallion. In fact, at first glance, the difference is often missed.

Charlie Craig came to the Western Pacific from the Northern Pacific thirty-nine years ago and we thought it about time he received proper credit as the author of our identifying medallion.



Tidewater Notes

by Frank Lindee

★ Your reporter was vacationing at Twain Harte and Pinecrest, California, about the time his last month's notes were to be written, so that he missed the deadline completely. However, after perusing the August Headlight, am wondering what the editor would have done with the column if received. The edition was chuck full! So here is news off the Tidewater, somewhat history, but still news.

We regret to report the passing of **Gilbert Clark Harmon**, section man, who died of a heart attack July 13th, just three days before his 73rd birthday. Gilbert began his service in 1933 and was a congenial and active worker. Our condolences to his son George, who is our section foreman at Turlock.

We also are sorry to report the passing of the son of **Frank Edgerton**, engineer, after an extended illness.

Roadmaster **Bill St. Jeor** made two trips to San Francisco recently. One for an operation at St. Joseph's Hospital and the next to catch 100 pounds of salmon out the Golden Gate. Fishing pals tell me that Bill always says "we" caught so many fish, but that actually his wife gets the most and Bill manages to get one, so he can say "we."

Harold Chalmers, conductor, is the proud owner of a new Olds Eight. That will take a lot of overtime, Harold. Let us know if it has pick-up.

Vic Christensen, a former clerk here in Modesto, but now with one of our customers, is mending in Letterman Hospital from an auto crack-up over Patterson way. The writer visited him and found him in good spirits, but with a long pull ahead.

Employees of the Tidewater Southern presented **Ernie Skinner**, retired Manteca agent, with an all leather traveling bag on his retirement. Ernie will have to delay that trip until after the sugar season, as he is now pinch-hitting with Spreckels Sugar Company during the beet rush.

Isaac Clarence Rollins

★ Isaac C. Rollins, Eastern Division engineer, retired in July of this year, ending more than thirty-nine years of WP service.

Born at Rockhold, Kentucky, July 10, 1883, he entered WP service as a fireman April 20, 1909, and was promoted to engineer October 23, 1911. At the time of his retirement he was No. 1 on the Eastern Division engineers' seniority roster.

More "Tip Card" Prizes; Districts Established

★ Henry E. Poulterer, WP traffic vice president, announced August 16 that additional prizes would be offered in the new "tip card" contest beginning that date. Districts will be established—Portola and east in a so-called "Nevada-Utah" grouping; and west of Portola in what may be called the California district. In each district, \$50.00 will be awarded the winner; \$25.00 to the runner-up; and \$15.00 to the third place contestant as of August 15, 1949.

In the new contest, traffic department representatives, whose duties involve contact with the shipping or traveling public, are excluded from participation.

Commenting on his announcement, Poulterer added . . .

"The result of our first post-war effort in having Western Pacific employes turn in information leading to the securing of both freight and passenger traffic has been very gratifying and indicates what can be accomplished when we all get in the game.

"No railroad traffic soliciting organization can possibly cover the entire field of prospective travelers or shippers. This field can, however, be very effectively covered if everyone assists by keeping their eyes and ears open and taking advantage of every opportunity to further the Company's interests and

when information thus obtained is turned over to the Traffic Department contacts can be made and considerable business secured that we otherwise might not receive.

"It has become evident from the first year's contest ending this August that to have but one prize or set of prizes more or less prejudices those located on our line east of Portola, where due to the more sparsely populated region the opportunities are not as great as in the territory west of Portola. I think it is only fair, therefore, to have two sets of prizes so those east of Portola are not automatically excluded from successfully competing for the awards.

"It is also evident that those in the higher bracket, just below the top record, should receive some award for their efforts and a set of three prizes instead of one first prize will result in a fair participation in the awards.

"Just visualize what we can accomplish if everyone puts forth the effort Mr. Miller and the runners-up did in 1948. The possibility of building up of traffic on our railroad is unlimited, and I hope this year's contest will appeal to each and every one and result in a red hot race for the 1949 prizes.

"Good luck to each and every contestant. Let's get in and pitch and see who are the lucky ones on August 15, 1949."

Brakeman Lloyd John Miller, Stockton, Winner of Annual "Tip Card" Contest . . . Presented with \$50.00 Check by Vice-President Henry E. Poulterer

★ Brakeman Lloyd J. Miller, of Stockton, shown below being presented "tip card" contest award of \$50.00 by Henry E. Poulterer (left), vice president in charge of traffic, at a meeting of The Western Pacific Club atop the general office building in San Francisco, August 16. Lloyd is a Nebraskan and his brakeman's seniority date is August 10, 1946.

Runner-up to Lloyd was Harry J. Sutherland, tax commissioner; followed by Kenneth K. Dunton, ass't. agent, San Jose, seen between Poulterer and Miller; Mason P. Gordon, claim clerk, Fruitvale; Charles E. Renner, Eastern Division conductor; James B. Dillon, agent, Oakland; Oscar H. Larson, chief clerk, transp'n. dept., San Francisco; Dan T. Costello, commercial agent, San Francisco; Karl F. Henrich, signal material stockman, Livermore; Charles Woods, tavern car attendant, Oakland; Angelo D. Prato, ass't. agent, Stockton; Andrew L. Anderson, fireman, Portola; Sheldon Glatt, traffic representative, Oakland; and Paul Werner, telegrapher, San Francisco.

The Shell Oil Company building is prominent in center background and the Standard Oil of California building may also be seen in the background at extreme left center.

