



THOMAS MILTON SCHUMACHER
DEAN OF RAILROADERS
RETIRES

Vol. 5 JUNE, 1945 No. 6

"Time goes, you say? Ah no!
Alas, Time stays, we go." —Austin Dobson.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager

★

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Our cover photograph of Mr. Schumacher was made by Blank & Stoller, Inc., of New York City.

EDITORIAL

★ On the page opposite this we tell the story of the retirement of Thomas Milton Schumacher, who, for many years, in association with Arthur Curtiss James until the latter's death, guided the destinies of our railroad. Your editor worked for Mr. Schumacher, as his secretary, for 14 years—from October 1925 to October 1939—and feels there are some things which should be said. If we have any ambition at all, if we feel we can do bigger things,

if we've a yearning for greater knowledge—if, in other words, if we are human—almost all of us are, in some measure, restive in our current activities (or duties). So it was with the writer,

but, in retrospect, he now realizes that during those 14 years he was learning whatever his mind was capable of absorbing, from a great railroad executive, an experience given only a comparative few. Remembering particularly the early days of this association, the writer is reminded of what a frightful novice he was and is grateful for the kind consideration extended him by Mr. Schumacher and, in subsequent years, the willingness of the latter to patiently set him on the right track, offering help and support whenever that seemed necessary. Whatever ability the writer now possesses, or ever will; whatever compassion he may feel for the difficulties of his fellow officers and employes; whatever initiative may spur him . . . these and anything else which is good he knows is, or will be, due in major part to his tuition during those years with Mr. Schumacher.

"TMS" has many friends on our railroad. His tolerant, kindly qualities, his keen sense of humor, his wise counsel, his unruffled calm . . . these and his other eminent attributes will be missed and long remembered as this illustrious railroader retires from the railroad scene. He enters retirement with the good wishes of all his friends for complete happiness.

June 3rd is the anniversary of the birthday of Jefferson Davis (born 1808), President of the ill-fated Confederacy. The anniversary of D-Day—Deliverance Day—for Europe is the 6th. Does it seem like a year to you since we heard that thrilling news? The 168th anniversary of our flag—Flag Day—is the 14th. Dear old Dad's Day is the 17th; as is Bunker Hill Day (in Massachusetts). The first day of summer is, as usual, the 21st, which, according to those who should know, will be the longest day of the year! These same people aver that our summer officially begins at 11:52 a.m. Pacific War Time. The 7th War Loan Drive ends June 30th. If you haven't already signed a payroll allotment for War Bonds, run—do not walk—to your nearest War Bond campaigner and sign up! If you are already payroll subscribing, but have some surplus cash for investment with safety, buy an extra bond—and buy it through the company's treasurer so Western Pacific workers as a group will be credited.

JUNE DATES

VP&GM Mason has announced the appointment of Homer Bryan as assistant to the general manager in charge of safety. Under current conditions his job is an enormous one. Our own opinion is he could use three capable assistants—and all of them would be kept busy on a thorough job of safety education. But we suspect Homer will tackle his job vigorously and all of us should extend our full cooperation to eliminate accidents, which are only encouragement to the enemy. Too, the fewer costly accidents we suffer, the more surely our new pension plan will live and prosper.

HOMER BRYAN

The prime purpose for the organization of our Western Pacific Club was, as stated in its constitution, to foster and improve friendly relations among Western Pacific, Sacramento Northern and Tidewater Southern employes.

COMMON SENSE

Many officers of our companies are enrolled as members in our Club, indicating their agreement with our principles. Some progress has been made toward our goal, yet, after more than three years, we still note a tendency among many of our fellow-workers to adhere to a frozen-face policy! And we ask—what price a friendly smile or greeting? It's amazing how much a smile, or a friendly interest, makes the day's work less onerous. This applies equally to some of our officers!

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THOMAS MILTON SCHUMACHER RETIRES

★ Thomas M. Schumacher retired on May 21st, having been chairman of the executive committee of the Western Pacific Railroad for the past nineteen years, and a trustee since November, 1935. His experience in railroad service covers a period of sixty-one years.

Few men in the railroad world rose more steadily than Schumacher. Though he was born in Williamsport, Pa., his boyhood and young manhood years were spent in Galion, Ohio, where his family had settled during the general westward trend following the end of the Civil War. While still in his teens, he entered railroad service in Galion as a call boy and telegraph student with the Atlantic & Great Western Railroad (now the Erie Railroad), thus launching one of the most colorful careers in the history of railroading.

As a student telegrapher, he readily absorbed the Morse code but, toward the end of his first year, he made a decision which proved the turning point of his career. Becoming dissatisfied with his progress as a telegrapher, he entered the employ of the Cleveland, Columbus, Cincinnati & Indianapolis Railroad as a clerk in the freight traffic department. The following year brought another change and he accepted a position with the Pittsburgh, Cincinnati & St. Louis Railroad, obtaining with that road his first experience in the operating department.

During the next three or four years he worked in the operating departments of the Burlington and Missouri Pacific, but in 1887 he returned to the traffic department as chief clerk in the Union Pacific general agent's office at St. Louis. In 1891 he was transferred to that road's general freight office in Omaha as chief clerk and, three years later, was appointed general agent, freight department, for the Union Pacific, headquarters at San Francisco, covering California, Nevada and points in Utah west of Great Salt Lake. While serving in that capacity, Schumacher's ability and qualifications became more generally recognized and, in 1898, he resigned to accept the vice-presidency of the Continental Fruit Express, with headquarters at Chicago, where he remained until 1900, when he returned to the Union Pacific as traffic manager of the Oregon Short Line (a Union Pacific subsidiary) with headquarters at Salt Lake City, remaining in that post until 1905. Then he became associated with the United Fruit Company as general traffic manager, in New York, for a brief period. The following year he became General Traffic Manager of the railroads and industrial companies controlled by the Phelps Dodge copper interests.

In 1909, he was induced to accept the vice-presidency of the Western Pacific and Denver & Rio Grande Railroads, with headquarters in San Francisco.

In 1910, the late E. H. Harriman's Union and Southern Pacific Systems offered him, and he accepted, the office of assistant director of traffic, headquarters Chicago, where he remained a short time, leaving the services of those systems to assume the duties of general traffic manager of the American Smelting & Refining Company in New York.

His ability in the traffic and financial worlds was attracting further attention and, in 1912, the Phelps Dodge interests again sought his services and he accepted the office of vice-president in charge of all departments of the El Paso & Southwestern Railroad (controlled by the Phelps Dodge interests). He was elected president of the El Paso & Southwestern in 1917 and brought about the merger, approved in 1923 by the Interstate Commerce Commission, of the several operating companies included in the El Paso & Southwestern System, and thereafter the system was directly owned and operated by the El Paso & Southwestern Company.

During his tenure of office with the El Paso & Southwestern the Phelps Dodge interests were faced with the task of pulling the top-heavy Rock Island financial structure out of its troubles and Schumacher was selected to supervise the job as chairman of the board of directors.

Probably the high point of Schumacher's career was consummation of the sale of the El Paso & Southwestern System properties to the Southern Pacific Company in 1924. As president, Schumacher built up a traffic organization for the "Southwestern" to a point which attracted the attention of the Southern Pacific. The latter, feeling the acquisition of those properties would be of great value to it, initiated negotiations for the purchase of the El Paso & Southwestern properties, which purchase was finally consummated at a price which netted a substantial profit to the Southwestern stockholders. This deal was considered at the time as an outstanding financial transaction and further emphasized Schumacher's ability in the financial as well as the traffic field.

Solution of traffic and transportation problems having been Schumacher's life work, based on years of practical experience in the many phases of railroading and shipping in which he had established himself as a renowned authority, the Southern Pacific, when the properties of the El Paso & Southwestern were taken over on January 1, 1925, elected to use his executive and administrative ability in traffic matters and appointed him vice-president in charge of traffic of the Southern Pacific Lines (rail and water) with headquarters in Chicago.

Though the long and close association of Schumacher with the late Arthur Curtiss James, (dominant factor in the Phelps Dodge interests) was temporarily broken in 1924, it was destined to be renewed and, in 1926, when James announced that he had purchased "working control" of the Western Pacific, Schumacher was selected to head the Western Pacific and to represent the Western Pacific's interests, through the holding company, in the Denver & Rio Grande Western Railroad, which interests amounted to one-half of the voting stock.

For the past three decades, Schumacher has been a prominent figure on western railroad committees and associations. Under his guiding hand, the Western Pacific and the Denver & Rio Grande Western Railroads have made significant forward strides. The driving of the golden spike at Bieber, California, in November, 1931, linked the powerful Great Northern Railway with the Western Pacific in a new, and what has proved profitable, West Coast, north and south railroad route, now a vital war-time link. Later, in 1934, the Denver & Rio Grande Western's Dotsero Cutoff was opened for operation. This cutoff reduced the road's mileage between Denver and Salt Lake City by 173 miles through utilization of the Moifat Tunnel and the Denver & Salt Lake Railway. Schumacher was active in initiating and completing this project. He leaves the Western Pacific with that property in the best physical and financial condition in its history.

Schumacher's counsel and advice were sought by many directorates in the industrial and railroad fields, but, in recent years, he resigned from many of those boards.

After his experience in the traffic department, particularly in San Francisco, Schumacher always contended that any railroad company's success "is largely contingent upon the ability of its officers and employes to sell what the railroad produces, namely, transportation . . . and a good railroad salesman must have a wide acquaintance acquired largely through membership in clubs throughout the country and through acquaintance with officers of industrial companies who are chiefly responsible for their traffic routing policy".

Schumacher has a host of friends in the railroad fraternity—and in the industrial world as well—the result of his ever-present good humor and his sincere interest in the problems, large or small, of both employes and officials. His ability to make staunch friends and his wide acquaintance, led to a remark a few years ago by a prominent New Yorker that Mr. Schumacher had the privilege of calling by their first names more Americans in all walks of life than almost any of his contemporaries.

He leaves his many friends on the Western Pacific Railroad with their best wishes for his future happiness.

Hy-Lites

By JACK HYLAND

If, one asks which blow split the rock, it is clear that they all did, yet . . . without the last one, all in between would have amounted to nothing, and there are many people who fail in delivering this last blow. We are in the same situation with regard to this war . . . we have made a brave beginning and despite many handicaps, have succeeded in defeating Mussolini's Fascists, and more recently Hitler's Nazi plunderers, but these victories (like the rock) will have no meaning at all if we fail to see the job through to a successful conclusion, **by the unconditional surrender of . . . Japan.**

Sgt. Ken Thompson (AF&PA) writes from Italy, telling of his new outfit having two other men from Marin County (Ken's home area), another from Santa Rosa and several from around the Bay Region. I'll wager the main conversation centers around places like Stinson Beach, Muir Woods, Mill Valley, Ross, Mt. Tamalpais, Larkspur, Russian River and the Bay Bridges, when they're together.

Stockton's rugged individual, **Pvt. Guy Parker** . . . is now learning the main fundamentals of how to fight in the "Infantry" and from his letter, it seems the fighting isn't **always done with a gun.** Guy's new address is Co. "B", 175th Bn., 96th Regt. I.R.T.C., Camp Hood, Tex. (I placed your name on The Headlight mailing list, Guy, and you'll get it . . . **or else I will.**)

Should have mentioned this last month but overlooked it . . . anyhow, our Northern California Badminton Champion is none other than **David Copenhagen** (Oakland), who with his Chinese partner, Tom Ough, won the doubles title last March 25th at the Athens Club courts (Oakland, Cal.). Congratulations, Dave, and also to your wife—who lost out in the quarter finals.

Recent letter from **Lt. Hal Furtney** (Trans. Dept.) tells of his studying a rough course at Amarillo, Tex., but if he passes . . . he'll be a Flight Engineer on a "B-29", and may even succeed in being a co-pilot on the "Super-Fort", after which he'll have a ten-week course in Denver, Colo., and then over the sea to . . . Japan. Best of luck, Hal—and extend "**Happy Birthday**" greetings to little **Lorraine** on her first birthday, last May 2nd. (Belated, but I remembered.)

There comes a time in every young man's life . . . and for **Frank Lindee** (Traffic) the time was April 26th, at Downtown Bowl, San Francisco, when the service lady asked him whether he had any identification to prove **he was over 21 years of age.** Frank obviously convinced her . . . ????. . . because he received his beer.

That "columnist"—**Cpl. Anthony Quill** (Car Record) dropped in the office last month and looked in perfect condition, mainly because he and the "**Mrs.**" had spent a few days furlough time . . . at Yosemite. What a rugged life us poor civilians lead . . . we can't even secure enough gasoline to make the trip, but I'm only joking, Tony, for you service men are welcome to everything . . . **well almost . . .**

Our Western Pacific service people are really fortunate . . . for we recently learned **George Kennison** (fireman-Oakland) is studying his Navy Radar course at Treasure Island; **Pvt. Dorothy Burrell** (Treas. Dept.) after her training period at Des Moines and Orlando, has been transferred to San Francisco (Presidio); and **Hal Nordberg** (Traffic) has been sent from San Diego to Oakland Navy Base. What lucky people.

It's the same **Jeannette Sayles** (Traffic) we all knew so well over here, for even though she is with the American Red Cross, first London and now Paris, she didn't forget **Ann Shuster's** (Traffic) birthday and remembered her with a little card-letter. From the tone of Jan's note, and her much larger letter to **Helen Decker** (Traffic) she is enjoying her work as well as having the experience of her life.

Haven't actually seen it—but my reporter tells me—**Tom Barry**, (Frt. Claim Agent) is now smoking cigarettes. Guess because they are difficult to secure, smoking becomes a greater pleasure, thus it's the same old story . . . deny people something and that's what they'll want . . . **and no substitutes.**

A couple of weeks ago . . . Janie and I were driving along College Ave., in Berkeley, Cal., near the Univ. of California campus, and as Robt. O'Brien once mentioned in his S. F. Chronicle column . . . there were the impressive Greek letter fraternity buildings, next to them the dormitories with resounding names like **Collegian Hall** and **Locksley Hall** . . . and then next to them, a less pretentious building whose signboard proclaimed it . . . "**Alka Hall**". Undoubtedly, the occupants have a **good sense of humor**, and a **fair case of "spirits"**.

After being at sea for a couple of years as fireman . . . **Frank Schmalenberger** (Traffic) decided to climb the well known ladder of fame . . . also fortune, and last month pounced into the office wearing a full fledged "Ensign" uniform of the Merchant Marine. Frank has secured his sailing papers as a "3rd Asst. Engineer", which naturally rates "**officers quarters**" on board ship.

Cupid has really been busy in the Treasurer's office—for **Lou Jean Keller** became engaged to **Capt. Herschel Rix**, USMCR, on April 21st. Understand Lou Jean and "Cappy" will not be married until after the war. Next, we learned **Barbara "Bobbe" Boyd** is to be married to a Navy man on June 24th at the Calvary Presbyterian Church, Berkeley . . . **Bill Senior**, RT 1/c, is the lucky fellow. Our very best wishes are extended, and hope I get some of the wedding cake, **but will settle for cookies.**

SPORTS REVIEW

By Jack Hyland

★ The Freight Agents keglers were not to be denied the winning of the W. P. League 1944-45 Championship and on May 17th (at Downtown Bowl) they smashed the timber around and came up with a 2335 series against the strong Oakland Carmen's 2255 series, in their three-game play-off. The Freight Agents are to be complimented on their "never-give-up" spirit for after the first game they were down 84 pins, were still 31 pins down after the second, but came through in the final by slamming out an 851 game against 740 for their opponents. The winning team was composed of Bill Hatfield (Capt.), Dooley Fee, "Sis" Maysenhalder, Al Potter and Fred Thompson. This marks the second time the Freight Agents have won the league title.

In order to clear the records, final standings of the first three teams in each half of the 36-week schedule were:

	First Half	Won	Lost
Freight Agents	36	18	
Traffickers	33	21	
Oakland Carmen	30	24	
	Second Half	Won	Lost
Oakland Carmen	46	8	
Freight Agents	38	16	
Disbursements	30	24	

The Oakland Carmen boys won the High Team Series award for the season with a 2512 series, and the High Game honors with a 915 game went to the Disbursement keglers, trailed by the Oakland Carmen with a 912 game. Bill Wilkinson was high individual average player with a 167 average for 108 games and Charlie Dooling's 257 game was high for the season. Lee Brown with a 626 led the high series boys, followed by Al Potter's 604 and Dooley Fee's 602. Our feminine bowlers deserving honorable mention are—Marge Patsey who finished the season with a 151 average, having a 226 high game; also Peggy McDermott's 204 game which aided her team in scoring the high team series mentioned above.

The final listing of the "Big Ten" which includes games for the entire season show:

	Gms.	Avg.	H.G.	H.S.
Wilkinson	108	167	224	568
Dooling	96	165	257	577
Brown	93	165	230	626
Stoney	81	165	208	558
Sevey	108	164	233	592
Craig	84	164	210	553
Prismich	108	163	217	543
Potter	102	163	235	604
Fee	57	162	236	602
Heagney	102	161	214	587

Pres. Bill Stout has lined up a six-team "Summer Straight-Away" League which promises to be a hum-dinger, with cash awards following the conclusion of the season; and in addition—Bill indicates our yearly "Bowling Dinner" will be held some time during the latter part of June or early July . . . definite date will be announced later.

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1945, Thomas P. Brown)

★ **LASSEN**—The name of Peter Lassen, the Copenhagen blacksmith who became an outstanding California pioneer, is indelibly preserved on the maps of the Far West. In California, we have Lassen Park, Lassen Volcanic National Park, Lassen National Forest and Lassen County, one of the largest of the Golden State's counties. There is also a Lassen in Alaska.

Born in Denmark when Washington was president, Lassen emigrated to Boston at the age of 29 and then, answering the call of the West, went to Missouri. In 1839 he crossed the plains to Oregon and then headed south to Santa Cruz, Calif., where he built the first sawmill in that county. After brief service under Gen. John A. Sutter, he obtained from Manuel Michelorena, Mexican governor, a land grant in what is now Tehama County, and founded Benton City, now long obliterated by the march of time.

In 1846 he lent signal aid as a guide to Gen. John C. Fremont and subsequently settled in Indian Valley, Plumas County. An honest, kindly man, he was affectionately known as "Uncle Pete." One of his achievements was the blazing of "Lassen Trail" south through Modoc, Lassen and Plumas counties. For a brief period Lassen was president of a large domain unofficially called "Nataqua Territory" which comprised sections of the present states of Nevada and California, these sections then being part of the Territory of Utah. Although Lassen often befriended the Indians, he met an untimely death at their hands in 1859. He is buried in Honey Lake Valley, not far from Susanville, county seat of Lassen County.

Lassen Peak, rising 10,437 feet in altitude at the southern end of the Cascade Mountains, is in Lassen Volcanic National Park and is the most recently active volcano in the United States proper. For a period of over 200 years—dating back to a time before Washington was born—Lassen Peak had been quiescent.

Suddenly, in the Spring of 1914, there started a series of eruptions which culminated in violent explosions on the night of May 19 and again in the afternoon of May 22, 1915. A mushroom cloud was hurled four miles above the summit of the peak, affording a magnificent spectacle to Sacramento Valley, far below. At night flashes of light from the lofty summit, flying rocket-like bodies, and cloud-glow over the crater, reflecting the light from incandescent lavas, were seen by many observers from vantage points of view, miles apart.

Coincident with this demonstration of the primal forces of Nature were remarkable blasts of superheated gases which converted the snow-clad slopes into torrent streams and for ten miles devastated with heat and water the area along Hat Creek and Lost Creek.

Meadows were buried, huge boulders were split in two, and trees three feet in diameter were uprooted.

Lassen Volcanic National Park has many points of interest. Clustered about the southerly base of the dominant peak are numerous boiling lakes, vari-colored hot mud pots, sputtering volcanic springs, steamers and incipient geysers. Boiling Springs Lake (Lake Tartarus), near Drakesbad, with a shoreline of 2,000 feet, is unique. Should one ascend to its confines at twilight, he is certain to be reminded of the closing scene in "The Bird of Paradise" where Luana sacrifices herself to Pele, the island goddess of Kilauea.

Bumpass' Hell and the Devil's Kitchen, lined with vapping fumaroles, constitute a strange, solfataric area. There are other wonders and beauties: Broke-off Mountain, Cinder Cone, Lake Juniper, Lake Manzanita, and the swaying giants of the National Forest.

The story of Lassen Peak has been well-told by the United States Geological Survey. An adequate biography of Peter Lassen is still to be written. When it appears it will be a saga of North-eastern California.

TOOELE, Utah—In the February issue of THE HEADLIGHT we said that the Utah county of Tooele was originally named Tule because water flags grew where fresh water flowed into Great Salt Lake but the name was spelled wrongly and never corrected. We should have added that Utah also has a well-known mining and smelter center named Tooele, also Tooele Valley.

We would like to share with our readers a letter received shortly after the article was published from Mr. N. E. Keller, Traffic Manager, Pacific Portland Cement Company, San Francisco. Mr. Keller's letter reads in part:

"I wish to add my part to such remarks directed to the name of the town in Utah known as Tooele. Having worked in Salt Lake for a number of years, I heard this story concerning the origin of the name. It seems that in the early days of gold mining, a Chinese drifted into that area and upon his arrival by train stated his desire emphatically to return by the next train. Upon being asked his reason for wishing to take leave so suddenly, he said that the country was 'TOO'ILLY!' You may take this for what it is worth."

OZARK—Mr. Ed Albertson of the San Francisco Daily Commercial News points out that this word is a corruption of the French phrase "aux arcs", meaning "with bows"—the term describing the Indians with whom the early whites came in contact. Five states have towns by this name: Missouri, Arkansas, Alabama, Illinois and Michigan. And then there are the well-known **Ozark Mountains**, a relatively, dome-like plateau in the Mississippi Valley between the Missouri and the Arkansas rivers, and extending some distance into Kansas and what was formerly Indian Territory.

FINAL REPORT

★ Western Pacific's reorganization trustees, Thomas M. Schumacher and Sidney M. Ehrman, made their final report and accounting to Federal Judge A. F. St. Sure on May 21st by submitting a review of WP operations during the more than nine-year period of reorganization.

The review graphically presents the growth of our transportation load during the nine dramatic years of trusteeship and outlines the extent of improvements and acquisitions, involving a gross expenditure of \$37,000,000, from 1936 through 1944.

The physical improvement in and expansion of the property during those years have permanently increased our road's capacity for modern transportation service.

* * *

ELKO ECHOES

By Peggy Phillips

★ S/Sgt. **James C. Branch**, an overseas veteran previously mentioned and pictured in our columns, has returned to his old job as brakeman out of Elko. We're glad to have him back.

We're also glad to see **Denny Daly**, roadmaster's clerk, back at his desk. He appears none the worse for his unfortunate experience.

Al Welliver, telephone and telegraph maintainer, is also off our sick list. He's back at his job after recovering from injuries sustained last March while on a motor car.

Congratulations to **Tony and Mrs. Primeaux** . . . it's a boy—named Michael Ernest!

"**Doc**" **Frease** has returned from his vacation looking refreshed and rested. He visited with his family in Los Angeles.

Tony Martinez, assistant roadmaster, is the proud father of a baby boy born March 21st. Congratulations to Tony and Mrs. Martinez on their first born!

Beverly Gittins, who has been working as steno-clerk, has moved into the timekeeping department. Her husband, a carpenter's mate third-class, has been in Scotland for several months, but is expected home shortly.

Marguerite Glenn, who has been in Salt Lake City receiving medical attention, is back at her desk and feeling much better.

Mary McConnell has moved to San Francisco and is now in Sup't. of Transportation Quigley's office.

Ray Sargent, personal record clerk, has been busy in his garden already. He is rewarded for his hard work, for every year Ray has one of the finest gardens in Elko.

Bickford, J. S.
 Braden, R. L.
 Gillette, R. L.
 Grablis, Teddy
 Helmick, M. R.
 Kurkoski, J. P.



Larsen, C. S.
 Machado, N. E.
 Shaughnessy, R. C.
 Thomas, B. A.
 Westman, B. E.
 Wilkes, W. F.

RANDOM

* From the Army Air Force Engineer Command in Italy, we learn that Pfc. **Bernard Kluehe**, formerly car clerk for us at Stockton, who entered the armed forces in September, 1942, has been in Italy with the aviation engineers since early this year.

"Sgt. **Raymond Kelleher**, of the Signal Section, and **Marlena Dietrich**" . . . that was the correct response to an MP's question (somewhere in Germany maybe two months ago) demanding to know who was there. Ray is the son of **Ross Kelleher** (ass't. car foreman, Sacramento Shops) and he was escorting Marlene . . . in person . . . from his headquarters to another unit—on a very dark night! Needless to say, the MP was slightly dubious, but maybe we'd better let Ray tell the story upon his return!

Engineer **Lester L. Seyferth**, of Oakland, tells us his son EM 2/c **Harold H. Seyferth**, former Western Division fireman, recently returned home after 23 months with the Navy amphibious forces in the Central Pacific. Harold's 30-day leave was interrupted by an old malaria bug and he landed in the Oak Knoll Hospital, where he will remain a few months. Harold's brother, Pvt. **Dick Stansberry**, is with the Sixth Marines on Okinawa. He, too, is a Western Division fireman; as is Pfc. **James E. Boynton**, an aerial gunnery instructor at Las Vegas, who recently became the proud father of a baby girl. Thanks, Les!

One of the unsung heroes of this war is S/Sgt. **George D. Nye**, former machinist at Sacramento Shops. He's a member of the 187th Engineer Aviation Battalion, stationed at Mindoro, Philippine Islands, and is often called upon to reproduce essential parts to keep the wheels of war rolling. Any delay, however slight, could result in loss of men and equipment. George doesn't delay!

Tod Powell, THE WOODSMAN, San Francisco CHRONICLE, said some nice things in his well known column about the hospitality of **Frank Asprer**, **Glenn Curtis** and your editor when he (Tod) rode our No. 12 enroute to a little fishing about a month ago. That was very nice, but I fear many of Tod's readers got the impression Glenn and I were

at his (Tod's) side . . . fishing, when, as a matter of fact, we stopped at Oroville and perspired freely for a few days securing War Bond payroll subscriptions. The Oroville weather man always seems to think it's time to turn on the heat when I arrive in town! P. S.—Tod and Frank enjoyed the fishing!

S/Sgt. **Fred L. McElroy**, of Wells, has been in Holland since last December dispatching trains. He received his train dispatching experience on the Missouri Pacific at Coffeyville; then went overseas. We could use him here!

We learn from the Red Cross that **Jeannette A. Sayles**, formerly of our GO traffic department, is now in England for further assignment in the European theatre of operations. Though hostilities have ended in that sector, we suspect there's much work for the Red Cross in that area. Good luck, Jeannette.

We hear too that our New York financial office will be closed shortly; that **Michael J. Curry** has retired as vice president of our railroad, but will continue as president of the holding company until dissolution; that **Catherine Sheehan** is also retiring (?) and that **Lillian O'Neill** is being transferred to Col. Coulson's law firm. Our best to them all.

M/Sgt. **Arthur M. Allen**, with the 9th Army in Germany, wrote us May 2nd, just 6 days before V-E Day, that he had been hospitalized for a few days . . . nothing serious . . . and that the destruction in Germany was beyond description. Hurry back, Art. You ought to rate enough points for release!

Cox. **Earl R. Stratton**, Seaman Guard, U. S. Naval Base 3245, says he's receiving our magazine, that he appreciates it and that we're "doing great". Thanks for the kind words.

Space shortage forces us to cram **Tal Kelly's** sayings into this humble effort. Here they are . . . Troop train escort **Leland O. Gee**, who retired from the Army Air Corps as a Lt. Colonel in December, 1943, has just been awarded his 6th Congressional citation for outstanding service. Leland also wears the Silver Star for gallantry in action at New Guinea and the Purple Heart, with two Oak Leaf Clusters as a result of wounds received in the Philippines.

TPE **Byron P. Spry**, who was retired by the U. S. Army as a Lt. Colonel last fall, has been recalled to active service at one of the quartermaster depots in Oakland. Pfc. **Katherine Dewhirst**, MCWR, formerly on our superintendent's staff at Sacramento, has been assigned to the Military Travel Bureau in San Francisco. Capt. **Edward C. Richardson**, Army Air Force, formerly chief clerk in our Detroit office, has been transferred from Portland to the new District Petroleum Office in Toledo, Ohio. We understand Ed. disliked leaving Portland, but, anyway, Toledo is nearer Detroit! The WP handled three special trains of delegates headed for UNCIO. **Jim Warren**, of Chicago; **Jack McKenzie**, of St. Louis, and **Perl White**, of Omaha, accompanied the trains, as did our line operating officials. Lt. **Walter C. Brunberg**, formerly chief of our military service bureau, is in charge of activities at the Military Travel Bureau in San Francisco.

Then, from **Carl Nipper**, San Jose, we learn that **Clara M. Paul** (formerly Clara M. Tempest, OS&D desk, Jim Dillon's Oakland office) is now on the San Jose local freight office force and that her arrival has brought about some local improvements; that **Jay L. Penoyar**, now demurrage clerk in the same office, came from the Sacramento Northern agent's office at Sacramento; that **Dudley McKee**, who recently transferred from San Jose to Los Angeles, had all his clothes stolen in that southern city and that the stork is on his way to Dudley's home. These two statements have no relation! Succeeding Dudley as chief clerk is **Charlie Myers**, formerly of the Sante Fe. **Martin Kidd's** daughter **Jackie** (now Mrs. Hugh McWilliams) is home again until her husband, Lt. McWilliams, USN, returns from the Pacific. The stork may beat the Lieutenant home! And, finally, that **J. J. Kearns**, retired traffic manager of the ST&E and brother of our AF&PA **Tom Kearns**, recently dropped into Carl's office and said he liked San Jose!

And the folks in our GO treasury department treated themselves to a picnic at Lake Temescal, Oakland, in April. We gather a good time was had by all and that a ball game was played, with negligible results!

"There can be no such thing as a lasting peace that is not founded on the decent treatment of human beings" . . . said **John W. Davis**, chairman, committee on human rights of the Commission to Study the Organization of Peace (Dumbarton Oaks).

—The Editor.

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AGENCY CHANGES

* **Lyoth** (Quartermaster Depot), Calif., agency transferred to H. A. Sullivan on April 25th; **Quincy Junction**, Calif., agency transferred to A. A. Benadum on April 28th; and the **Greenville**, Calif. agency to A. I. Reichenbach on May 1.

HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(Last chance apologies to Dale Carnegie)

ARTICLE VII.

★ After we get through handling containers and other articles of freight in our freight houses, we have them loaded in a freight car which is simply another container, but on wheels. All we have talked about up to now had reference to preparing the load so it will stand the gaff out in the yard and on the line.

There is nothing soft about railroading. It involves the movement of heavy loads at high speed and "shock" is inherent in the business . . . and the experienced railroad man has learned how to ease the force of shock.

Have you ever analyzed the movements of a short-stop in a ball game facing a hot liner? Have you ever watched a boat docking and noticed how they eased the boat into place? Momentum and heavy weights are a combination calling for close control and, in the case of the boat, if it is not handled easy, one could see the boat smashed up and the dock knocked down. It has happened. The same principle comes into play in handling loaded freight cars. It must be done "easy". It does not require much experience to "go easy" at time of impact. There is plenty of opportunity for speed before and after that.

Freight cars are built to stand substantial shocks and are equipped with draft gears to ease the force of such shocks. But, momentum and heavy weights must be controlled to avoid great damage, because the forces build up very rapidly.

Opportunity for great damage occurs when the movement of heavy weights is suddenly stopped, such as often occurs when spotting certain cars in a string, with continual starting and stopping. More force is exerted at such times than usually occurs in any other operation. Another example of sudden stops of heavy weights is when slack runs in and out. Great forces are exerted under these circumstances. Kicking one car with another is another example.

It is well to remember that it is not a question of how fast a car moves, but how quickly it is stopped, and you can see that the faster they move at time of impact, the quicker the stop. And should the force of the impact exceed the capacity of the draft gear, it will go solid, after which the car body and the freight within the car must absorb the forces thus exerted and these forces build up so rapidly that they quickly exceed the weight of the car—all depending upon the speed at the time of impact.

If we can avoid making the draft gear go solid we can avoid damage. Since it is not practical for men handling cars to know the kind of draft gear and the weight of the car and load, we must fall back on the statement "go easy" at time of impact. Anyone can do that. He then need not worry about the technical aspects of over-speed impact.

(THE END)

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PORTOLA PUTTS

By Jessie Hoag

★ Perishable Freight Agent **Ira Baldwin** has received word that his son Pfc. **Henry "Bud" Baldwin**, automatic rifleman and former crew dispatcher here, was hospitalized late in April from fragmentation wounds received in the battle for Okinawa. We wish "Bud" speedy recovery.

Pvt. **Roy Monahan**, former switchman, recently was home on a 10-day leave visiting his father, **Dan Monahan**, train desk clerk, and his wife. Roy has been stationed at Camp Roberts, but is being reassigned following his leave.

From S/Sgt. **Robert D. Monahan**, former brakeman, comes word that things are quiet in Germany, the scene of his action for many months.

QM 3/c **Bill L. Fisher**, former fireman, is back from action in the South Pacific and enjoying a short leave. He divided his time visiting his parents at Chico and his Portola friends.

Sgt. **John Work**, USMC, former switchman, was home on a furlough recently. John served with the Third Marine Division in landings on Bougainville and Guam and was awarded the Purple Heart on Iwo Jima.

Our Portola baseball team won its opening game 35 to 7 against the Herlong Ordnance Depot! The following Sunday, May 6th, they traveled to Herlong and again defeated the Ordnance outfit. On the 13th, in a game long to be remembered, the local boys grabbed the long end of a 6 to 5 score from the Reno Air Base team. On the 20th, playing against the Camp Beale (Marysville) aggregation, Portola's winning streak ended as they bowed to the visitors 7 to 1. The only casualty so far is Engineer **Harry Schafer**, who broke his ankle at Herlong. Hope it mends quickly, Harry. Playing at home, the Portola railroaders nosed out the Fallon Naval Air Training Station 10 to 9 on May 27th. Spotting the visitors 4 runs in the 1st inning, the railroaders came from the rear behind the fine pitching of **Sorenson**, to win out in the 9th inning, when **Swartzley** brought **Lusar** in from second with a scorching single to left. The railroaders played the Tonopah Army Air Base on Decoration Day . . . (result in July issue).

EASTBAY GRAPEVINE

By Bob Runge

★ Due to circumstances beyond our control we are unable to bring you the column originally scheduled for this month. Please stand by for a brief interlude of Stockton transcriptions:

Bob Pratt and **Charlie Tackett** are pretty good talkers but they couldn't talk Condr. **Hank Spry** into taking only one copy of the River Rock train check. Charlie was warned that it would be no go, so now he has to bounce for some liquid libation for yours truly! Yeh, I know what you're thinking, but you're wrong! Uh-huh . . . it's going to be "coke"!

You may have only one 'phone on your desk . . . well, some of you may have two . . . even if you have two you probably don't experience any difficulty telling the difference in the rings. How would you like to be the Yardmaster at Stockton? . . . he has 'phones for the West End Dispatcher, East End Dispatcher, TWS, old circuit, new circuit, radio circuit to SR and three city lines! Quite a few, dontcha think? Each one gives out with a different ring and it is quite perturbing when you have to answer three or four 'phones before getting the right one . . . if you have any doubts regarding the perturbing element kindly contact **Guy Travis** for details.

Notes from the back of an "EMPTY CARD BILL": Don't know his source of supply . . . but almost every morning, **Ray Corder** brings in his bills and train list with a rubber band around them! Wonder if he knows where I can get a two-way stretch? The "seegar" **Cecil Beemans** was smoking the other night was a gift from Fireman **McDonald** . . . it seems there was an increase in the family . . . McDonald's not Beeman's! The 8 a.m. hubbub is going to increase . . . the Yard Office is being enlarged. Brother, am I glad that I'm working "graveyard" . . . the carpenter's hammer is definitely not a melodious instrument.

Wandering around Stockton: Stopped at the freight office to say hello to **Bill Moody**, **Bill Moore**, **Ernie Davis** and **Gene Neri**. Bill Moore still has the black sleeveholders and Ernie Davis is getting fatter! Bill Moody certainly has an "attractive" office . . . very "attractive"! Did I say that? Must be the Hotel Wolf influence! Wandered into **Jack Mettler's** office and ran into **Bill Fautleroy** and **Gus Kramm** of GO. **Frances Hunter** was knocking herself out on the typewriter while **Ben Lester** and **Stan "Mail Boy" Dinkel** were giving out with a good argument. Subject: "Who has more fun than people?" After borrowing ten dollars from Jack Mettler I went down . . . Ah, nuts! I'm too tired and sleepy to think of anything more. Think I'll go to bed!

RETURN POSTAGE GUARANTEED

THE WESTERN PACIFIC CLUB
526 Mission Street
San Francisco, 5, Calif.

TIME, LTD.

By Stanley A. Pope

★ Time may be likened to a staircase upon which mankind has ascended out of barbarism through remote ages to our present stage of civilization and progress. In this staircase minutes are the steps. Upon them must stand every thought, every action and even every spoken word.

V-E Day is now a realization and a cause for thankful hearts, but the struggle for freedom and liberty continues and none of us can afford to relax his individual efforts, however great or small his allotted task may be, with V-J Day still to be won. The increased responsibilities of Western railroads requires our continued vigilance so that speed, with safety, will protect the transportation of personnel and war materiel to the battlefronts in the Pacific. The accurate measurement of time is essential in attaining our objective.

As life has become more involved and society more highly organized, it is safe to say that time has become the greatest single factor in any line of endeavor. By accuracy of the modern chronometer navigators cross oceans through storm and calm, maintaining great ships on schedules that seldom vary. Present day manufacturers govern the production of every article by the clock. Even the housewife would find it difficult to boil eggs without the aid of watch or clock. In fact the three familiar black hands which measure seconds, minutes and hours have come to govern every activity of life.

Nowhere is the value of time more emphasized than in the transportation industry, and no other industry has done so much to promote its standardization. Just as American railroads are prominent in standardization of facilities and equipment, so they are chiefly responsible for our present orderly nation wide time system, commonly known as "standard" or "civil" time.

Were you ever curious as to why our day is divided into 24 hours and the hours into 60 minutes? Why could it not just as well have been 30 hours, with 25 divisions to the hour, or any other combination?

It is probable that our time divisions came down to us from the Babylonians who first divided the circle into 360 degrees. They had a very definite fondness for the figure 12 with all its multiples and sub-divisions, and so we have 12 months to the year; 24 (12x2) hours to the day; 60 (12x5) minutes to the hour, and 60 (12x5) seconds to the minute. Can you think of any number that would serve us so well, enabling us as it does, to divide hours into integrals of 5, 10, 15, 20 or 30 minutes?

In pre-railroad days when travel by horse-drawn vehicles was the popular mode of transportation and a stage journey required preparation of weeks and perhaps months, the need for accurate time measurement was non-existent. Long journeys were only undertaken because of some extraordinary emergency. In 1797 clocks were considered such a luxury that the English Parliament levied a tax of five shillings a year on them. So it is easy to see that any sort of time was considered sufficient for the rank and file and presumably only those in affluent circumstances were fortunate enough to own timepieces.

The coming of railroads introduced an entirely different situation. Trains required a schedule more exact than those of the mail coach. Travelers moving over long distances found their watches constantly disagreed with the local time in cities and towns through which they passed. It is recorded that as many as five different times were in evidence at one railroad center, indicating the arrival and departure of trains north, south, east, and west, and local time. The confusion may well be imagined, and it became imperative that something be done to find a solution to the problem. This was overcome to some extent by the railroads adopting the time of the central or larger cities in the districts through which they operated. But even this was only a temporary measure of relief as a difference still existed between railroad time and local time.

In 1870, Charles Dowd, of Saratoga Springs, made the suggestion that an international time standard be established for the timing of all civil pursuits. The suggestion was not acted upon until 1879 when it was taken up anew by Stanford Fleming, at that time chief engineer of the Canadian Pacific Railroad, who, through the agency of the Canadian Institute, introduced the subject officially to the leading governments of the world, with the view of bringing about a uniformity in designating the hours of the day for civil use.

In 1882 the United States Congress authorized the president to call an international conference for the purpose of adopting a uniform, common prime meridian to be used in reckoning longitude and in universal regulation of time throughout the world. Present at the conference were representatives of 26 countries, but an agreement on the question of a prime meridian could not be reached. The majority, however, favored establishing the longitude of Greenwich, England, as the origin of longitudes.

(To be continued)

O. HOMER BRYAN PROMOTED

★ Homer Bryan, who has held the throttle of the EXPOSITION FLYER'S engine since that train was placed in service in 1939 and who holds Number 2 seniority as a locomotive engineer on our Western Division, has been appointed assistant to general manager in charge of safety.

Homer was born in Fortuna, California, in 1885, received a public school education and, later, was enrolled in the extension divisions of the University of California and the University of Wisconsin.

He began railroading in 1902 as a fireman on the Northwestern Pacific and eventually was promoted to engineer. He joined the Western Pacific in October 1908, while the railroad was still under construction. His first run was with a work train operated in connection with construction between Stockton and Oakland. In August 1910 he was given a passenger assignment. In succeeding years he worked out of Portola then on the San Jose Branch and later between Oroville and Oakland, followed by his assignment on the FLYER.

From 1931 to 1943, Homer was a member of the Oakland Park Board, 4 years of this service being as president. He is a past president of the Pacific Railway Club and a former general chairman of the Brotherhood of Locomotive Engineers.

He deserves and should receive the earnest support of all Western Pacific men and women in his safety crusade. His many friends wish him all success in this all-important work.

★ ★ ★

OSCAR EVAN THOMAS

★ Oscar E. Thomas, former Western Pacific patrolman at Oakland, passed away May 3rd after a brief illness.

Thomas was born at Plymouth (Amador County), California, on October 16, 1879. After several years of service in the special agent's department of the Southern Pacific, he joined the same department of our company on January 14, 1926.

He was well known in police circles over our entire line and was highly respected by all who knew him. He is survived by his widow, Clara Thomas, and their son, Evan R. Thomas, to whom we offer our sincere sympathy.

