



1946

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*A flower unblown; a book unread;
A tree with fruit unharvested;
A path untrod; a house whose rooms
Lack yet the heart's divine perfumes;
A landscape whose wide border lies
In silent shade 'neath silent skies;
A wondrous fountain yet unsealed;
A casket with its gifts concealed—
This is the year that for you waits
Beyond tomorrow's mystic gates.*

The New Year

—Horatio Nelson Powers

EDITORIAL

* The year 1946 . . . a path untrod . . . 365 rooms of gifts concealed. How many of them will we permit destiny or fate to allow us to find? On the whole, we will make these days what we will. No doubt, many of us have used up a little spare time promising ourselves, in the form of New Year's resolutions, that we will not do this or that, or we will do this and that, in the amazing millennium . . . 1946. Pitifully small will be the number of such resolutions which survive the first week of the new year. Yet it is pleasant to delude ourselves into the comfortable belief that *this* year we will drop one bad habit, or acquire one good habit. More power to you if you can do it! And our best wishes to you all that tomorrow's mystic gates will be opened to more pleasant scenes than your eyes have previously beheld.

1946

* During this month, the annual March of Dimes drive will be conducted for the benefit of victims of the dread infantile paralysis. Let none of us fail to contribute our dime. That seemingly insignificant sum, given by 100,000,000 Americans, more or less, will provide funds for fighting the ravages of this frightful disease and for medical research looking toward preventive measures.

MARCH OF DIMES

* January 4th marks the 50th year of Utah's statehood. Says The Columbia Encyclopedia . . . "The state has a high percentage of literacy, a good health record, and a good financial record." Briefly, that is the record of the Mormon, or Deseret State . . . and a better record than that of Utah would be difficult to discover in the other 47 states. Next year, Utah will celebrate a great anniversary in her history. May she grow and prosper with the passing years!

UTAH . . . 50 YEARS OF STATEHOOD

* On the Sunday morning, November 25th, Westinghouse program, John Nesbitt suggested the San Francisco-Oakland Bay Bridge be re-christened "The Emperor's Bridge," honoring the legendary (but factual) "Emperor" Norton of San Francisco's early days. And why not, ask we, since "Emperor" Norton was the first known advocate of a bridge over the bay?

THE EMPEROR'S BRIDGE

* Early last month, while canvassing Oakland and San Francisco Western Pacific workers with our Bond Chairman, a Western Division official was assured by a San Francisco hotel that accommodations would be available for him upon arrival at the hotel. He arrived about six in the evening and was informed no rooms were available. To further impress current San Francisco hospitality upon our official, no offer whatever was made to assist him in securing a night's lodging. For a while, he wandered the streets and wound up in a second or third rate establishment, where he was permitted to stay the night by registering himself and wife and paying the double rate for a single room. Though we personally have no qualms about mentioning the names of these "friendly" hotels, we refrain from doing so in deference to the official involved. Government Bond campaigning always did have its thankless aspect, but when "hospitality" such as this is added to the brew it is really a trifle discouraging!

SAN FRANCISCO HOSPITALITY?

These remarks must not be construed as an indictment of all San Francisco hotels. Fact is we know that at least one—The Plaza—whose management has done its level best to provide accommodations for our visitors.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



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The WESTERN PACIFIC CLUB

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Association.
Member Northern California Industrial
Editors' Association.*



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Our calendar cover was again made from the calendar of WOBBER'S, INC., San Francisco stationers and printers, to whom our thanks.

CALIFORNIANA

* **Via Western Express and Stagecoach** by Oscar Osburn Winther was released by the Publishers, the Stanford University Press, in mid-November 1945. The book narrates the colorful story of stagecoach and express transportation in the West before the coming of the "Iron Horse," when people rushed to California at the cry of gold. It's the human, picturesque and exciting account of moving men, mail, their possessions and valuables . . . the epic history of the Pony Express; of Wells Fargo, and other pioneer express companies; famous and infamous personalities such as Ben Holladay, Black Bart, "One-Eyed Charlie" Parkhurst; and, without bogging down in facts and figures, the story of the early stagecoach companies and their life and death battles for control. Dr. Winter, the author, Professor of History at Indiana University, has written several articles and books on early California and is for this year research fellow at the Huntington Library in San Marino, California. Illustrations are numerous and interesting. Price \$3.00.

The Stanford University Press also released **Ships of the Redwood Coast** in October 1945. This work was written by Jack McNairn and Jerry MacMullen and is an intriguing account of the little ships, with the huge deckloads of lumber, that plied the California, Oregon and Washington coasts, and of the men who operated and sailed them. It's the story of "Paul Bunyan's Country"; of the Mendocino Dog-Holes, the open coves where the ships were loaded from wire cables; of the cargoes, the wrecks, the tycoons (not typhoons!) and the famous old skippers, with illustrations. Price \$3.00.

Also released in November last was **Trail to California**, the Overland Journal of Vincent Geiger and Wakeman Bryarly with the Charlestown Expedition. It is edited by David M. Potter, of Yale University. The journal of two Southerners, one from Virginia and the other from Maryland, covering a gold-rush journey in '49 from St. Joe, Mo., to Johnson's ranch near Sacramento. Bryarly's account of his inspection of the Donner Camp is of unusual interest. He was a doctor and served for a time as Surgeon General of the California Militia. Geiger faced a murder charge in Red Bluff, skipped out and finally died in Valparaiso! Price \$3.50.

ARTHUR BEDFORD GUDMUNDSEN

* We are very sorry to have to record the passing of Arthur B. Gudmundsen, Western Division conductor, of Oroville. Injured in an accident near Tobin on November 16th, he was rushed to Oroville, where Dr. Kusel performed an emergency operation and blood transfusions were given. "A. B." was then taken to St. Joseph's Hospital, where he died on December 1st following a second operation for removal of a blood clot which had caused him to lose his sight.

"A. B." was born at Laramie, Wyoming, September 14th, 1885, and had railroaded for 39 years, the last 15 with the Western Pacific. His previous service had been with the Santa Fe and Southern Pacific. After seven years as a brakeman with us, he became a conductor on work trains operating in the Feather River Canyon.

Popular with his associates, Arthur Gudmundsen will be missed by all who knew him.

CANCER QUIZZ

DO YOU KNOW—

THAT—persistent indigestion; sores of the lip, mouth or tongue that won't heal; changes in the size or color of warts, moles or birthmarks, or sudden loss of weight, MAY be early cancer symptoms?

THAT — many cancers can be cured when recognized early and treated promptly by your doctor or an approved clinic?

THAT — the only medically approved methods of cancer treatment are Surgery, X-Rays and Radium?

THAT—your best investments are periodic check-ups by your doctor?

Chances are that you may NOT have cancer. But if your doctor or clinic says you have—DON'T FEAR. Cancer is curable if recognized early and treated promptly by competent physicians or clinics. AVOID QUACK CURES! For further information write to the American Cancer Society, 350 Fifth Avenue, New York, N. Y.

CHARLES WILLIAM CARPENTER

* Charles W. Carpenter, retired chief lineman for the Western Division, passed away November 17th at his home in Oroville.

He was born at Chicago, Illinois, on April 30th, 1876. After being graduated from high school, he studied electrical engineering and specialized in telegraphy. He joined the Western Pacific organization on December 1st, 1909, and retired on April 1st, 1943.

"CALIFORNIA CAVALCADE"

*KFRC, every Sunday evening from 10:00 to 10:15, is airing this new program via which eminent authorities will discuss California conditions . . . health insurance; veterans' affairs; industrial reconversion; small business; agriculture and its problems of production; labor and housing; our highways of the future; and other subjects dealing with the state in which we live, work and play.

Listen in! Questions are welcomed and will be answered!

* * *

RIGHTS OF TRAINS

* Reviewed briefly in our October issue, the third edition of RIGHTS OF TRAINS is now off the press. This volume analyzes the Standard Code of Operating Rules of the Association of American Railroads as applied to single and double track and completely explains and illustrates train rules, train orders and transportation problems of the operating department of any American railroad.

Written by the late Harry W. Forman, retired assistant to our general manager, regarded as one of the greatest rules examiners of his time, out of experience extending over half a century, RIGHTS OF TRAINS has long been recognized as a standard authority.

The new edition was revised by "Pete" Josseland, formerly our night chief dispatcher at Sacramento, now associate editor of "The Train Dispatcher," Chicago. The manuscript was checked by rules experts of the Western Pacific, Central Railroad of New Jersey and the Chicago and North Western.

The Standard Code is presented paragraph by paragraph. Reasons behind each rule are given, followed by discussion of special rules on some of the larger roads that vary from the Standard Code practice because of local operating conditions. Questions and answers likely to be met in rules examinations test the reader's understanding of the application of each Code rule.

Priced at \$3.50, copies are obtainable through the publisher, the Simmons-Boardman Publishing Corp., 30 Church Street, New York 7, N. Y.

* * *

NEWTON ASHBY RICHARDS

* On October 31st, 1945, Roadmaster Newton A. Richards retired after more than 25 years of service with the Western Pacific.

Born at Brockway, Oregon, October 9th, 1878, Richards came to us on September 3rd, 1920, as a section foreman and five years later was appointed roadmaster, working in that capacity at Bieber, Keddie and Elko. For the past year, because of ill health, he was stationed at Oakland as assistant roadmaster. Before coming to the Western Pacific, Richards served eleven years with the Southern Pacific in Oregon.

He is making his home at Oroville. His many friends wish him health and happiness in retirement.

Hy-Lites

By JACK HYLAND

* From **Ray Thomson** (Local Freight Office) we learn that this isn't such a large world after all, for recently two boys from our "8th and Brannan St.—Local Freight Office" were reunited in Manila, when **Hoyt Youngblood**, U. S. Coast Guard boatswain, and **Capt. Robert Youngblood** happened to be in the same

place at the same time. It was their first meeting since September 1943, and undoubtedly they were very thankful to their mother, **Mrs. Dorothy Youngblood**, who informed them of each other's whereabouts after she had received letters from each of them, dated three days apart and both written at Tacloban.

Latest we hear from **Jeannette Sayles, ARC-54448** (formerly Traffic), is that she has cleared up the hospital cases at the 62nd General and is now located at the 97th General Hospital. Didn't learn whether she was still in Paris, France, or if they have moved into Germany, but if she reads this and writes me, then we'll know.

We are always looking and listening for news items but this time we overlooked an important one . . . for **John E. Corven** was appointed Asst. Auditor Miscellaneous Accounts, and upon further checking find the appointment was made retroactive as of September 17, 1945. Anyway, John, please accept our belated congratulations, and the new position has improved your bowling.

A recent letter from **Lt. Harold Furtney** (Trans. Dept.) indicates he is now stationed at McCook, Neb., which he mentions is worse than Texas, Arizona, and points . . . east or west. Hal also mentioned his wife, **Lorraine**, with daughter **Penny Lee** are living in Miami, Fla., and it is possibly the many miles separating Nebraska from Florida that has changed Hal's viewpoint with regard to McCook.

During the past month, **Lou Jean Keller** (Treasury Dept.) has had a couple of nice showers . . . a negligee, a kitchen and a linen shower, which should definitely mean something, and it does . . . for she expects to change name in the very near future, and the fellow placing the ring upon her finger will be . . . **Paul Lee Gary**.

Service men in transit, Merchant Marine seamen ashore, the whole medley of officers and men from all the wartime services temporarily in San Francisco last Thanksgiving Day found a warm welcome and heaps of good things to eat at the United Seamen's Service Club, 439 Market St. Understand over ten turkeys with all the trimmings were served during the day, and acting as chairman of the affair was **Mrs. M. M. Bettencourt**, wife of **Manuel Bettercourt** (Passgr. Dept.), and we learn "Manny" was pressed into service, being elected as "carver" of the turkeys.

Dropping into the office last month was our long lost **Capt. Don L. Burgess** (Traffic Dept.), who has seen Army service in many far distant Pacific islands. While "Smilin" Don appeared as chipper as ever, he sort of looked much more brown in color than before, but then I assume after taking all those pills and being under a tropical sunshine, anyone would take on a darker hue. We hear Don expects to return to the office sometime after the first of the year.

Last November 24th at the Mission Covenant Church, San Francisco, Cal., **Marie Skovbo** (Treasury Dept.) became **Mrs. Emil Seppa**, when at 8 P.M. she exchanged marriage vows in a double ring ceremony. After a reception, the bridal couple dashed away to the Claremont Hotel in Berkeley, and later to Palm Springs, Cal., for the completion of their honeymoon. Our best wishes.

Well . . . fer heaven's sake, **Frankie (Sinatra) Sell, Los Angeles**, finally dropped me a line to let me know the Los Angeles office of the Western Pacific is still in operation and they have two former AT&SF men now employed . . . **James Gallaway** and **Earl Esser**. (Incidentally, Frankie, suppose you noticed **Charlie Van Zandt** is now working in our Traffic Dept., and he knows you quite well, in fact he remembers our "gold star" pal . . . **Eddie Reel**.)

Last December 14th was a great day for **Muriel Baird** (Treas. Dept.) for upon that date her husband, **Kenny**, completed his course in the U. S. Maritime service, becoming an "Ensign" which entitles him to wear that "gold stripe." Good luck, **Kenny**.

It looks like **Pvt. Clifford Worth** (Traffic) passed with flying colors for his latest change of address card reads: Squadron S, Training Sqd. B. O.C.S., Maxwell Field, Alabama. Best luck, Cliff, and now let's change that "Pvt" to "Lieut" . . . and in the meantime be careful of "dem sutherners."

The Treasury Dept. will have a few newcomers, or I should say newcomers to the present office force, for returning to the W.P. fold on December 26th is **Timothy Moran** (formerly U. S. Coast Guard), and sometime during January we understand **Anne Kenny** (formerly Marine Corps) will return. We say . . . Welcome home.

While on the subject of newcomers—we have heard, yes, we've heard—there is to be an addition to the **Arthur Allen** (Traffic) family sometime during the first part of this year: If it's a girl, they will then have two girls, but if it's a boy . . . well then they'll have a girl and a boy.

"Mission completed" . . . for **Jay Barbeau** (Traffic) had the stork deliver at the Providence Hospital, Oakland, Cal., on November 26th 1:48 P.M. a little boy, weighing 7 lbs. 2 oz. answering to the name of "**Steven Creighton Barbeau**." The latest arrival makes Jay the father of two boys.

You can never tell what will happen next . . . but early in the morning on December 17th, **James Underwood** (Traffic) dropped into his own office (seems "Woody" was on a vacation) and had with him a young lady . . . whom he introduced as **Miss Lois C. Horning** (from our Chicago office). Thank goodness, the sun was shining, for she can now tell **Kenway Stoney** (Chicago-New York, etc.) of our wonderful California weather.

SPORTS REVIEW

By Jack Hyland

* On December 20th, the "First Half" of the Western Pacific's 1945-46 bowling schedule came to a conclusion, with the Auditors sweeping through their series with the Traffickers by taking all three games to wind up in undisputed first place position, shoving their rivals down into third spot. The Transportation team had their troubles but still had enough on the "bowling" ball to win their three games from the Passenger Traffic keglers which resulted in their finishing in three place. The Freight Accounts outfit won only one game and thus they took over fourth position. The first four teams were rewarded in a lucrative manner for the split on the prize fund was 40-30-20-10 per cent of the total . . . (even "yours truly" received some).

The following team standings indicate their position (final for the first half) after the December 20th games:

	Won	Lost	H.G.	H.S.
Auditors	28	14	923	2471
Transportation	26	16	863	2444
Traffickers	23	19	928	2503
Freight Accts.	22	20	844	2494
Freight Agents	20	22	857	2385
Passgr. Traffic	20	22	926	2451
Oakland Carmen	17	25	857	2385
Engineers	12	30	840	2397

Rintala Individual League Leader

Since Axel Rintala was inserted into the Auditors' line-up as a regular player, his bowling has been very consistent, and after bowling 24 games we find him in sole possession of the top spot. Even Howard Sevey must now admit Axel is our official leader, for after referring to the bowlers' "Blue Book," 21 games or more must be bowled to obtain an official recognized average.

The individual averages for the so-called "Big Ten" including games of the final night of the first half are:

	Gms.	Avg.	H.G.	H.S.
Rintala	24	167	243	605
Sevey	42	166	237	579
Dooling	36	165	203	527
Corven	42	164	213	549
Craig	39	164	203	545
Hudkins	42	162	211	609
Heagney	42	162	225	540
Brown	39	162	205	552
Casey	42	159	194	524
Hyland	39	158	201	519

At the commencement of this season, our league restricted the bowlers to "men only," but it hasn't dampened the spirit of Margaret Patsey for on December 18th at the Marina Bowl she slammed out a 516 series which included a 236 high game—which score was high for the day at this establishment. We wish Marge continued success and hope she keeps on winning those dimes from her "Character Club" team mates.

WHAT'S IN A NAME?

By Thomas P. Brown, W. P. Publicity Manager, San Francisco

(Copyright, 1945, by Thomas P. Brown)

* **ONOMATOLOGY** is a six-bit word meaning the science of names. Place names are included in this category. While this series of articles has been devoted to the origin and meaning of place names, especially those of the West, we have decided, partly because we have been asked about names of persons and partly because the holiday season calls for a variation from the norm, to browse in neighboring Elysian fields of nomenclatural interest!

Some centuries ago, personal or family names were mononymic (that's a four-bit word), i. e., one person, one name. So, **Plato**. Long years after we were immersed in his Protagoras, we were astounded to learn that his name was not really Plato, that is to say, he was listed in the telephone book as Aristocles. In other words, Plato was merely a school-yard term. This all-time fullback had broad shoulders and so acquired the sobriquet of Plato. Hence, he goes down in history just the same as many another hombre who was called "Skinny," or "Fatty," or "Slim." As intimated, we did not learn this in Philosophy Four.

Of course, you and we remember an old Roman soap-boxer of rather high degree named **Cicero**, also Julius **Caesar** who wrote Commentaries for Eisenhower and others to pore over in later centuries, also a thoughtful poet named **Vergil**, who lilted "Arms and the man I sing."

Theirs were the three-name days. That is, one in those times, unless a Roman slave, and some of those slaves wrote classics which our modern universities still include in their curricula, had three names: The praenomen, more or less equivalent to the Christian or given name of today; the nomen, indicating descent or ancestral distinction; and the cognomen, added because the family was included in the Tiberian 400 or perhaps because Dun and Bradstreet's had given the hard-working, sober head of the family a sterling rating.

Therefore, schoolboys and schoolgirls of this atomic century are still being introduced to Marcus Junius **Brutus**, Caius Julius **Caesar**, Marcus Tullius **Cicero**, Publius **Vergilius** Maro, Quintus **Horace** Flaccus, et al.

Eventually, in the study of personal and family names, which in itself throws great light on the history of the "Descent of Man," we arrive at the surname period. Surname means a name written above another name. Thus, Clay, written above Henry, as one would write the numerator of a fraction above the denominator, is Clay-sur-Henry, i. e., Henry Clay.

Biblical names have a never ending interest. Many of them have become place names. There is one name about which we would like to know more but we fear our yearning will never be

satisfied. In the 34th verse of Acts 17 (St. Paul's memorable address to the men of Athens), we read: "and a woman named **Damaris**." Dr. William Smith, classical examiner of the University of London, said that she was an Athenian woman converted to St. Paul's preaching and that Chrysostom and others held her to be the wife of Dionysius the Areopagite. But just who was "a woman named Damaris"? What role did she play in the social life of ancient Athens? How would one describe her? And, perchance, could she be the lineal ancestor of the Unknown Soldier of World War II?

Collateral with our readings and research on place names we have kept sporadic touch with names of persons not generally known, or first names that have been dropped, or names changed entirely after baptismal rites. In this connection we observe that Editor Walter C. Mittelberg of The Headlight has taken pains to give the full names of men and women of the Western Pacific family who are made subjects of sketches.

As a case in point, the newspaperman who historically said in Darkest Africa, "Dr. Livingstone, I presume?" was not Henry Morton **Stanley**. He was, as christened in 1841, in Denbigh, Wales, John Rowlands, Jr., son of a small farmer. John, Junior, worked his way as a cabin boy to New Orleans, met Henry Morton Stanley, merchant in the "City That Care Forgot," who befriended the ex-Wales boy. Hence, the change of name.

The body of John Paul "**Jones**," patron saint of the U. S. Navy, rightfully so because of a little set-to years ago between the Bonhomme Richard and the Serapis, reposes in the chapel at Annapolis. Mr. Jones was originally John Paul, son of a humble Scottish gardener. Coming to Fredericksburg, Va., and meeting up with a gentleman named Jones, who gave him a timely helping hand, John Paul added Jones as his surname.

Then there was a newspaper photographer who said "30" several years ago after a number of years' service in San Francisco as representative of "Wide World Photos." When we met him we asked his first name. He said "Just Another Smith," and handed us his card. It read "Another Smith." He had gone to court and had his name so changed.

Writers have pseudonyms, actors and actresses change their names, others are known by one or another name while their full names may be of interest. We would like to append a list, but there is not space. We do name: Durante Alighieri, Amasa Leland Stanford, Joseph Rudyard Kipling, Jessie Dermot (Maxine Elliott), John Luther Jones (of Cayce, Ky.), Joe Louis Barrow, Phineas Taylor Barnum, Tyrus Raymond Cobb.

THE NEW BOOKS OF SAFETY RULES

* We are distributing, as they come from the press, three new books containing rules for guidance in the performance of duties. There is a separate book for the Mechanical Department, Freight House and Station Service, and for Train, Engine and Yard Service. In addition to the Safety Rules, the book for the Mechanical Department and the one for the Freight House and Station Service also contain General Rules A to M and 805 to 819, inclusive, taken from the Rules and Regulations of the Transportation Department. This provides the same General Rules for employes of all of these departments with Safety rules designed to guide employes in the safe performance of the work peculiar to each. They also contain First Aid instructions prepared by Chief Surgeon A. R. Kilgore. They are by far the best First Aid Rules that have ever come to my attention.

It is, of course, impossible to cover every act performed in the complicated operation of a railroad. However, many men have been able to work for 20, 30 or 40 years on a railroad without serious accident. This fact proves that our work can be done without serious accidents. The experience of these men and the methods they use are the basis for our Safety Rules. They have proven beyond doubt that these methods are safe, they are practical, they are efficient. If studied carefully and followed intelligently, they will help greatly in reducing our personal injuries.

On January 1st, we begin a new year in the records of our personal injuries reportable to the Interstate Commerce Commission. We definitely can, and I believe will, substantially improve our relative standing in the records during 1946. I know we will if we earnestly resolve now, and steadfastly adhere to it, to keep our fellows out of the hospital during the year. The New Year will be happier for all if it is safe.

It would be a very great pleasure if I could personally meet each of our employes and discuss these things with him. However, that is impossible, so I must depend, to a large extent, upon these messages to you.

The splendid cooperation of the editorial staff of both The Headlight and the Reporter is gratefully acknowledged.
HOMER BRYAN

J. S. Butterfield
N. W. Holmes



A. F. Spataro

JUNIOR TRAFFIC CLUB OF SAN FRANCISCO

* In mid-November 1945 we were informed of the organization of the Junior Traffic Club of San Francisco. **Fred V. Schlaf**, of the Pennsylvania Railroad, is president; **Ralph Frederickson**, of Bekins Van & Storage Co., is vice president; **Carl R. Rehbock**, of Shell Chemical (Division of Shell Union Oil Corp.), is secretary; and **Herman Myers**, of the Golden State Company, Ltd., is treasurer.

In the club's first membership roster, we find the names of Western Pacificers **Bill Banyard**, **Pete Citron**, **Ed. Jagels**, **Alfred (Bud) Lamborn** and **Frank Linder**; also **George Dyck**, formerly with us and now with Butler Brothers. Other railroads represented are the Rio Grande, Burlington, Santa Fe, Rock Island, Union Pacific, Pennsylvania, Milwaukee, Northwestern, New York Central, Lackawanna and Lehigh Valley. The air lines are in too, with Western Air Lines and TWA represented.

The San Francisco Chamber of Commerce is represented as are Shell Chemical, W. P. Fuller & Co., Grinnell Co. of The Pacific, Butler Brothers, Standard Oil Co. of California, United States Gypsum Company, Bekins Van & Storage Co., Globe Mills, Schenley Distillers, Inc., National Carloading Corp., Safeway Stores, Inc., California Packing Corp., Richfield Oil Corp., Golden State Co., Ltd., The Best Foods, Inc., Libby, McNeill & Libby and Hawaiian Pineapple Co., Ltd.

Congratulations to all on the initiative displayed. We hope this club will grow and achieve its objectives. We understand the Initiation Fee is \$1.00 and Dues \$3.00 per year. Questions concerning membership may be directed to any of the officers.

THE EDITOR

ELCHO ECHOES

By Peggy Phillips

* The office force has been hard hit in Elko because of a "flu" epidemic, which ran riot during December . . . of course, 12 below zero weather didn't help particularly!

Roadmaster **Al O. Glenn** and wife, **Marguerite**, assistant timekeeper, returned December 15th from their vacation in Los Angeles. From all reports, it was a FINE vacation!

We welcome **Barbara McCormick**, steno-clerk, to our force. Barbara came to Elko from Oklahoma.

L. E. "Shorty" DeBaun, retired switchman, died at the General Hospital, December 12th. "Shorty" was well known in railroad circles, having started with us on June 26th, 1919. Our deepest sympathy goes to his widow and daughter.

Robert Blair has received his discharge and is returning to work as assistant accountant, after serving overseas three years.

Ernest E. Mueller has resumed his duties as ticket agent in the Elko station. He returned from military service December 10th.

Brakeman **Frank G. Brewer** recently underwent a major operation and is now convalescing. We hope by the time this is in print, he will be fully recovered.

Our sympathy goes to **Mrs. Perry L. Huckaby**, wife of our assistant chief dispatcher, whose mother recently passed away.

Plans, at this writing, are again in the making for our annual Christmas party, details of which will be in the next issue. Our party this year for all office employes and their families will be held in the I.O.O.F. Hall, with the usual pot-luck supper and exchange of gifts. A good time is again anticipated. Credit for plans this year goes to **Nevada Michelson**, **Caroline Wolf**, **Earla Hooper**, **Ruth Johnson**, **Genevieve Frantzen** and **Eleanor Massie**, all of whom have done a lot of work and a splendid job.

WESTERN DIVISION WHITTLINGS

By Agnes Welch

* This is such good news that I am going to give it first billing! **William M. Medall**, who was erroneously reported as killed in action in March of this year, has returned to his old job as bill clerk at the Oakland freight station. Bill was honorably discharged from the Army Air Forces on November 19th. We are thankful Bill made a safe landing home and is again working for Western Pacific.

Assistant Chief Clerk **Earl Brown**, effective December 16th, will take over the duties of Chief Clerk to Superintendent of Transportation Nelson, of the Sacramento Northern Railway, and with him go our best wishes for success.

Charles G. Tryor was recently appointed district passenger agent at Sacramento, succeeding **Willard M. Workman**, who has returned to our Pittsburgh (Pa.) general agency.

A sincere welcome is extended to our returning veteran, **Clarence C. Cox**, who was assistant special agent at Sacramento before entering military service in June, 1942. Clarence spent 18 months overseas with the Counter Intelligence Corps attached to the 6th Armored Division and saw service in both France and Germany. He resumed his former duties with Western Pacific December 1st.

Hal Jensen, secretary to Superintendent **Glenn W. Curtis**, who has been in military service since early in 1943, has returned from overseas and is now known as "Mr. Jensen." We are happy to hear of Hal's safe return and hope he will be back with the old gang soon.

Dispatcher **Larry Contri** was at Keddie a few days in December pinch-hitting for Chief Dispatcher **Ed Hillier**, who had the flu.

It was nice to see Dispatcher **Charlie Ford**, who came in from Keddie on December 11th. Charlie has been dispatching in CTC territory since early last May. Says those intricate buttons are rebellious at times, but all they need is a good man to master them!

Dispatchers **Tom C. Haltom** and **Richard P. Clifford** have bid in dispatchers' jobs at Sacramento.

Supt's Secretary **Bert Norlen** follows a hobby of music in addition to his work with the WP. He was recently appointed organist at St. John's Lutheran Church, Sacramento, and is at the console there each Sunday morning.

The members of the division office force sponsored a luncheon in honor of our former Chief Clerk **Frank Fowler** and his successor, **Loren Ames**, on November 29th, at the Alhambra Restaurant. Asst. Supt. **McDonald** was unanimously elected toastmaster for the occasion—as usual. The entire office force join me in wishing Frank and Loren happy and successful careers in their new work.

RANDOM

★ In Oroville Yard, November 26th, saw (and heard) **Wallace M. (Wally) Berg**, local chairman for the B. of L. E. at Stockton, make the smoothest coupling ever! He nudged Engine 40 into the head-end car of a 15-car DHQ and said car hardly budged!

Robert E. (Bob) Gonsalves, out of Chicago and Salt Lake City, has been doing a night stint at GO passenger department for some months. He landed an apartment in SF too!

Harvey C. Earl recently joined our organization as traveling freight and passenger agent in the St. Louis territory. Welcome and good luck.

Andrew W. Silfvast has been appointed freight traffic agent at Salt Lake City. Congratulations, Bill!

Peggy Smith (general auditor's office) resigned recently as a director of The Western Pacific Club to join her husband who returned from the wars. We're sorry to see Peggy go. Genial **Emmett M. Dillon**, of the same office, was elected to fill the vacancy.

Mildred Caroline (grossing 7 lbs. 10 oz.) arrived November 17th to become a member of the family of **Mrs. Mary** and **Engineer Howard Q. Parker**, Oroville. Greetings, congratulations and best wishes.

Roy E. Campbell deserted the freight traffic department November 24th to join forces with the Reconstruction Finance Corporation as asst. chief of the traffic division, headquarters San Francisco. With him go our best wishes for success and happiness.

And **Frank S. Murphy** deserted the office of auditor of freight and passenger accounts to succeed Roy in the traffic department as head clerk, local rate adjustment bureau.

Head Carmen **John Prise**, Oakland, reports that **T/5 Robert J. Bradley**, of the 748th Ry. Oper. Bn., formerly stationed in Assam Province of northeastern India on the Burma border, has returned to the States and is now enjoying a furlough in Oakland visiting with friends and relatives. Bob was a carman at Oakland prior to entering military service and plans to return to his old spot about the middle of this month. **S/Sgt. Carl Hunter**, of the 35th Division, is back on the job at Oakland shops after seeing service in France, Luxemburg, Belgium and Austria. Carl received four battle stars and the Bronze Star. Leaving France on July 4th, he arrived in the States July 24th and was honorably discharged July 31st.

Willard M. Workman, who, during the war years, was transferred from our Pittsburgh general agency to the staff of our passenger department in California . . . and whose name is not a stranger to these columns . . . has returned to our Pittsburgh agency as traveling freight and passenger agent. Good luck, Jake!

In our June issue (Elko Echoes) we congratulated **Tony** and **Mrs. Primeaux** on the arrival of a boy whom we named **Michael Ernest**, though his correct name is **Michel Ernst!** Do we have it right now, Tony?

Ed. T. Cuyler, assistant to supt. of motive power, while hunting pheasants in the vicinity of Chico a month or so ago, admits to having stopped a load of buckshot from an over-enthusiastic . . . and slightly dumb we suspect . . . hunter in Ed's sector. We can't tell you where Ed got most of it, but we can tell you he ate several subsequent meals standing up! Embarrassing, what?

Capt. George E. Owens (mentioned previously in our May 1945 issue . . . Random) dropped into the editor's office on December 17th to report his return from the wars. George was 2nd trick operator at Keddie prior to entering the armed forces more than four years ago. He's on terminal leave and hopes shortly to return to the Western Pacific.

Capt. R. G. (Bob) Youngblood writes that he has been in Manila more than three months; has met his brother and **Lt. I. F. (Irv) Lyons, Jr.**; that his brother is on his way home; and, what we suspect is uppermost in his mind, that he, Bob, may be relieved shortly after the 1st of February. Our best to Bob and Irv and we hope to see them early next year.

And from **Comdr. A. F. (Al) Williams**, whose outfit, the 43rd Seabees, is in charge of the Nagasaki waterfront. With the help of hundreds of Japs, they're busily engaged repairing all facilities in that area. One day recently, Al visited the main railroad depot at Nagasaki to inquire about a train on which some visiting officers were arriving. Under the glass, on the agent's desk, he found one of our Diesel calendars! The girl interpreter who answered the agent's call, told Al to follow her. The trail led to a newly established troop transportation corps office and there was, no less, our own **Al Bramy!** Hello, Al. Don't know why the magazine fails to reach you. We send it faithfully each month. Now that you've moved to Oita, according to Al W., we suppose it will be worse than ever, if possible! Wish we could give you more of Al Williams' mighty interesting letter, but we'll have to let it go with our very best to the two Als!

A copy of the 43rd NCB's "Tropicalcut" issue of November 24th just arrived and we learned, with delight, that **Al Williams** is now a Commander . . . AND is awaiting transportation to these United States for return to civilian life!

W. H. (Bill) Banyard effective January 1st leaves the GO traffic department to become trainmaster's clerk at Stockton, working for **H. E. (Hank) Stapp**. Poor **Velma Mikolash**, who has been working temporarily for Hank, must now return to her job as clerk to Trainmaster **Phil Prentiss**.

In Random last month, we referred to **Jack Trunnell's** (machinist, Stockton) military record as one of record length on the WP . . . maybe. Maybe is right! With considerable dexterity, we've avoided legal action by Messrs. **Arthur Allen** and **John Skinner**, plus **Capt. Don Burgess** (all of our own traffic department), who, in mildly vigorous (?) language, remind me of their 4 years and 6 months; 4 years and 11 months; and 5 years respectively in the armed forces. Even though we still think Jack's 4 years and almost 4 months a substantial hunk of service, we thus publicly apologize to Art, John and Don!

Incidentally, **Capt. Don Burgess** is finally back in the States, 105 points plus and all, but minus a considerable poundage. However, he looks fine, the infectious grin is still there and he hopes to be back with us after the turn of the year. Congratulations, Don, on your fine service to your country.

From the Public Relations Office of the Army's Warton (England) American Technical School (APO 119, N. Y. Postmaster) comes Release X-662 informing us that **Pfc. William D. (Bud) Taber**, Western Division fireman, is enrolled as a student of instrument repair at this school and is preparing for an early return to civilian life. All this is good news. Bud entered military service in June 1944 and saw action with the 8th Traffic Regulation Group in Central Germany. The 8-week course at Warton is designed to reacquaint soldier-students with the latest techniques, methods and machinery of the type they'll encounter upon returning to the competitive life of their civilian trades.

Any resemblance between items in this column and **Jack Hyland's Hi-Lites** is purely coincidental . . . coincidental, that is!

THE EDITOR

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OSWALD MERRETT TOOMEY

★ Has been appointed assistant to superintendent of motive power after serving four years as management and labor relations officer at Sacramento Shops.

Born at Llanelly, South Wales, Great Britain, on October 12th, 1885, Toomey came to this country in 1898. He found employment at Scranton, Pa., and came to the Pacific Coast in 1902. His service with the Western Pacific began on July 15th, 1913, as a boilermaker helper and on April 15th, 1929, he became a boilermaker. He served as general chairman for the boilermakers for some 12 years.

Congratulations, Ozzie, and good luck!

WESTERN PACIFIC RAILROAD SERVICE PINS

* President Charles Elsey has announced that service pins will shortly be awarded to all personnel who have completed ten years, or more, of continuous service with the Western Pacific. The pins will be awarded on the following service bases:

10 years but less than 15 years.....	10-year pins
15 years but less than 20 years.....	15-year pins
20 years but less than 25 years.....	20-year pins
25 years but less than 30 years.....	25-year pins
30 years but less than 35 years.....	30-year pins
35 years but less than 40 years.....	35-year pins
40 years but less than 45 years.....	40-year pins

As each 5-year anniversary beyond 10 years is reached, application should be made by each person to his or her immediate superior for the pin showing the next bracket of service; that is, upon completion of 15 years of service by an individual holding a 10-year pin, that individual should apply for a 15-year pin and at the same time turn in the 10-year pin.



Executed in solid gold, the pin is in the form of a small shield enclosing the medallion of the Company and supported on one side by a branch of oak leaves, symbolic of strength and integrity, and on the other by a branch of laurel leaves, symbolizing loyalty (along the lines of the drawing appearing in these columns), the only variation in the pins being the raised gold numerals designating the bracket of service. It is made with pin attachment so it may be conveniently worn by men or women.

For so young a railroad, the number of employes with ten years or more of service (1,753) is a little amazing! Ninety-two have records of 35 or more years of continuous service and two boast of more than 40 years . . . "Tom" Phillips and Fred Lamb! Tom's service began November 1st, 1905 and Fred's began December 26th, the same year.

Western Pacific Railroad operations began in the year 1910 and, in all modesty, may we observe that the large number of long service records must indicate more than average affection?

Wear YOUR pin proudly!

COMMON SENSE

* Currently, it is popular for free people to pretend their freedom places them beyond obedience to authority.

This is an illusion! And the men who founded America knew it. They sought to minimize the outer control of the state over a man's life by relying on the maximum inner control every man would exercise over himself. This was not the same thing as denying authority. It was assumed, for example, that the Ten Commandments had an authority all were bound to obey—and this assumption found expression in teaching children in the Church, the school and the home that the moral code was not to be taken lightly. The Ten Commandments were not considered to be debatable.

That is not the case today. And the results are not pleasant. J. Edgar Hoover, of the FBI, is alarmed over the defiance of authority indicated by increase in crimes—some of them unprintable—committed by teen-age boys and girls.

Civilization cannot exist apart from respect for authority. If free men will not discipline themselves from within, they will be disciplined from without—and cease to be free. We need sound-mindedness on the vital moral issues in this country. We need charity toward our neighbors of every race and creed. We need to know that hurting other people's lives and damaging their property are wrong things.

If Church, school and home will not teach respect and reverence for legitimate authority, who will? Think it over!

* * *

THE MORTAR AND THE PESTLE

The Pharmacist to the Peacemakers

By Robert D. Abrahams

Watch! I take the pestle in my hand
And grind this stubborn substance fine
as sand.

Think not the labor of my act is vain,
For in the mortar's bowl I save each
grain

To use in some prescription against
pain.

When that great pestle, Justice, you
shall take,
And grind therewith our enemy and
break;

The rule for drugs, for peace is no less
true,

Save what's worth saving of the resi-
due,

In Mercy's bowl, compound and use
anew.