

The Headlight

Volume 8

MARCH, 1948

Number 3

THE FREEDOM TRAIN

America's "traveling shrine"
on its 33,000-mile tour
of the nation.



MARINES ON GUARD DUTY

Among the numerous priceless documents of American History on exhibit are the Bill of Rights and the Declaration of Independence.

For what avail the plough or sail,
Or land or life, if freedom fail?

Ralph Waldo Emerson.

RANDOM... Views and Reviews

by The Editor

★ **The Freedom Train**, about which you've all read, will reach Western Pacific rails, for the run Elko to Salt Lake City, some time this month. We're not deliberately being vague. The original schedule of stops at Fresno and beyond has been somewhat disrupted by the necessity of "shopping" the train after southern California exhibitions. Originally, the train was scheduled for exhibition at Fresno March 4; Modesto the 5th; Stockton the 6th; San Francisco the 7th and 8th; Palo Alto the 10th; San Jose the 11th; Oakland the 12th; Sacramento the 13th; Reno the 14th; Elko the 16th; and Salt Lake City the 17th. As we go to press, it appears all these dates will be postponed about one week. The Western Pacific is proud to be included in the itinerary of The Freedom Train. Sponsored by the U. S. Dept. of Justice and financed by the American Heritage Foundation (representing business, labor, industry and various community, religious and educational bodies), the train is, in essence, the spearhead of the Foundation's program of rededication to democracy. In addition to the Bill of Rights, and the Declaration of Independence, there will be exhibited an early draft of the United States Constitution; the manuscript of Lincoln's Gettysburg address; the last message from Corregidor; Admiral Spruance's reports on Iwo Jima operations; and the German and Japanese surrender papers. The locomotive powering the train is a 2,000-h.p. Alco-GE Diesel-electric, donated for the tour by the American Locomotive Company and the General Electric Company. It's estimated that at least 5,000 railroad men will have contributed their services to the train by the end of its year-long tour.

Mead Johnson & Company, famous producers of infants' diet foods, have a slogan . . . "We are keeping the faith." It interested us. We inquired and learned it's a translation from the Latin words "Servamus Fidem." It has a connotation intended for the medical profession, namely, that Mead Johnson continues to work with physicians, assisting them in every way possible and avoiding doing those things which might break the professional faith.

"Der Bingle" . . . **Bing Crosby**, who else? helped Elko, Nevada, put on quite a show February 7, when long-time Mayor **David Dotta** withdrew for a day to permit "Bing" to take over as honorary mayor. Crosby, who owns a rather sizeable ranch north of Elko (stop us if we're wrong), began his day in office "cleaning up" the town—with a street-cleaner's broom, that is; and ended it by giving Elko \$5,000 for a swimming pool. We're sure our Elko friends will vote for "Bing" as a grand feller on and off the radio!

Like the Brooklyn Dodgers, our Western Pacific Club basketball team says "wait'll next season!" They've just finished play in the San Francisco Recreation League, winding up in something of a blaze of glory, though losing, in a stubborn defensive battle. A foul shot defeated them 18 to 17 in an overtime period against the outfit that wound up in first place in their division. Obviously, the game was all tied up at the end of regulation play—17 all. Six (count 'em, six) WP rooters came out for the game, but three of them, including your reporter, spent most of the game time in another gymnasium! We've a slightly guilty feeling, believing that if our full-time rooting section had been doubled, **Bill Dunbar**, **Ernie Lambert**, **John Dullea**, **Bill Ditty** and **Don Johnson**—our stalwarts, might have been encouraged to even greater efforts! They've a new coach . . . **John Susoeff** (of our 8th & Brannan office) . . . and we're looking for better times when the Industrial League play gets under way later this year. **Vernon Geddes** continues his quietly capable chore as business manager.

John Sullivan, retired machinist helper at Keddie, passed away in the Quincy (California) hospital on February 7. He was born at Killarney (Cill Airne), Ireland, February 2, 1878, and worked for ten years—from 1927 to 1937—with Pile Driver Gang No. 1. When he retired on February 15, 1944, he was employed at the Keddie roundhouse. After retirement, Sullivan lived at Sloat and spent his idle time fishing, his favorite sport. Known to friends as "Spinner" Sullivan, he seemed able to catch the "big ones" where others failed.

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr



HOWELL



TAYLOR



STAPP

Edgar A. Thompson Retires As Terminal Trainmaster, Oakland; Succeeded by Henry E. Stapp . . . Trainmasters Howell, Taylor and Prentiss Transferred and Grant H. Evans Promoted

★ Edgar A. Thompson retired as terminal trainmaster, Oakland, on March 1. "Ed" was born at Glenburn, California, January 4, 1886; entered WP service as a switchman at San Francisco on April 23, 1920; promoted to yardmaster there December 1, 1926; and to his final post at Oakland on March 1, 1941.

Henry E. Stapp, who succeeds Thompson at Oakland, served in the armed forces during World War II and rose to the rank of Major. Henry is a Texan, born at Sherman on October 1, 1902. He joined the WP as a carman helper, Oakland, October 15, 1918, subsequently serving as a clerk in the auditor's office, San Francisco; hostler helper at Oakland; fireman (May 27, 1920; engineer (October 11, 1928); road foreman of engines, Keddie (May 21, 1938); trainmaster, Keddie (June 1, 1939); and trainmaster, Stockton, on return from military leave March 1, 1945.

William G. Howell, yardmaster and trainmaster at Portola for more than eleven years, was transferred to Stockton to succeed Stapp. Bill was born at Pueblo, Colorado, Sept. 22, 1905; began his WP career as a crew caller August 5, 1923; entered train service as a brakeman February 29, 1924; promoted to conductor August 13, 1926; to yardmaster, Portola, December 16, 1936; to assistant trainmaster, Sacramento, December 21, 1941; and to trainmaster, Portola, February 23, 1942.

Arthur W. Taylor moved to Portola, succeeding Howell as trainmaster. Art, born at Needles, California, December 1, 1905, entered WP employ as a yard clerk at Portola September 19, 1920; subsequently served as machinist helper, Portola; brakeman (June 14, 1925); conductor (July 9, 1928); ass't. trainmaster, Keddie (December 19, 1941); and trainmaster, Keddie (March 16, 1943).

Philip F. Prentiss, promoted to trainmaster, Keddie, succeeding Taylor, was born at Saco, Maine, June 21, 1901; began his WP service as a section laborer, Blairsden, May 1, 1919; subsequently served as a warehouseman and clerk at various points; switchman, Oakland (April 12, 1923); yardmaster, Portola (January 1, 1937); ass't. trainmaster, Sacramento (February 23, 1942); trainmaster, Stockton (October 1944); and ass't. trainmaster, Stockton (May 1, 1947).

Grant H. Evans, who succeeds Prentiss as ass't. trainmaster, Stockton, was born at Richfield, Nebraska, March 8, 1900; entered WP service May 7, 1927, as a brakeman; promoted to conductor July 29, 1936; and to ass't. terminal trainmaster, Stockton, February 16, 1945.

We wish Ed Thompson happiness and contentment in retirement. To "Hank" Stapp, Bill Howell, Art Taylor, Phil Prentiss and Grant Evans our best wishes for continued success.

East Bay Notes

By Margery Glatt

★ That wasn't bay area snow to be seen flying around Oakland roundhouse, but Oroville snow brought down in a box by Engineer **Leo Dorothy** and Fireman **Jack McClure** on a recent passenger run.

The reason for **Don Vaughan** going around minus buttons on his vest these days is the arrival of **Kathleen Ann**, born February 9th, weighing 9 lbs., 2 ozs. This happy event has made **Chris Conley** a grandpop no less!

News from the west end of the bridge finds a new addition to San Francisco freight office, who is **Edith Sutter**, late of Fruitvale and way points, now on junior clerk's job while **Joanne Seeley** is awaiting a visit from Dr. Stork!

Janet West is back on the job after a long vacation deep in the heart of Dixie, time not lost evidently as she returned sporting a chunk of ice on the proper finger and the rumors are she is brushing up on some Southern recipes just in case.

William L. Hatfield has returned to the San Francisco freight office, after a session as car distributor at GO, and is now in better health what with the sunshine we have been having in which he takes his daily stroll.



The Undefeated and Untied Portola "Tigers" of 1947

★ The 6-man football team of the Portola (California) High School won all its seven games, scoring 284 points against 125 by their opponents. This picture of the entire squad comes to us through courtesy of E. L. (Slim) Wilks, our assistant trainmaster at Portola.

Top row, left to right . . . Dick Lambert, Harley Siler, Don Ward, Jack Riehm, Dale Swanson, Harry Newbold, Gerry Burk, Arthur Guerra, Ray Donnenwirth, Delmer Ross and Stephen Vugrenes (coach);

Middle row, left to right . . . Albert Hudson, Bob Carnahan, Clifford Gray, Bill Wilks (Slim's son), Dale Pryor, Thomas Pearson, Delbert Azeveda and Bob Chapek;

Bottom row, left to right . . . Kenneth Pearson, John Hardy, Eugene Terry, Marcial Guerra (captain), Dick Tucker, Jim Nally and LeRoy Wall.

Portola is justly proud of the great record hung up by the "Tigers"!

Hy-Lites

By JACK HYLAND

ner last February 14th. From reports (including those of **Ernie Knox** and "**Pete**" **Denny**) the party and food was worth the delay, and was the best they ever enjoyed.

Phil Erhman (our lift or elevator operator) has been greatly missed by those riding . . . either up or down, in our WP Bldg. Understand from **Bill Fischer** (Bldg. Engineer) that Phil will be away for about a month, undergoing a thorough physical check-up. Hope the doctors report . . . "O.K."

Heater explodes . . . and **J. "Phil" Haynes**, Agent of the Pacific Freight Tariff Bureau, San Francisco, was severely burned about the face and hands last February 8th, by an explosion resulting from his attempt to relight the gas furnace at his home. Phil's appearance (the next day) resembled a "**man from Mars**" but the burned surface is healing very nicely and will not leave any scars.

Greatly appreciate the courtesy extended us (and our group) by **Bob Miller**, Manager, **Hotel El Cortez**, while in Reno, Nev., last month over the Washington Birthday holiday. The accommodations and service left nothing to be desired.

Luella Hampton (Gen. Aud.) deserted the "spinster" class last February 1st when she became the wife of **Leslie Cogdill**. The wedding ceremony took place in Alameda, Calif., and the newlyweds now reside in San Francisco. We extend our blessings to the happy couple.

Robert "Bob" Ditty (Manifest Dept.) became the proud (and we do mean proud) father of a baby daughter on February 4th, when "**Karen Lynn Ditty**" arrived at the Mary's Help Hospital, San Francisco—weighing 8 lbs. 4 oz.

It may be a trifle late . . . but we just learned that **G. W. "Bill" Edler, Jr.**, who was formerly F.T.A. San Francisco, before going to Sacramento as TF&PA, resigned from the Western Pacific a couple of months ago to take over duties with the Southern Railway. We hope Bill has (by now) learned that the Southern Ry. favors "**southern hospitality**."

On February 4th at 3 p.m. . . . **Mary McCabe** strolled down the aisle of St. Simeon's Church, Bellwood, Ill. . . . where she became the wife of **Frank J. Rauwolf** (Frt. Claim Dept.). After the ceremony, a reception was held at the home of the bride's parents, Mr. and Mrs. T. C. Tevlin—after which the newlyweds journeyed to Chicago, where they departed the next day for California (via CB&Q - D&RGW-WP). We extend our very best wishes to Mary and Frank for continued happiness in their new home in Albany, Calif.

Although **Frank Rauwolf's** marital expenses commenced on Feb. 4th (see above) they actually started on February 2nd . . . for we learn he made a wager with his cousin, **Bill Temple**—that the "Temple's" first baby would be a girl. Well, wife **Emilie** presented Bill with a bouncing baby boy "**Gregory William**" and thus while mother and son are doing fine, "Papa" Bill has been doubly rewarded.

Earl McKellips (Gen. Aud.) has kept the home fire burning during the past month while his wife, **Hanna**, traveled to New Orleans, La., to be present during the fun and festivity of the Mardi Gras season, for which the southern city is world famous.

Just learned that **Dorothy Peck** (Chief Special Agents) while cavorting in the snow at Mt. Diablo last month, with her husband-to-be **Ray Lee** (Treas. Dept.) picked up, in addition to the snow . . . a beautiful (or bad as the case may be) case of poison oak. We hope "Dottie" will be all right soon.

"Time Marches On" . . . but in this case, "Time" is almost here, for we hear that (DC&H Dept.) **Walter Parks'** family are . . . "infanticipating" around March 1st. Let us know Walter whether it is a boy or girl, and whether you are working the so-called "swing shift."

Recently learned . . . that "Stewards" **Samuel** (call me Junior) **Kent** and **Janius Roberts** (DC&H Dept.) in charge of the diners on our Trains Nos. 39 and 40 could do more properly be termed "Hosts," for they certainly make it a point to be very hospitable (and from latest report—they more than succeed). The crews of both diners offer superlative service—and are to be complimented.

A sticker appears on the mirror in the "men's room" on the 6th floor, put out by the **Civilian Defense** organization telling of what to do in event of a black-out. For heaven's sake—it's 2½ years after the war . . . and either they are anticipating a third world war (God forbid), or else they just don't know it's there.

Gerald "Gerry" Lillis, of our Aud. Frt. & Pass. Accts. resigned last month to accept employment with the Standard Oil Company, San Francisco. Gerry was Membership Chairman of our WP Club, so his new position—which we hear is "salesmanship" should suit him perfectly.

We learn from **Frank Sell** (Los Angeles) that the first annual inaugural dinner and installation of officers of the newly formed **Junior Traffic Club of Los Angeles** was held on Jan. 29th, at which **Henry Poulterer** (VP Traffic) was a guest of honor. **Robert Munce** (Los Angeles) was installed as Chairman of the Board of Directors.

Attention southpaws . . . a left-handed check book (stubs on the right instead of the usual left-hand side) is given to left handed depositors of the Holyoke (Mass.) National Bank. Local banks—please note.

★ With great appreciation to **Pearlean Mumphy** (laborer—Oakland Roundhouse) who cooked up a swell fried chicken (southern style) dinner, including home-made pies and ably assisted by **Teresa Denny** (Stat. Engineer) . . . the Firemen and Oilers of the Oakland Roundhouse had their postponed Christmas Party dinner last February 11th, ending a West-

Conductor Thomas Fox Retires

★ Thomas Fox, Eastern Division conductor, retired January 11th, ending a Western Pacific career of more than 36 years and a railroad career of almost a half century. He made his last run on the Exposition Flyer into Salt Lake City, accompanied by Mrs. Fox and their daughter, Helen Fox Dehn. Tom also has a son, Glenn, a WP freight conductor at Winnemucca, and two grand-children, Darlene and Tommy Fox. With the latter, Tom plans to catch all (!) the trout in the Nevada streams; then tour California looking for a place to buy a home and settle down.



Tom was born at Metz, West Virginia, January 16, 1883, and began railroading with the B&O in 1899. Answering the call of the West, Tom moved to Salt Lake City and entered WP service as a brakeman November 20, 1911, and was promoted to conductor July 1, 1917. Tom recalls some tough winters on the Third District, Eastern Division, and being marooned on duty two and three days and nights in snowdrifts ("Mike" O'Connor was superintendent and Harry Beem trainmaster in "those gold old days"). Tom says he was young then and could take it! He was on passenger the last five or six years—on second sections during the last (we hope) war, and on the Exposition Flyer between Salt Lake City and Winnemucca since the war ended.

Tom is a Spanish War vet and Commander of the John F. Critchlow Camp, Salt Lake City, for the ensuing year. He and Mrs. Fox are planning to visit Havana, Cuba, later this year for the Spanish War Veterans' convention.

"There are a lot of good times ahead of me yet (I hope)", says Tom, a hope in which his many friends join. He has certainly earned retirement, and we wish him a full measure of health and happiness.

101 DISPLACED PERSONS *vs.* 60,000,000 EMPLOYED

We feel this message packs a punch and we hope it doesn't fall on deaf ears. It may prove our salvation. We need something! These words are the major portion of an editorial by the Ceco Steel Products Corporation, of Chicago. We've a hunch you'll find it interesting. We hope!—The Editor.

★ In a strange new land they stood—these displaced persons. Silent men with grim tasks ahead worked purposefully and with little thought of the fatigue that racked their weary bodies. They were building a new community—their community.

Women, hollow-eyed, their white drawn faces mirroring pain, went about setting their humble homes in order. On every side was hunger, privation—the plight of desperate people—"A picture of Europe, 1948?" you ask.

No—a picture of America, 1620.

For here, 101 displaced Pilgrims—men, women and children of the new America—freedom-loving people all, were beginning a new way of life. They were meeting critical shortages, and overcoming them—shortages of all the things that make for decent living—food, clothing, shelter . . . shortages that relatively were the greatest our nation has ever known.

There was a 100% shortage of almost everything on that day, 328 years ago, when their storm-battered ship nosed into the quieter waters of rock-studded coastal bays. Yes, a shortage of everything except COURAGE—a belief in the dignity of man—a passionate desire on the part of each to live as he liked.

Perhaps it was the strong driving force of the urge to be free men that enabled them to solve the critical shortages of their day. For you see, no one could pass a law providing new homes or schools . . . nor were there any homes here ready for them to occupy.

So, with bare hands and primitive tools, they individually dug from the earth and cut from the forests their own homes and schools. Ceaselessly and endlessly they worked at their simple tasks, struggling for necessities . . . look-

ing ahead, not behind . . . building a heritage for millions of Americans to come.

Are we less courageous than they?

Is war-scarred Europe more destitute than they were?

Is there less hope in our time than theirs?

Are our shortages more acute than 100%?

There is a simple answer to those questions and to the problem they pose. It is a WORD. A short word, without glamour, but a virile word of dynamic force . . . a word, that in its simplicity, might be overlooked, but a word so powerful as to be virtually magic.

It isn't a new word to Ceco thinking, for in January 1947 we said this word was the key to better times—to security for all.

May we say it again?

It is W-O-R-K—a four-letter word for continuing prosperity, for preserving freedom in America and for providing hope throughout the world. As we said before, **everyone** must work more . . . produce more—**management and labor.**

Suppose we look at the simple mathematics of the problem. There just aren't enough homes, schools, hospitals, roads, to satisfy the needs of all—not enough steel, automobiles, freight cars, food . . . for America and the rest of the world. How can more of these scarce things be made available sooner, and at LOWER PRICES?

We, like you, have heard many so-called cure-alls. Some say too many have too much money . . . they bid against each other for scarce things and thus keep prices ever moving upward, so taxes must be raised, not lowered—must be kept high to draw off excess money. Credit must be curtailed so buying will be slowed down. Or prices must be regulated and goods rationed.

Others say don't buy unless your needs are desperate, quit eating certain foods certain days, don't build now . . . don't . . . don't . . . don't . . . verboten. It all has a familiar ring some-

how. It's a creed of hopelessness—of negation.

Let's hear a new voice in America, raised high in a mighty crescendo, drowning out those voices of fear. Yes, a new voice of hope, which will say in clear unmistakable tones of triumph . . .

"Let's DO something . . . yes, let's trade DO for DON'T."

We of Ceco believe the American way to solve the problem of shortages and high prices is one of action . . . one of **doing . . . of making more things**, not buying less of what we have, of increasing prosperity . . . not dividing misery. And prosperity comes from **making a lot** for all . . . not **dividing a little** with all.

Look at it this way. There are some 60,000,000 adults—men and women—employed in the nation today, making things for the more than 140,000,000 Americans and the many, many millions in all the other countries of the world. Now we can't increase our 60,000,000 employed to any great degree very fast. They just about represent today's manpower capacity—but, if everyone of those 60,000,000 . . . executives . . . managers . . . labor . . . white collar people, **ALL** of America's working force, produced more **individually**, things would become more plentiful and prices would be reduced.

It's basically that simple.

Yes . . . we 60,000,000 Americans must work more, produce more, instead of less, and that goes for EUROPE and EVERY OTHER PART of the world. Everywhere we must increase man-hour output . . . bricklayers must lay **more** bricks, architects create **more** buildings, miners dig **more** coal, farmers raise **more** produce, stenographers write **more** letters, managers do **more** managing . . . and this must go clear back through the entire economy from raw materials to manufactured products.

Then, and only then, will scarce things be plentiful . . . will money stop bidding up prices . . . will inflation be halted and a sound basis be established for the security of all, both **labor and capital.**

Western Division Notes

By Agnes Welch

★ It was difficult to say goodbye to **Jean Miller**, who has been secretary to the chief clerk in the supt's. office for the past 3½ years. Jean and **Norris Miller** are now living in Van Nuys, California. As a going-away gift, the office staff presented Jean with a leather overnight case.

It is always a pleasure to hear from our retired employes, many of whom,

though retired, are far from inactive. Ass't. Sup't. McDonald received a letter from Retired Cond'r. **Ralph T. Stone** describing his interesting trip to Alaska, thence to Prince Rupert and on to Jasper National Park in Canada and his return home via Vancouver, Seattle and Portland.

John Galvin's friends are so many on WP, I know they will be glad to hear he is planning to sail for the land of his birth shortly. It has been 60 years since he last saw County Cork, Ireland,

where he was born in 1868. John came to this country as a mere boy and, like many of his countrymen, immediately went to work for the infant Central Pacific R.R. After 20 years there, and on other roads, he entered WP service in 1909, where, except for a temporary retirement, he ran the gamut of maintenance of way positions from extra gang foreman to roadmaster, and during the latter years of his employment was engaged as crossing flagman in San Francisco. Bon voyage, John!

Wendover Wires

By Elsie Hart

★ Well, now that winter is almost over (or is it?) **Bob Colvin** has at last got the steam heat piped into his dwelling. It will be nice to have next winter, anyway!

Joe Hernandez, hostler helper, is on the sick list and so is **Tom Jones**, yardmaster. **Harland "Boomer" Ford** is day yardmaster for the time being.

Lester Giffen is back on the job again after several weeks on the sick list. Still looks a little puny, but is better.

Don Moore, carman helper, and Mrs. Moore, nee **Bonnie Brown**, lost a race with the stork the night of February 12th and their small daughter arrived in Tooele instead of Salt Lake, as planned. All are doing fine, though.

The reason "**Ham**" **Loveland**, boiler-maker helper is walking around with his nose in the air is that new 1947 Dodge!

Wedding bells for "**Bill**" **Graham**, agent, Warner. We were unable to learn any details, but congratulations and best wishes anyway.

Betty Brown, Western Union messenger, and **Charles "Chuck" Lambert**, crew caller, will take the leap February 25. Our very best wishes to them both.

John P. Bowers, telegrapher, retired January 26th. "JP" began his career in 1897 as messenger boy on the Oregon Short Line Railroad. He was on first trick, Garfield, until quite recently, when he bid in second trick at Wendover. Operator **Louis F. Ellis** is working second trick, Wendover, until the job is assigned.

Word was received in Wendover that retired Engineer **David Thomas Fullmer** passed away in January and was buried in Salt Lake City.

The **Wendover PTA** held a meeting February 12 to discuss a high school for **Wendover**. All present were in favor of it, if it proves possible to open one. Many people have had to leave Wendover when their children reached high school age, and others have to board children somewhere else. Others who have several children of high school age find it simply impossible to finance schooling at all under present conditions. Most of the PTA members present felt that something must be done, if only to have a tenth grade here. We now have nine grades and the school is operating very well. An attempt was made to find out how many pupils would be at Wendover in high school grades and the consensus was about 25, but probably more people would move in here—or at least not move out!—if a high school is established. Cooperation from all interested parties will be very welcome.

For 759th Ry. Opn. Bn. Vets

★ Some of the men who served with this Railway Battalion during World War II have formed a permanent organization for the purpose of maintaining contact with their former Army buddies. **Everard F. Barnes, Jr.**, special ass't. to the gen'l. sup't. of transp'n., Missouri Pacific Lines, is president of this veterans organization.

Their second annual reunion will be held in the York Hotel, St. Louis, October 1-2-3, this year. Detailed information may be secured from **Henry Weiler**, secretary-treasurer, 759th Ry. Opn. Bn. Vets, 2200 Missouri Pacific Building, St. Louis 3, Missouri. **Barney's** address is the same should you want to contact him.

We know **Jim Branch**, of Elko, served with this battalion and there may be other vets of the 759th on the WP.

Albert Morris Olin Retires

★ **Albert M. Olin**, machinist at our Elko roundhouse, retired January 31st, completing almost thirty years of WP service.

A native Nevadan, born at Tuscarora, May 31, 1881, Olin did considerable mining before joining the WP ranks as an engine wiper on March 2, 1918. Aware of Olin's interest in mining, his railroad associates, through Master Mechanic "**Bill**" **Parry**, at a ceremony in the roundhouse, presented him with a retirement gift of a fluorescent light used in the detection of minerals.

With his light for prospecting and his life-time pastimes of hunting and fishing, we know he will really enjoy retirement.

Western Pacific Railroad Employee Retirements

Bowers, John Percy	Telegrapher	Eastern Division
Brown, Abelard Stephen	Telegrapher	Niles
Calender, Darwin	Engineer	San Jose
Coffelt, Melvin Pearl	Fireman	Winnemucca
Demson, Louis Restall	Machinist	Wendover
Fisher, Albert Hinkel	Carman	Sacramento
Fox, Thomas	Conductor	Salt Lake City
McCollum, Thomas William	Trucker	San Francisco
Reynolds, Clarence John	Engineer	Eastern Division

"Tip Card" Box Score

Name	Occupation and Location	Total Points to Date
Lloyd J. Miller	Brakeman, Stockton	32
Kenneth K. Dunton	Ass't Agent, San Jose	13
Harry J. Sutherland	Tax Commissioner, San Francisco	7
James B. Dillon	Agent, Oakland	6
Karl F. Henrich	Signal Material Stockman, Livermore	5
Dan T. Costello	Commercial Agent, San Francisco	4
Charles E. Renner	Conductor, Eastern Division	3
Andrew A. Crist	Special Agent, Sacramento	2
Harry C. Dustin	Boilermaker, retired, Sacramento	2
Mason P. Gordon	Claim Clerk, Fruitvale	2
Henry J. Madison	Storekeeper, Sacramento	2
William L. Moore	Chief Clerk, freight station, Stockton	2
Angelo D. Prato	Assistant Agent, Stockton	2
Frank Rowe	Freight Traffic Agent, Oakland	2
Boyd C. Sells	Secretary to FTM, San Francisco	1½
Lawrence T. Haggerty	Bill Clerk, Oakland	1
John H. Hyland	Hd. Clk.—North Coast Bur.—Traf. Dept.	1
Oscar H. Larson	Chief Clerk, Trans. Dept., San Francisco	1
Frank F. Lemon	Engineer, Stockton	1
Walter M. Samuels	Bill Clerk, Modesto	1
Volney V. Scott	Chief Clerk, freight station, Sacramento	1
Edgar A. Thompson	Terminal Trainmaster, Oakland	1
Earl M. Watson	Machinist Helper, Sacramento	1
Charles Woods	Tavern Car Attendant, Oakland	1
John Young	Waiter, DC&H, Dept., Oakland	1



ENGINEER "SMOKY" REYNOLDS MAKES LAST RUN

★ Clarence J. "Smoky" Reynolds, No. 6 on the Eastern Division Engineers' seniority roster, retired January 31. He's shown at Winnemucca, just before his last trip, shaking hands with Roundhouse Foreman Leonard Williams. To Smoky's left are Engineer A. Clair Donnenwirth; Fireman Iver D. Gregory; Fireman James C. Rice; and Machinist Henry J. Quigley. "Smoky" was born at Roberts, Ill., January 13, 1883; came to the WP as a fireman October 17, 1911, and was promoted to engineer October 22, 1918. The photograph is by courtesy of Len Williams. That's one of our passenger Diesels in the background.

Edmund P. Jagels Promoted

★ "Ed" Jagels, who has been chief clerk to the industrial commissioner, was promoted to ass't. to the industrial commissioner, effective February 1. Ed was born at Denver, Colorado, June 1, 1911, and has previously held various posts in our traffic and operating departments.

Succeeding him as chief clerk to the industrial commissioner is Robert W. Harlan, transferred from the traffic department. David H. Copenhagen moved into Bob's old spot as chief—solicitation bureau, general freight department; and Leslie H. Stoltzman succeeded Bob as chief clerk to the general agent—freight department, San Francisco.

Wesley E. Crawford was added to the staff of freight traffic agents in San Francisco. "Wes" began his WP service as a roundhouse laborer in January, 1937, later became a crew caller and subsequently transferred to our GO transportation dep't., holding the post of car service inspector at the time of his recent promotion. Leo A. Baker, formerly chief clerk in our Portland (Oregon) office, is also a recent addition to our San Francisco staff of freight traffic agents.



—Courtesy of Jack R. Maguire, Editor, Katy (M-K-T) Employes' Magazine

How's That Again?

★ America is still the land of opportunity, where a man can start out digging ditches and wind up behind a desk . . . if he doesn't mind the financial sacrifice!

Elko Echoes

By Nevada Michelson

★ We're still trying to find out which one of the two good-looking gals in the offices in the southwest end of the building is being referred to as "What-chacall-it"!

Our apologies to Bob Wesolowski for omitting his name from the list of those attending the Christmas party. How could we possibly have missed him . . . Wasn't it he who got the cottage cheese in his lap? And that reminds us, Bob, if those two eskimos accidentally fell into your pocket, we still have the igloo and it's very empty! We also omitted the names of Adolph Moldenhauer and Charley Forseth. After all, it was "Moldy" who was responsible for the fact that we were able to have the tumbling act; it was Moldy who donated a turkey when he learned we were running short of that toothsome delicacy. Our humble apologies to both of these fine gentlemen! Could it have been the circumstances under which we last saw Charley Forseth that caused us to forget who was there?

We're happy to have Eleanor Gowen back after a month's leave of absence because of the illness of her father, Charley Gowen. Eleanor is secretary to the sup't. during the absence of Peggy Garteiz. Lillian Carrillo, who substituted for Eleanor, has returned to the accounting department. Barbara Buckley has been handling Eleanor's duties as secretary to the chief clerk during the absence of Mary Lamberty. Lois Manca is steno. to the ass't. chief clerk and Angelina Domingo is steno. to the head timekeeper. Alta Rickenbach has taken leave of absence to attend the University of Nevada and Elaine Gambrell is secretary to the division engineer. Mary Friend is the new steno. in the personal record department.

We were just about to reprimand what we thought was a small boy throwing rocks at an oil-tank car the other day, when we suddenly discovered it was Guy Blair. Don't know what Guy was celebrating, but was he having fun!

We were hoping that big argument between Hans Teichman and George Lorenz would end a little more actively. The Bean and the Bean-pole could have exchanged at least one or two blows, darn it!

And now we learn that Reuben Dalton, general foreman of the ice department at Carlin, is the Mayor of that fair city. Why don't you tell us these things, Rube, or do you enjoy seeing us learn the hard way? Well, anyway, our congratulations are no less sincere even if they are six months late!

THE RED CROSS AND THE RAILROADS

By Darrell N. Garwood

★ The swing of a signal lantern and shrill of a train whistle from the beginning have punctuated the progress of the American Red Cross. Starting back nearly sixty years ago, when the organization was in its infancy, the railroads reached out a hand to help make Red Cross work effective.

One of the first official actions of the Red Cross as such was to ask the railroads for assistance and cooperation. That was during the Michigan forest fires of 1881, the first national disaster in which the Red Cross became a symbol of American sympathy and helpfulness.

To that first call, the railroads responded with special trains and cars, some of which left from Danville, N.Y., scene of the first American Red Cross chapter. Food and clothing, medicines and rescue equipment, even shelter and above all new hope, were delivered to the stricken areas across rails that stretched into the northern Michigan timberlands.

Since then, wherever disaster has struck, or whenever wars have necessitated mass activity for the relief of suffering, the railroads and the Red Cross have joined their efforts. It might be said that the Red Cross, with its 3,751 chapters and varied services of today, has grown up with the railroads.

The cooperation has by no means been confined to disasters and wars. In 1910 when the Red Cross launched a project to prevent accidents and to ameliorate the effects of industrial accidents by teaching first aid, the railroads responded by providing a special car which the Red Cross fitted out with the necessary paraphernalia for teaching first aid.

This first aid car was taken to many industrial centers, where it was used to give demonstrations in safety and first aid from railroad sidings. The demonstrations proved so popular that soon three special first aid cars were touring the country. First aid, accident prevention, and water safety have since expanded into one of the major branches of Red Cross service.

Providing cars for the Red Cross has been a frequent service rendered by the railroads, and these cars often have been put to unusual uses. Frequently after tornadoes have lashed the great flat regions of the West and Southwest, box cars and Pullman cars have been delivered for use as living quarters for the homeless.

And Red Cross disaster workers testify that a box car can seem almost palatial when fitted out for disaster victims. Its floor is off the ground during cold and rain. With an oil stove in one corner and bunks fitted into the sides, it can be made snug and comfortable.

Box cars also sheltered the homeless during the earthquake that struck Helena, Mont., in 1935, and during several of the destructive floods and windstorms that have afflicted both interior and coastal sections. Flat cars performed

another unusual service during the great Ohio and Mississippi floods of 1937, when boats of the United States Coast Guard were hauled on rails from the Atlantic coast and from Lake Michigan to navigate on the churning inland sea that was created by the two ram-

ands are living who might have died had it not been for their prompt evacuation.

Shallow Okeechobee was literally blown out of its basin in 1928. Eighteen hundred people drowned as its waters surged back into the lake's bowl. But



page rivers.

Perhaps the greatest saving of lives by the railroads has been in the evacuation of persons from the path of flood crests and storms. Around Lake Okeechobee in Florida, for instance, thou-

when the hurricane of last September struck Okeechobee, there was no danger of another mass loss of life. Eight thousand persons had been evacuated, only twenty-four hours in advance of the storm.

Thomas P. Brown Addresses Southern California Groups

★ "Tom" Brown, WP publicity manager, discussed "California's colorful place names and their place in California's historic Centennials" at a luncheon meeting of the Transportation Club of Los Angeles on February 16. Program chairman was Ray C. Horner, general agent—passenger department, of the Santa Fe.

The same evening, Tom addressed the Citrus Belt Traffic Association, at Anaheim, on the same subject.