

The Headlight



Volume 8

APRIL, 1948

Number 4



SAN FRANCISCO'S BAY BRIDGE TERMINAL

WESTERN PACIFIC RAILROAD GENERAL OFFICES ARE A FEW HUNDRED FEET
UP MISSION STREET (EXTREME UPPER RIGHT)

RANDOM... Views and Reviews

by The Editor

★ A couple of years ago, we quoted from John Donne's "The Tolling Bell" . . .
. . . any man's death diminishes me, because I am involved in Mankind; and therefore never send to know for whom the bell tolls; It tolls for thee.

Thomas Milton Schumacher, retired trustee and chairman of the executive committee, Western Pacific Railroad, passed away at his home on February 26, ten days after his 87th birthday. How does one eulogize so many years of service to an industry and, in turn, to a nation . . . so many years promoting friendliness and good-fellowship? With his going, our feeling is that an era has ended. He was one of the few remaining human links between 19th and 20th century railroading. He was one of the very few who had known and worked with the railroad "greats" of decades long past. His was not a mind limited to "traditions" of the past; he progressed with the changing times and with the advancement of railroad technology. How otherwise so successful a 66-year business career (detailed in the June, 1945, issue of *The Headlight*)? Withal, he never lost his grand sense of humor; his tolerance for the frailties of others. Mrs. Schumacher, his daughters Mary and Alice, and friends who read this, may be sure that we and others on this railroad will never forget "TMS."

The day after Mr. Schumacher's passing, another good friend, **Arthur Charles Knies**, died suddenly. He was only 46. Probably you never heard of him. Newspapers called him a railroad securities expert. He was a partner in the investment brokerage firm of Vilas & Hickey, New York. Railroaders know the industry needs friends . . . not only among shippers and travelers, but among those who furnish the capital required for the technical improvements, power and equipment so vital in our highly competitive industry. Arthur Knies fought our industry's battle. He bolstered sagging confidence in the solvency of the railroad industry, not Pollyanna-like, but realistically. Though most don't know it, his loss is a severe one for railroaders . . . a great personal loss to us.

Edward Smyth O'Brien, for many years general agent for the WP at Pittsburgh, Pa., passed away on March 16. You will find this covered elsewhere in these columns, but you will not find mentioned the personal esteem in which Eddie was held by all who knew him. Eddie had two loves—his family and his railroad. He was loyal to both. He was a grand fellow. That he will always live in the memories of his friends is our tribute to him.

"therefore never send to know for whom the bell tolls; It tolls for thee."

Friends of the late **Frank Asprer** are planning to erect a suitable memorial over his last resting place, at Belden in the Feather River Canyon. Brother Dominic, an experienced artisan, has offered his services gratis in the preparation of a design for a grotto, or marker. Funds are now being raised for that purpose. **Emmett Dillon, Frank Ferguson, Jack Strachan, Marshall Boyd, Cliff Norden** and **Ted Still** are the officers and committee of the **Frank Asprer Memorial**. If you'd like to participate, you may contact one of those, or the editor.

We're indebted to **Adeline Svendsen**, editor, TROLLEY TOPICS, published under the direction of the Public Utilities Commission, for our cover photo in this issue. A bow to you, Adeline.

The Treasury Department's **Security Loan Campaign** starts April 15 and ends June 30. Why not sign a payroll subscription for the purchase of U. S. Savings Bonds during that period? You might like the idea and continue indefinitely!

Week of April 5th has been set for an intensive drive to collect **iron and steel scrap**. Right now that's precious metal. Will you do your part to build up this vital supply of scrap?

Harlan C. "Boomer" Ford, 2nd trick yardmaster, Wendover, was a welcome GO visitor March 17. **"Larry" Drake** is moving from Sacramento to Fresno as TFA for the WP. **"Herb" Spencer** has been added to the staff of FTAs at San Francisco. **Owen Stanley**, formerly office engineer for the WP at Sacramento, is now ass't transportation engineer for the PUC at San Francisco.

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

'T WAS THE DAY AFTER CHRISTMAS or STORM OVER THE METROPOLIS

by JACK EDWARDS, in collaboration with "The Phantom of the Subways"

★ December 26, 1947, started like almost any other New York winter day. It was snowing when we went to work and apparently had been for several hours, a desultory or purposeless sort of snow, a little on the wet side. The forecast was not alarming . . . clearing by early afternoon and colder. But it didn't clear. It kept on snowing.

About 3:30 or 4:00 o'clock in the afternoon other offices, in the course of business calls, asked if we were letting people go home because of the storm. Storm? . . . what storm? Certainly not! Why were they getting excited about a little snow?

At about 4:30 p.m. our conscience began bothering us a little and we dismissed all the suburbanites, wondering glumly the while what kind of a generation we are living in when a business office has to be upset because of a little heavier than usual snowstorm . . . present generation going soft, etc., etc.

We left the office (500 Fifth Avenue, at 42nd Street) a little after five to go to a cocktail party at 35th Street, near Third Avenue, where we were to meet the wife of our bosom. There were no buses running on 42nd Street, at least none came along, nor did any taxicabs.

We walked over to Third Avenue (four blocks), muttering about the sissiness of a town that let a little snow tie up traffic. The snow was a little deep even on 42nd Street. Well, we thought, at least the Third Avenue "El" will be running. But it wasn't. A big member of "New York's Finest" announced at the foot of the stairs that there were no trains running . . . no reason given.

We walked the seven short blocks to 35th Street. They seemed long and we began to notice then that in the narrowly shoveled out paths the snow was well above our hips.

Collecting friend wife, we started home almost at once. Twelve blocks south and one west. Walking along in the middle of the car tracks on Third Avenue, which were sheltered by the elevated structure, the going was not too bad. On the side streets we could see parked cars almost completely covered by snow.

After several blocks, we stopped to rest and listen. It was quiet, very quiet . . . the only sound that reached us was the laughter of children down out of the tenements for a frolic in the snow. New York, the greatest city in the world, was licked—not by an atom bomb, or by an enemy invasion, but by a quiet gentle snowstorm!

At about 10 p.m. the Fire Commissioner broadcast a special appeal, or warning, to turn out all Christmas tree lights and other ornamental electric illumination, stating that due to snow-clogged streets and stalled vehicles there were grave doubts that fire equipment could get through.

Private cars were barred from the streets and only trucks carrying fuel and food were allowed even to try to get through. It still snowed quietly.

We walked out on the street at about 11 p.m. The spectacle of Gramercy Park with its lighted Christmas trees was fantastically beautiful. Blanketed by snow, the vari-colored lights shining through it defied description.

We walked over to Fourth Avenue. The paralysis was complete; not a vehicle moved.

We had some fear about the effects of all this fresh, clean

air on our carbon monoxide conditioned lungs, so we took it easy at first to avoid a shock to our system!

It was a weird experience to see the effect of the storm. The roaring, clanging, horn-tooting city was like a ghost town! The people's voices sounded clear, as though coming over water.

It stopped snowing about 4 a.m. All transportation was affected in varying degrees, from serious delays to complete abandonment of service.

Before mentioning some of the after effects of the storm, **let it be noted in bold face type that, of all the modes of transportation, the two oldest methods came through with the best performance—steam railroads and the good old ferry boats!** Overhead trolley systems were next best. Third-rail operation was the worst hit and the poor Long Island Rail Road commuters took a terrible beating. Those who reached their home stations at all, even after delays of twelve to eighteen hours, were the fortunate minority. Hearings on the breakdown of the Long Island are still being held before the New York State Commerce Commission and are marked with much acrimonious debate.

The New York City bus lines and taxicabs did a complete fadeout. A few cabs were on the street Sunday night, asking just about double normal fares, but the buses did not show up until Monday or Tuesday, although most of the thoroughfares were open, after a fashion, on Sunday.

We never did learn whether the long delay in resuming bus service was a management or an employe idea. It is hard to say which is which here in New York, one having about as much to say as the other about running our transportation system.

However, we're inclined to award management credit for the decision, as we cannot believe the drivers would have missed this golden opportunity for such a Roman holiday of sadistic glee . . . splashing passengers with street slop and letting them struggle through snowdrifts; then slamming the doors in their panting faces!

The job of digging out was gigantic and statistically-minded people had a gala time figuring out how much it cost in tens of thousands of dollars per inch to remove the snow.

We would like to report that New York did a heroic job of cleaning up, but it didn't! It acted like a frustrated old woman, running around in circles wringing its hands.

The papers went on a spree of human interest stories and the city did not really snap out of it until Mayor O'Dwyer (back from a shortened California vacation) remarked, in great understatement, that New York had nothing to brag about! Three days after the storm, vehicles were still standing wherever they had become stalled, fuel supplies were running short, food supplies in local stores were critically low, impassable streets had reduced fire and police protection far below the danger point and garbage collection had been abandoned for an indefinite "time being."

Thus the city of super-superlatives, with the largest this and the tallest that, the greatest brain center of the world, was effectively strangled by Mother Nature with a soft, white, silken glove!

Pacific Railway Club

★ Next meeting will be at Los Angeles, April 8 . . . topic "Mass Transportation"; speakers Operating Manager B. M. Larrick, El Paso City Lines; and Gen'l. Supt. T. L. Wagenbach, of Pacific Electric Railway.

May meeting will be held at San Francisco on the 13th. Details later.

Again we urge WP people, with time and a yen for interesting educational discussions, to book themselves for these meetings whenever possible. Tariff: Zero. Benefits: You tell us after attending!

Western Pacific Club Dance

PALACE HOTEL—APRIL 24

★ The Western Pacific Club is holding its annual Spring dance at the Palace Hotel, April 24. Larry Cannon, his orchestra and vocalist, Donna Craig, will provide the music for us in the Concert Room from 9 p.m. to 1 a.m. Tickets are \$3.60 a couple. Dress: Business suits for men and, for the ladies, whatever they prefer! All WP, SN and TS employes are invited. Why not get your tickets and enjoy the fun, instead of regretting later your failure to make it?

Hy-Lites

By JACK HYLAND

was summoned and captured the ferryboat about 500 yards off shore, and returned it to its anchorage.

February 18th was a "Great Day" for **Ruth Dorsey** (Traffic), because a landlord telephoned her and said . . . "We have an apartment available that you can have if you still want one." Needless to say, after advertising and waiting for over six months, the answer was "yes," and now they (including husband **Dean**) are very happy.

Was sorry to learn that **Chas. Dooling** (Attorney) had to make a hurried trip to Los Angeles over the Washington Birthday holiday . . . to be with his daughter **Faye**, and son-in-law **Joseph Lacey**, who were both severely injured in an automobile accident in the southland. We truly hope they will recover real soon, and without any ill effects.

A cute card was received last month, indicating . . . "It's a girl," for the **Kenny** and **Muriel Baird** (formerly Treas. Dept.) family. Daughter "**Linda Joyce**" arrived on February 17th, weighing 7 lbs. 3 ozs., and we are sure this addition—will make a very happy threesome.

On February 19th, while bowling against the "W.P. Ducks" team, **Bill Wilkinson** (Asst. Car Foreman—Oakland) went upon a bowling "spree" knocking the pins down for a terrific "653 series". Bill's efforts topped the W.P. Bowling League's all time high of "636" established by "yours truly" at Broadway-Van Ness Alleys back in 1941. Congratulations **Bill**, and we know you'll do even better at Detroit next April 15th and 16th during the **A.B.C. Tournament**.

With the close of business on March 31st, **William "Bill" Friborg** (FTA—San Francisco) bid adieu to the Western Pacific, and on April 1st commenced interviewing "new accounts" for his new employer . . . **Hill & Morton** (Lumber Brokers), Oakland, Calif. Bill has gained many friends for the Western Pacific during his 11½ years service, and while we wish him great success in his new position, which will require traveling (between Salinas on the south, and Santa Rosa on the north), we know many new friends will be acquired.

For **Patrick "Pat" Tobin** (For. Frt. Agt.), the month of March will be long remembered . . . for not only had his health sufficiently improved to enable his return to the office, but the many greetings and messages received from his numerous friends on his "61st birthday" last March 16th, (together with St. Patrick's Day), made it a perfect month.

Last month . . . **William "Bud" Taber** (Hostler—Oakland) decided to take a drive (in his new Buick) on the San Francisco side of the Bay, and while sitting perfectly still (awaiting the changing of the traffic signal light) on the Bayshore Highway, had the misfortune of having another automobile smash into his car.

The honor guest . . . **Mrs. Mary Rauwolf** (since February 4th) was introduced to the many friends of **Frank Rauwolf** (Frt. Claim) at a "cocktail party" held at the home of **Emilie** and **Bill Temple** (Frank's cousin) in El Cerrito last February 29th. Those of the Gen. Offices attending included . . . **Mrs. and Hal Nordberg**, **Mrs. and Herb Spencer**, **Mrs. and John Carroll**, **Mrs. and Frank Schmalenberger**, **Janie** and myself.

For the majority of us . . . March 17th was St. Patrick's Day, but to **Lois Dragoo** (Pass. Bureau) it was even more eventful, for on that day she was completing her "28th year" of continuous employment with the Western Pacific. We extend our congratulations, and hope we haven't made it too difficult for her, by requesting passes over a certain railroad, when we (naturally) meant another line.

Just learned the other day, former Western Pacific employe . . . **Irv Abramson** now located with **Standard Brands, Inc.**, is editor of the "**Pagu Patter**", a monthly issued by the Phi Alpha Gamma Upsilon, for Students and Alumni of the Golden Gate College School of Traffic. Noticed within the issue received (which was a darned good one) mention of **Pennel Abbott** and **Charlie Alexander** (both W.P. traffic).

Olga Cagna (Traffic) came down to the office on March 2nd, wearing the so-called "new look" and even more so . . . for later during the same day the doctor informed her, she had the "measles." Anyway, she returned to the office on March 22nd . . . and "looked" alright.

Treasury Dept. friends were greatly surprised last March 18th when **Marilyn Fullmer** (formerly Treas. Dept.) dropped in with her little daughter . . . "**Nancy Marie**," now weighing considerably more than the "even six pounds" registered on her arrival (January 15, 1948).

We are glad to learn that **Mrs. Julia Currey** (Traff. Dept.—Jimmy Currey's mother) is feeling much better after a long seige of illness, and we know that Jim's attentive assistance has aided as much (or more) as any doctor's prescriptions.

The month of March was just "chuck" full of events for **Manuel Bettencourt** (Psgr. Traffic) for on March 7th, he and **Mrs. Mamie Bettencourt** celebrated their "9th" wedding anniversary, and then again on March 23rd—he had to celebrate his "62nd" birthday.

If anyone happened to see those very, **VERY BRIGHT GREEN** ties worn last March 17th around our building, and wondered who (or whom) was wearing them . . . it was **Johnnie Fleming** and **Tommy Baldwin** (both Treas. Dept.) and **Eugene Macomber** (Traffic). **Jim Dillon's** (Payroll Accts.) and mine were considered quite tame—after seeing the other ties.

Wendover Wires

By Elsie Hart

George A. Lorenz, retired engineer, had his picture in the Salt Lake Tribune recently. He, with other Spanish American War veterans, were shown engaged in the ceremony of presenting a medal to Past Commander **Harry N. Austin**. Either the picture flattered **George**, or he gets younger looking all the time!

Wayne E. Buckley, dispatcher, Elko, is back on the job after a session in the Elko Hospital where he underwent surgery.

Ben Lambert is the new relief clerk. The boys (and girls) in that department are now getting their days off. Wonder when they'll get around to telegraphers?

Dick Wilson, beanery cook, retired February 29th. We wish him many years of good health and happiness.

Alfred Jensen, head dishwasher, spent his vacation in San Francisco, where he said he intended to join the Lonely Hearts Club, according to **Dave Altop**. We're anxious to hear how he made out down there.

Our most sincere sympathy to **Mrs. Arch Graham** and family on the sudden passing of **Arch Graham**, former switchman and yardmaster. **Graham** was employed at the Bonneville potash plant at the time of his death. The funeral was held at Tooele, Utah.

Telegrapher **Frank J. McHenry** relieved **Shirley Brown** at Wendover for a few days while she enjoyed a session with her dentist. Ouch! **McHenry** left to take his new assignment as relief operator at Herlong and Doyle.

Chief Dispatcher **George W. Naylor** sustained a painful injury when he fell and fractured his left elbow.

Our new switchman is **Raoul W. Legare**, who came to the WP from Geneva Steel. **Mrs. Legare** and two small **Legares** have now arrived in Wendover where they will make their home.

Clyde Woodhead, foreman of B&B gang No. 3, and his men installed a new floor in the roundhouse office during their recent stay in Wendover. They also put up guard rails and new platforms around the cinder pit, among other improvements, making it a little less hazardous to work around there.

Jack (J. C.) Combs, now working in Sacramento, was through Wendover on his way to Salt Lake City on business recently. He passed around some of those luscious California oranges to the boys.

Henry Wallock, roundhouse clerk, circulated around collecting for the **March of Dimes** and dug up about \$100. Good work, "Heinie."

The roundhouse forces are busy dismantling the stationary steam engines now that electric motors have been installed. And it wasn't so long ago everybody got along with coal oil lamps in Wendover, remember?

Elko Echoes

By Nevada Michelson

★ The annual Fathers-Daughters banquet, held by the Rainbow Girls of Elko, brought out the following Western Pacific fathers and daughters: **Janet Eche-gon**, father **Jean Eche-gon**, engineer; **Janet Lucas**, father **Bill Lucas**, brakeman; **Patricia Murphy**, father **Johnny Murphy**, timekeeper; **Virginia Zent**, father **Willard Zent**, roadmaster; **Gerald Scott**, Elko roundhouse, was the guest of **Patty Samon**; **Albert Olin**, Elko roundhouse (retired) was the guest of his granddaughter, **Barbara Young**; **Mary Contri**, daughter of **Larry Contri**, night chief dispatcher at Sacramento, was accompanied by her uncle **Edward Cox**, fireman; **James Branch**, switchman, the guest of **Elnor Rose Abbott**, was also included in the list of special guests. Jim is Worthy Patron of the Order of Eastern Star at Elko. **Norma Lou Moldenhauer** was accompanied by her father, **Adolph Moldenhauer**, signal supervisor, while her sister **Marlene Moldenhauer** had for her guest their uncle **Earl Frantzen**. Earl is the husband of **Gene Frantzen**, war-time secretary to the division engineer. **Dyan Miller**, daughter of **Blanche Alexander**, telegrapher in "KN", was accompanied by her father **Paul Alexander**, and **Mary Todd Michelson**, sister of **Leland Michelson**, assistant chief clerk and daughter of ye scribe, had for her guest her brother **Ralph Michelson**. **Sid Tremewan**, former ticket clerk at Elko, was a special guest, being a member of the Rainbow Advisory Board. Ye scribe also was a special guest in our official capacity as Mother Advisor of the Rainbow Assembly at Elko. **Dolly Jane Clark**, daughter of **Keith Clark**, was the Western Pacific's contribution to the entertainment, playing several selections on the accordion. We could write a paragraph on the versatility of many of the WP girls in music, and outstanding among them would be **Dolly Jane**, who is an accomplished pianist and also excels on the xylophone.

We of the Eastern Division are very proud of the plaque which was presented to us by **Homer Bryan** in recognition of our efforts in accident prevention during the year 1947. We are happy that **VP&GM Mitchell** remembered us with a message of congratulation. But most of all, we are happy that there were no fatal accidents on this division during the year just passed. Many of us are very small cogs in this huge industrial wheel. To the roundhouse employes and their supervisory officials

... to the trackmen and the roadmasters ... to the men in the division engineer's office ... to the employes of the signal department ... to the train and enginemen ... to the trainmasters and road foremen of engines ... and to the dispatching forces and telegraphers ... our sincere thanks for maintaining a never-ending vigilance over the safety of human life. Yours are thankless jobs ... seldom given commendation. Again, we say "Gratias, ex animo"!

Our congratulations to **Paul Elieson** who has been appointed B&B supervisor. We're always happy when promotion is given to the one who has earned it and we'd say Paul has genuinely earned this recognition. And while we're passing out the bouquets, our congratulations to "**Bill**" **Howell**. We hope both Bill and Blanche will be very happy in their new location.

It's with a feeling of happy anticipation, yet sad regret, that we say farewell to **Guy Blair** ... happy anticipation in that we know Guy is planning to travel extensively and do the things he's never had time to do before ... and sad regret in knowing we'll not be seeing his smiling countenance and we'll not be hearing his cheery "hello." Our most sincere wishes for many, many years of good health and happiness, Guy.

Nicholas Adam Schoeplein Promoted to Ass't. AF&PA

★ "Nick" Schoeplein, recently promoted to the post of ass't. auditor of freight and passenger accounts, was born at Cincinnati, Ohio, December 16, 1906, and entered WP service as an interline clerk on June 7, 1923.

Our congratulations to "Nick," with the usual parcel of good wishes for continued success.

East Bay Notes

By Margery Glatt

★ A farewell dinner in honor of **Edgar A. Thompson**, who retired March 1st, was held March 5th at the Villa De La Paix in Oakland. Over sixty guests were present, with **Harry Glatt** as master of ceremonies. Thompson was given a lovely clock by the marine department, a table model Philco radio by bay area employes and a beautiful floor lamp by San Francisco employes. Not to be forgotten was the miniature set of gardening tools presented by **Ed Moss**. Due to the efforts of **Ed Moss**, who was chairman, and his two very able assistants, **Irma Piver** and **Hazel**

Petersen, the dinner was a huge success.

In our "Bad Order" department this month we find **Harvey Naylor**, passenger depot, who has undergone a spinal operation at St. Mark's Hospital in Salt Lake City. Son Don tells us it was quite serious, but we hope Harvey's recovery will be a speedy one. **Mike Lewis**, who has suffered greatly from arthritis, had his knee operated on early this month and is at St. Joseph's Hospital. I know everyone will join me in the hope that this operation will alleviate the terrible pain we all know Mike has endured for so long.

Congratulations to **Lloyd Swanson**, mechanical department, who joined the newlywed ranks last month.

The arrival of **James Peter**, February 21st, weighing 7½ lbs. was an occasion for **Peter Capponi**, carman helper, as Pete is now a grandpa.

Frank Rowe, freight traffic agent, is on the expectant father list and will welcome the new addition some time this Fall. That long-legged bird will also pay a visit to the **Mike Johnson** residence late this summer.

A welcome visitor to the Oakland traffic department recently was **Bob Runge**, who, from all reports, seems to be getting along very nicely.

The Stockton Grapevine

By Velma Prentiss

★ The AABS Instruction Car, under the direction of **Paul Jenner**, was at Stockton the week of March 15th to instruct employes on AABS Rules prior to becoming effective between Carbona and Ortega March 17th. Now all territory between Ortega and Niles is AABS.

Pete Calcaterra, who has been off work for over a year due to illness, has returned to work at the freight office.

Due to his WP position at the Stockton Naval Base being abolished, **Bob Pratt** has gone to work at the freight office. Before going to the Naval Base, Bob saw most of his service at Stockton Yard. **John M. Rustan** is now at the freight office, this also due to his position at Lyoth being abolished.

Rader Williams has left the freight office and is now working as assistant chief clerk on the afternoon shift at Stockton Yard. **Greta Starr** also left the freight office and is one of our PBX operators at the Yard.

Bob (R. L.) Runge, TF&PA, is now back at work after being off for a few months due to injuries received in an automobile accident. Bob makes frequent appearances at the yard office again and all his friends are happy to see that his progress has been so rapid.

The much publicized "**Hobo Basket**" arrived in Stockton on the 19th. This basket was originated on the Southern Railway at Birmingham, Alabama, for the convenience of railroad men to make their contributions to the "**March of Dimes**." The basket has been delayed considerably, as it has been on its way to San Francisco for at least the past three months!

A WOOD-WORKING PLANT IN THE DESERT

By BERNARD C. HARTUNG

Personnel Manager, Vaughn Millwork Company

★ An idea in the mind of Fred D. Vaughn, veteran Southern lumberman, resulted in the construction and full-scale operation of one of the largest, if not **the largest**, window production plant in the entire United States. The idea was simple enough; Vaughn merely wanted to get close enough to the Sierra Nevada so he could be assured of a year-round supply of desirable lumber (Ponderosa pine) and, at the same time, enjoy adequate transportation facilities. A number of locations in California were investigated thoroughly before Vaughn decided on the Reno site but he finally concluded that the weather, and other predominant factors, favored the "Biggest Little City." A lot of people thought he was making a mistake, because of the "open enterprise system" prevailing in Nevada, and the free and easy life of its inhabitants, but one year's operation has proved that the Southern lumberman's judgment was good.

Previous to the establishment of his plant in Reno, Vaughn had been shipping the rough lumber all the way across the country to Rocky Mount, Virginia. This resulted in appreciable shrinkage and waste loss by the time the lumber reached the manufacturing stage and he felt it much more desirable to do the milling at the source of the raw material and ship it in knocked-down form to the assembly plant at Rocky Mount and to their distributors in the middle-west and east. More and more eastern firms are beginning to see the logic of this procedure.

The raw materials needed to operate the big Vaughn plant at Reno, are procured principally from the sawmills in the northern California area, including such centers as Placerville, Quincy, Chester, Susanville and Loyalton, with some of the lumber coming from as far away as Oroville and Redding. A small amount of stock is also purchased from southern Oregon . . . the Medford and Klamath Falls districts.

As indicated previously, Ponderosa pine is used chiefly in the manufacture of the window units made up at the Vaughn plant. This means that in order to obtain 25 to 30 million feet of desirable Ponderosa annually, the company must purchase an additional 50 to 60 million feet of fir and lower grade pine to assure themselves of the desirable cuts. This 30 million feet of No. 3 shop or better (pine), necessary to keep the plant in full operation, requires that there must be an inventory, or stock pile of lumber, of some five to seven million feet in the yard at all times. From 100,000 to 150,000 feet of lumber is surfaced and machined each day in order to maintain an output of from 3,500 to 4,000 window units. These are the figures that lead us to believe this plant is the largest window manufacturing mill in the country.

It must be understood that not all of the surfaced or cut lumber is machined into sash parts, because an appreciable percentage of this is not usable for sash or frame, but is made into moulding, flooring, shook and other products.

When the raw lumber arrives in Reno by rail or truck, it is immediately stacked in the twenty-acre yard adjacent to the big plant, where it is given additional air-drying, or proper warehousing. When ready for the cutting room, it is moved by straddle-carrier to the asphalt platform in back of the plant and is scheduled for surfacing or planing at the earliest moment. During this process, the lumber is again regraded and stacked in small bundles and made ready for the rip and cut-off saws.

Situated directly in back of the cut-off and rip saws, is a five-foot leather belt, which receives all cut-stock material as it leaves these saws. This conveyor moves it directly into the sorting department, where the stock is separated and stacked into convenient piles for removal by small motorized lifts, to either the cut-stock warehouse, or directly to the machining department. In the latter section, the stock is stacked directly back of the machines and is moved up by gravity-rollers, where the operator can conveniently handle same and feed it into the moulders or other units. There are five high-speed motors, two double-end Tenoners and an automatic mortiser in constant operation in this machine department. These are supplemented by equalizers, relishers, bar-stickers, dadoses and sill-luggers. The former are operated at speeds ranging

from 80 to 150 feet per minute, depending primarily upon the type of stock being used.

Directly back of the aforementioned machines, are a series of manual and automatic tie-up units. Here the stock is bundled into convenient packages and immediately placed upon a gravity conveyor, which moves them rapidly into the dip tank. In this operation, the bundles are immersed for a period of not less than three minutes and are then moved to a drip-rack and from there into the shipping department warehouse. It is well recognized that this dipping procedure insures the frame and window parts against shrinkage and termites and also provides an excellent prime coat for painting. This explanation will indicate that the entire operation at the Vaughn plant is based on speed in production, with maximum attention to the quality of materials turned out.

It only requires about five minutes for the lumber to go from the cutting department into the finishing machines and finally into the dip tank, all of which means that little time is required in converting the desirable lumber into complete window parts. We told you previously that about 3,500 to 4,000 units were being turned out daily at this plant and this should reach a consistent level of the latter figure by the 1st of January. Sixty percent of this production is shipped K.D. (knocked down) to Clinton Vaughn's plant in Rocky Mount, Virginia, and the remainder is sent to wholesale outlets throughout the country. About twenty to twenty-five percent is retained for distribution to the six Western states.

The main product turned out in the Vaughn plant is the now universally recognized R.O.W. "friction type" window. This sash was little known before the war, but during the last six or seven years has gained considerable recognition as one of the best economical wood window units in the world. The following features bear out this contention:

The elimination of weights and pulleys permits streamlined narrow-mullion construction, that gives maximum daylight, narrow-line trim and more wall space. These units have been installed by the millions in the eastern part of the United States and are rapidly being accepted in the middle-west and along the Pacific Coast. One of the unusual features of the unit is that it can be removed by simple pressure against the spring-cushion, for cleaning or painting. Yet, when locked, it cannot be removed from the outside. The sash in these certain type windows, fully stripped, operate freely in non-corrosive metal tracks.

During recent months, new additions have been made to the factory in Reno, including a new matcher or planer shed, which houses a brand new woods planer; and the 60x400 feet assembly building, which is now putting together 750 to 1000 completed sash and frames per day. This latter concern is known as the Rocky Mount Manufacturing Company and has the assembly and distribution rights for all R.O.W. units manufactured at the Vaughn plant for the Western states.

Two new dry kilns 30x105 feet each, to be completed by the first of the year, will facilitate the handling of the vast amount of raw and green lumber which is received at the plant each day. They will be constructed under the direction of the Moore Dry Kiln Co. and will contain the latest available features.

Fred Vaughn and his associates plan to make this plant one of the finest volume-production mills in the entire country. This will undoubtedly be achieved by constant installation of modern equipment and machinery, which has been the practice at the mill since its inception. Present officials of the Vaughn Millwork Company are:

Fred D. Vaughn, President
James C. McIntosh, General Manager
Darwin T. Vaughn, Sr., Assistant General Manager
Clarence O. Watson, Office Manager
Harris E. Vaughn, Plant Engineer
Glen G. Ainsworth, Manager, Lumber Department
Bernard C. Hartung, Personnel Manager
Mrs. Pearl O'Boyle, Traffic Manager
Wesley W. Griffith, Superintendent of the Plant

(Continued on next page)

Wood-Working Plant

(Continued from page 6)

The West Coast assembly operations are handled entirely in the new 60 by 400 foot structure situated some 200 yards south and west of the Vaughn Manufacturing plant. Assembly production is the theme in this building, with the various sash and frame parts entering the east end of the building and transported on different conveyors to the six different operations, i.e., metal installations on jambs, spring installation, frame assembly, rail, stile, and mullion assembly, dropping and pointing glass, and finally glazing. There are other necessary operations such as sanding and pinning which are taken care of in connection with the assembly jobs. The greater percentage of windows put together at the assembly plant are shipped K.D. (knocked down) in specially designed boxes to wholesale houses in the six Western states. This particularly applies to the frame parts.

The assembly operations are under a different management than the Vaughn Millwork Company. That particular company takes its name from the original plant in Rocky Mount, Virginia, and is known as the Rocky Mount Manufacturing Company of Nevada. A. L. "Al" Kerper is General Manager, Ned Kent, Sales Manager, and William R. Dempsey is in charge of production.

Edward Smyth O'Brien

★ "Eddie" O'Brien, general agent for the Western Pacific at Pittsburgh, Pa., for the past eight years, passed away in that city on March 16. Born at East St. Louis, Missouri, Eddie was in his 51st year. He was a World War I veteran. After sixteen years with the C&E and the Frisco, he entered WP service at Chicago as a passenger and freight traffic agent on May 15, 1936.

A thorough and efficient worker; a friendly and congenial associate, Eddie will be sorely missed by his many friends.

WP Bowlers to ABC at Detroit

★ The "Exposition Flyers" will roll in the American Bowling Congress at Detroit on April 15-16. Leading the WP bowlers on the Fairgrounds Coliseum alleys will be Capt. Harold Heagney, ably supported by Pete Casey, Lee Brown, Bill Wilkinson and Jack Hyland from general office departments and the car department at San Francisco and Oakland. We know the competition will be tough, but our good wishes ride with them.

Guy Merriman Blair Retires

★ Guy M. Blair, WP agent at Elko, Nevada, for many years, retired March 1. Guy was born at Manning, Iowa, Feb-



ruary 16, 1883, and came west in 1905.

He began his railroad career with the WP at Winnemucca, in August, 1910, as a crew caller; later working as yard clerk, trainmaster's clerk, ticket clerk and cashier. In December, 1913, he moved to Elko as cashier and was promoted to agent in August, 1914, holding that post until retirement, except for a slight interruption during World War I. Guy has many friends in Elko, for he was one of those all too rare railroad agents who believe in friendly service to the public!

A member of Kerak Shrine of Reno; of the Reno Shrine Band; of the Elko Elks Lodge; official scorer for the softball games at Elko; and an avid fisherman . . . we suspect perennially pipe-smoking Guy Blair will enjoy retirement as few can. We hope he does.

Western Pacific Railroad Employee Retirements

Blair, Guy Merriman	Agent	Elko
Flaherty, Patrick	Switchman	Sacramento
Krulic, Valentin	B&B Miner	Western Division
Lewallen, Coleman W.	Switchman	Stockton
Nelson, Don V.	Telegrapher	Stockton
Nickols, Amos Emanuel	Engineer	Winnemucca
O'Riley, Patrick	Track Laborer	Hogan
Rada, Victoriano David	Sheet Metal Worker Helper	Winnemucca



—Photo by John H. Kaler

TESTIMONIAL DINNER FOR EDGAR A. THOMPSON

Group gathered at an Oakland dinner, March 5, to honor Edgar A. Thompson, who retired as terminal trainmaster on March 1. Standing in the background are **Edgar** and **Mrs. Thompson** (center); Car Foreman "**Ed**" **Moss** (left) and Chief Clerk to Terminal Trainmaster **Harry B. Glatt** (right). Others you may identify, reading more or less from left to right (!), are **Oscar Larson**, **Jim Dillon**, **George Raab**, **Fred Bagge**, **Al Rowland**, **Russ Cleland**, **Tal Kelly**, **Leroy Foster**, **Harold Wyman**, **Leo Morris**, **Bill Good**, **Enos Souza**, **Louis Evans**, **George Lewis**, **Bill Wilkinson**, **Dave Spowart**, **Tony Day**, **Albert Salomon**, **Louis Major**, **George Keyes**, **Tom Nelligan**, **Ray Rich**, **Doris Browne**, **Pete Casey**, **Orvel Hatfield**, **Hughie Allen**, **Fred Thompson**, **Hazel Petersen**, **John Connolly**, **Ed Gallagher** and **Henry Fegley** (at the "head table"). There, but not seen, were **C. E. McDonald** and **Henry Stapp**, but we do think we spot **Margery Glatt**, our Oakland staff reporter! Our regrets to those we can't identify, but we weren't there in person!

**RENO (Nevada) PLANTS OF THE VAUGHN MILLWORK COMPANY
(RIGHT CENTER)
AND ROCKY MOUNT MANUFACTURING COMPANY
(LOWER LEFT)**

