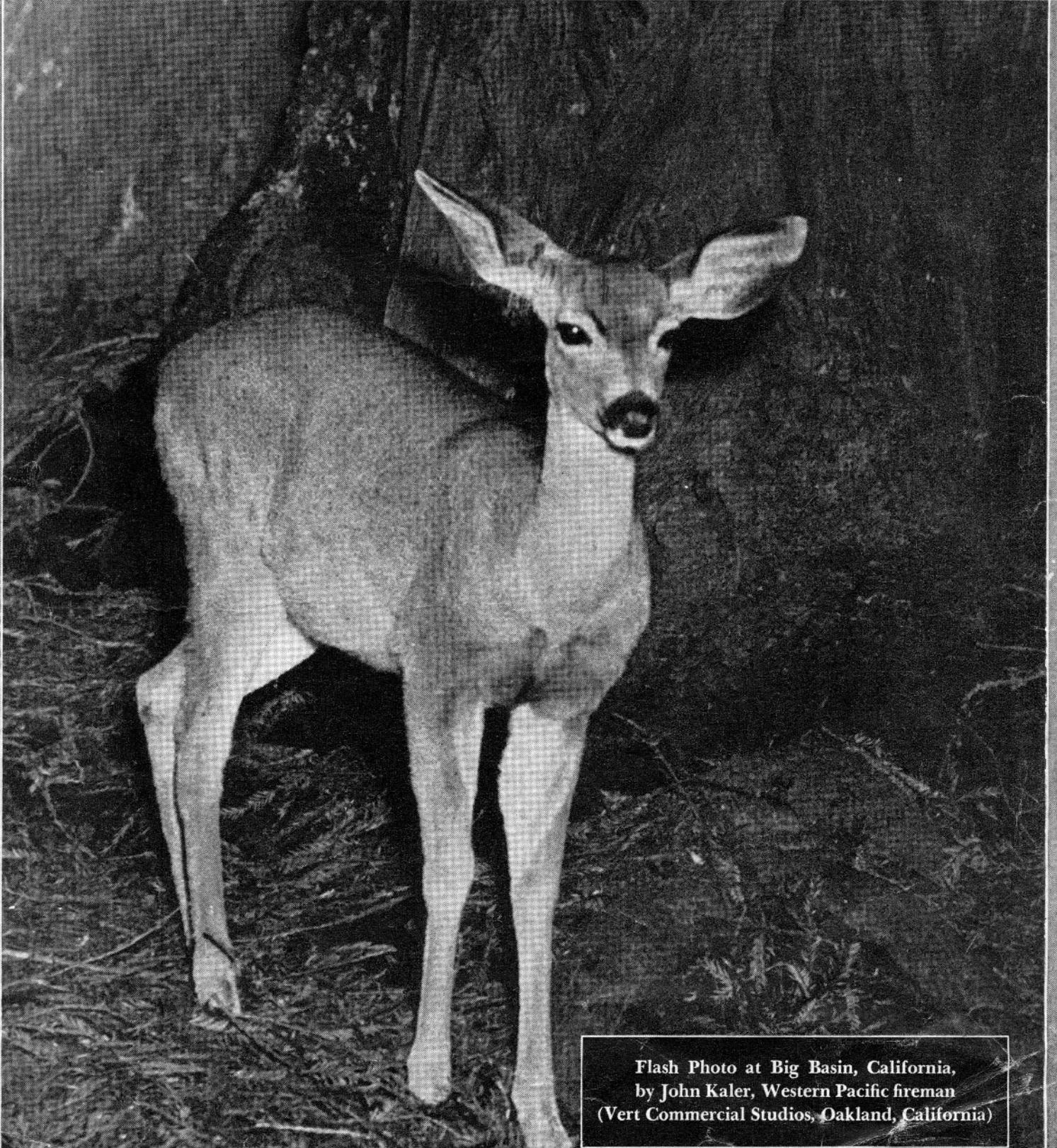


# The Headlight

Volume 8

AUGUST, 1948

Number 8



Flash Photo at Big Basin, California,  
by John Kaler, Western Pacific fireman  
(Vert Commercial Studios, Oakland, California)

# Random... Views and Reviews

by The Editor

★ We pounded out a few thoughts on Independence Day 1948 for inclusion in a small special issue we had in mind, but circumstances beyond our control killed our idea, but not the thoughts. So we're going to try them on you. This is what we wrote . . .

"Last month, Speaker **Joseph W. Martin**, of the House of Representatives, talking informally to a group of industrial editors in the nation's Capitol, urged them to preach Loyalty, Tolerance and Unselfishness.

"Loyalty . . . Tolerance . . . Unselfishness. Are they unattainable? Not if we set our minds along the right paths. Not if we start at home with domestic tranquillity; not if we demonstrate Americans' loyalty to each other, tolerance toward all and unselfishness as an example to the rest of the weary world . . . an example of a strong people, humble in their strength. We must be prepared for whatever comes; but, being so prepared, let's not flex our muscles.

"Those of us who prate so glibly of our atomic power in World War III, do we realize the ghastly horrors of such a holocaust? Do we lend any thought to the financial, moral and physical insolvency which will encompass the world of human life we now know, if indeed any life remains following such a conflagration?

"Ours is yet a strong nation . . . one of the very few in the world. Would we sell our glorious birthright for a blighted landscape? Do we want our children and our children's children to enjoy whatever blessings the joy of peace may still produce? Then let us, by demonstrating a tolerant and unselfish attitude toward ALL, guide our destiny along the path of World Peace I . . . and God grant it lasts forevermore, voiding the final insanity of another world war."

To hear the radio debut of "**Wheels a-Rolling**," official song of the **Chicago Railroad Fair**, which opened July 20 and will run throughout the summer, we tuned in Mutual's KFRC the night of July 18th and we heard baritone Donald Gramm "give" nobly. Guess it was all right, but, with all the good feeling in the world toward the composers, Mr. and Mrs. Philip Maxwell, of Evanston, Illinois, we think **Emmett Fitzpatrick**, editor of the SP Bulletin, as well as composer and lyricist in his own right, could have done better! **Major Lenox R. Lohr**, president of this Fair, would probably revoke our pass, if we had one, for this heresy! In spite of which we think, if at all possible, that you should make the 10-minute trip from Chicago's Loop to take in this great railroad fair. For eighty-five cents you can get into the Fair grounds, see the giant pageant "Wheels a-Rolling" and ride on the narrow gauge railroad system. All other attractions are free. It will, of course, cost you probably a couple hundred dollars to make the round trip to Chicago, but we assume you aren't in a quibbling mood.

We're glad to note the formation of the **Feather Merchants of Portola** (**Roy Beik**, president) for the purpose of promoting the **Feather River Wonderland**. This looks like a large step in the right direction. President Beik appointed a publicity committee. We haven't heard from them! But we refuse to believe the obvious!

Department of Personals . . . We thoroughly enjoyed recent trips on 1 and 2 with Steward **George B. Watson**, a Kentuckian. They had to be recent . . . he only joined our dining car department July 7! **Homer Bryan** showed us a June letter written him by Retired Brakeman **Joseph L. Washburn**, a South Dakotan, now living at 619 East Jackson Street, Hillsboro, Oregon. Joe retired December 15, 1947, after more than 37 years of WP service. "**Red**" **Kump**, of Elko, should be appointed traveling vice president in charge of repairing "hot" cars. Why not? Any more capable candidate? "**Jim**" **Lynch** (Jr., that is), student at the University of Nevada, apparently did very well with a paper he prepared on the history of the Western Pacific. Good! Jim tells us, too, that **Bert Hazlett** and the members of our switch crew at Reno are to be complimented for exhibiting the local 1,000 h.p. Diesel-electric switcher at the University's annual Engineer's Day. Consider yourselves complimented, boys . . . by us, anyway! We regretted missing **Harry Gibson**, retired conductor, when he dropped into our office on July 22. That's the penalty we pay for not staying put! But we're glad to note from **Elsie Hart's** column that Harry looks as good as ever.

We lost that 50c bet referred to at bottom of column 1, page 5, of the July issue! Among those who called our hand were **Frederick D. Messinger, Sr.**, switchman, and Engineer **Louis J. Fischer**, both of Portola; **Fred McMullin**, general agent, Portland; **Henry Van Ells**, a New York friend of ours; and several good friends at GO who don't need the publicity!

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## THE HEADLIGHT

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★

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**WATCH FOR THE NEW**

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

# California Zephyr

## Roy Everett Larson New WP Treasurer; Axel F. Rintala Promoted

★ Roy E. Larson was elected treasurer of the Western Pacific Railroad and subsidiaries effective July 1.

Born at San Francisco, November 28, 1900, Roy's first work was with Baker & Hamilton in 1915. Shortly after, he went to the Union Trust Company (now a branch of Wells Fargo Bank and Union Trust).



ROY LARSON

On September 5, 1917, entered the WP treasury department as a clerk, serving subsequently as paymaster, cashier and assistant treasurer, the post he held until his recent promotion.

Roy is married and his daughter Barbara is a student at the University of California at Berkeley. He is popular with all his associates, whom we join in wishing him every success.

Axel F. Rintala was elected assistant treasurer, succeeding Roy Larson, on July 1.

A native of Brooklyn (yeah!), N. Y., born there September 14, 1907, he entered our treasury department January 4, 1927, as a

junior clerk and, advancing through various clerical positions in that department, was appointed assistant cashier in 1938.

In 1942, he was promoted to cashier; then to chief clerk in 1947, holding that post until his recent promotion.

An old hand at basketball and a better than fair golfer, Axel has interested himself in many of Western Pacific Club's athletic activities.

Our congratulations to him plus all good wishes.

## Vanskike - Flaig - Moran Receive Promotions

★ Walter Elroy Vanskike, Carl Hugh Flaig and Timothy Aloysius Moran were promoted to chief clerk, cashier and paymaster, respectively, in the treasurer's office on July 1, resulting from the Larson-Rintala promotions.

"Van," born at La Belle, Mo., August 30, 1909, entered WP service Dec. 1, 1927; was appointed paymaster in 1938 and cashier in mid-1947.

Carl was born at Niles, Calif., June 1, 1911, first worked in our accounting dept. August 19, 1929; transferred to the treasurer's office in '34; and was appointed paymaster in 1947.

"Tim," a native San Franciscan, born May 23, 1917, entered our employ June 19, 1935; enlisted in the U. S. Coast Guard in September, 1942. He was honorably discharged November 20, 1945, and returned as accountant in the treasurer's office about a month later.

Our best wishes to all three.

## Vernon Wilfred Geddes

★ Vernon W. Geddes was appointed ass't. auditor of freight and passenger accounts for the Western Pacific effective July 1.

Another native San Franciscan, Vernon was born June 25, 1910, was graduated from that city's Commerce High School and entered Sacramento Northern service December 18, 1928, as junior clerk under Auditor F. A. Swerger.

Vernon entered WP service via that road's taking over the SN accounting in June, 1931, and subsequently he handled various desks until his appointment as head clerk—affiliated lines, the position he held until his recent promotion.

He was in the first class graduated from the Commerce High evening school traffic course under Traffic Manager N. E. Keller, of the Pacific Portland Cement Company.

Vernon's many friends at GO wish him all possible future success.

## Leo Joseph Gosney Elected General Auditor

★ Leo J. Gosney was elected general auditor of Western Pacific Railroad and subsidiaries, effective July 1.

He was born at Lyonsville, Calif., September 3, 1903, and was first employed by the Sacramento Northern at Sacramento in 1919, subsequently seeing some service with the Southern Pacific in the same city and with the Diamond Match Company at Stirling City.

Leo returned to the SN in 1923, eventually becoming head accountant. His WP service dates from June 1, 1931. He was promoted to traveling accountant in '37; to special accountant for the general auditor in 1940; and to assistant general auditor in 1946.

## John Robertson Strachan

★ John R. Strachan, who succeeded Gosney as assistant general auditor, came to the WP August 1, 1929, as traveling accountant and was appointed ass't. to the general auditor in 1944.

Prior to Jack's employment with WP, he was engaged in public accounting for two years, before which he was with the Frisco road at St. Louis for 18 years as joint facility traveling accountant, acting chief clerk—disbursements, chief clerk—payroll accounts, chief clerk—bills and vouchers and chief clerk of analysis dept.

Jack was born at Fraserburgh, Aberdeenshire, Scotland, July 9, 1897; received his education in the grammar schools, St. Peter's Episcopal High and Fraserburgh Academy; furthering his education in the study of accounting at St. Louis and completing the studies with the International Accountants Society.

## William Gerald Levy

★ William G. Levy was appointed auditor of freight and passenger accounts for the Western Pacific Railroad, effective July 1.

Bill, a native San Franciscan, was born May 5, 1904, was graduated from that city's Polytechnic High School in 1921, began his railroad career with the Southern Pacific in January, 1922, as a clerk in the passenger accounting department and entered WP service June 28, 1923, in the same capacity.

He was appointed ass't. auditor of freight and passenger accounts September 7, 1937, holding that post until his recent promotion.

Nicholas A. Schoeplein, whose promotion to ass't. auditor of freight and passenger accounts was announced in our April, 1948, issue, on July 1 assumed the duties formerly performed by Bill.

Hearty congratulations and best wishes to both Bill and Nick.

## Henry James Madison

★ Henry J. Madison was appointed WP's general storekeeper, at Sacramento Shops, effective July 1.

Born at San Francisco, January 6, 1903, Henry came to the WP on July 18, 1924, as a store laborer; subsequently serving as section stockman and storekeeper, Sacramento Shops.

## "Commander" Ralph T. Ott

★ Ralph T. Ott, rate clerk in our general passenger office, was installed as Commander of the Southern Pacific Post 412 of the American Legion on July 21.

Ralph is a Charter member of this Post, which includes Santa Fe employees . . . and even some Southern Pacific employees!



## Hy-Lites

by JACK HYLAND

drawings were held, and had he remained (it being essential the winner be present) he would have won a beautiful **Emerson table model radio**, and as if that wasn't enough . . . two bottles of refreshments, one **English** and the other **Scotch**.

Last July 10th . . . was that long awaited for date in the life of **Lillian Carlson** (Treas. Dept.) . . . for upon that day she became "21 years" of age, and later that evening a group of her office associates endeavored to help "her celebrate."

A new hair-do appeared in the Traffic Dept., last July 12th . . . and very nicely worn by **Helen Decker**, who had her hair cut real short. While it was quite a shock to most of the office force, it looks very neat and the short little curls are very becoming . . . and will save Helen a lot of time during her vacation (normally taken to comb her hair).

You (or we) can now call him . . . "POP," and we refer to **Walter Brunberg** (Ass't. Supt. Dining Cars) for on July 8th in Oakland, Calif., his wife "**Bobbe**" presented him with an 8 lb. 6 oz. bouncing baby son. Young Brunberg has been named . . . "**Michael Carl**."

We know now that **Lee Brown** (Aud. Overcharge) takes his bowling quite seriously, for not only did he bowl throughout the past W.P. Winter League season; he took a trip back east to Detroit, Mich. to participate in the A.B.C. Tournament; bowls in the W.P. Summer League and even has his wife, **Pearl**, bowling in the same league, but we recently noticed that the calendar on the wall directly behind his desk at the office . . . was furnished by the "**Downtown Bowl**."

Word has been received from **Marie Libbe** (Chicago) indicating their office has again been hit by one of "Dan Cupid's" arrows. Last month on May 29th, **Gerald Coffey** was married to **Genevieve Brandt** . . . and now we have **Jack Boquist**, who formerly was employed in our San Francisco Waterfront office, deserting the single-man status as of June 27th, when he and **Katherine Sape** (of Chicago) exchanged their marriage vows. (We even heard that Jack was more fortunate than Gerry in locating an apartment . . . but then I always hear of **someone else** finding a place).

A very and most unusual incident happened last July 2nd . . . when our P.B.X. operator, **Mrs. Katherine Jackson**, because of a throat condition . . . **lost her voice**. Everything worked out all right, and it was quite fortunate that the offices were closed over the 3rd-4th-5th holiday, which enabled her to regain her speaking voice, returning on Tuesday morning and clearly saying . . . "**Western Pacific**."

The Traffic Dept. was greatly surprised on July 17th, when **Walter Mittelberg's** former secretary of a few years ago . . . **Florence Libbey**, together with her two youngsters, **Harold, Jr.**, and daughter, **Cheryl**, dropped in to fulfill a promise of long ago to visit the "old gang." Florence was her usual self with a happy smile, and the youngsters took to **Paul Meyer** (like a duck to water), especially after he gave them pennies and showed them how to work the electric calculators.

Just prior to **Emery Bates'** retirement as Treasurer, his office associates honored him with a luncheon on Saturday, June 26th at the Fairmont Hotel, San Francisco. Following a short talk by **Roy Larson**, expressing the feelings and well wishes of the gathering, Mr. Bates was presented with a sterling silver cigarette case, containing the following inscription . . . "**From your friends in the Treasury Department**."

"On basis of a successful bid" . . . (the bulletin board reads), **Charlie Alexander** (formerly Traffic) took over his new duties on July 20th at Portola, Calif., as "Relief Clerk No. 1." Both Charlie and his wife, "**Teddy**" are very happy with their new locale, and to mention miracles . . . we understand Charlie has already found a house (which is more than some of us can find right here). We wish Charlie the best of luck with his many new "positions."

After a short discussion on "how's things, etc." with **Nell Berkely** (formerly Treas. Dept.) and her former co-workers last month, it wasn't long before word leaked out that it isn't going to be very long before their present twosome becomes a happy little . . . "**three-some**."

A telephone call from **Irv Abramson** (Standard Brands, Inc.) relative rates the other day, reminded me of an article appearing in the *Pagu Patter*, edited by him for Golden Gate College) stating . . . Agent **Phil Haynes** (PFTB) delights in the usage of reference symbols in PFTB Tariff 1-S, for example on Page 335 nearly everything shown in the body of the page is made non-applicable by the circled reference symbols at the bottom of the page. Obviously, Irv must have overlooked pages 369, 370-A, 371 and many others. However, maybe it's just this sort of thing that increases the attendance at the Golden Gate College.

As long as **Tom Brown**, our former publicity manager, has retired, I'll come forth with a so-called oddity: while **Twin Peaks** are located in San Francisco . . . the **San Francisco Peaks** are located near Flagstaff, Ariz. (There should be some changes made).

Dots and Dashes . . . **Leta Bedient** (GO—Telegraph Dept.) eloped last July 12th and at "high noon" was married to **Frank Hubman** (Spl. Agt.—Stockton) in Reno, Nev. Leta is the daughter of **Ginger** and **Frank Bedient** (Tfc. Repr.) Reno, Nev. We extend our belated congratulations.

## Elko Echoes

by Nevada Michelson

★ After spending a week in Fort Worth, Texas, as a delegate to the biennial meeting of the Business and Professional Women's Clubs of America, **Caroline Wolf**, general clerk, is now vacationing in Mexico.

**Oscar Streeter** is moving to Winnemucca, being the successful bidder on the position of cashier. **Thel Lewis** is vacating this position to become yard clerk at Winnemucca.

After years of making plans to build a home, **Florence "Scotty" Duncan** now sees her plans taking shape. The basement is completed and the framework is rapidly being put in place. It will be built of brick and there will be five rooms and bath, with a full basement . . . and who wouldn't be hilariously happy?

**Leland Michelson**, ass't. chief clerk, suffered an extremely painful injury when he was spiked in the fleshy part of the left hand in the baseball game between Elko and Harrah's Club of Reno, state champions. The accident happened in the first play of the game when he caught a low ball at first and as he did so a runner spiked his hand. In true baseball tradition, Lee held the ball, making the initial out of the game and then left the field to go to the hospital for treatment. We hope the injury will not keep him from playing during the remainder of the season. While the champions from Reno took the first game of the double header, Elko upset their apple-cart by taking the second.

July is the month when the men in Elko dispense with their ties and wear their shirts open at the neck and we notice traveling accountants **Joe Corven** and **Jesse Smith** are following suit. Imagine how our eyes fluttered when **Kay Clark** and **Dave Charlebois** came in with loud ties that screeched to high heaven, but the payoff was when **Karl Wragg** appeared wearing a tie advertising California grapes, Texas grapefruit, Washington apples, Oregon pears and Nevada wheat . . . and a few minutes later **Jack Wragg** came in wearing a tie inhabited by scrawny California deer trying to catch up with that luscious Nevada wheat on Karl's tie.

After twenty-five months under the doctor's care at San Francisco and Portola, **Henry Petty**, janitor, has returned to his work at the Elko station building. Henry has wonderful memories of a colorful career in and around training camps of the world's heavyweight boxing champions as chief rubber. In 1916-17 he was a sparring partner for **Jack Dempsey**. During his many years of residence in Elko, his agile fingers and knowledge of technique have helped many an Elko youth to a better and fuller life and at least one man we could name, who was stricken with paralysis, owes many years of life to him. It's nice to be able to report that when the grim reaper, heart disease, struck Henry, Western Pacific doctors were able to do for him what he has done for many another.

# Thomas Pollok Brown Ends 20-Year Western Pacific Career

... a newspaperman never retires

by Walter C. Mittelberg, editor, The Headlight

★ On July 1, 1948, Thomas P. Brown, the genial "head-man" (and staff!) of Western Pacific's publicity department for the past twenty years, became a newspaperman again, or, as he likes to say, a "press agent."

Even in that short (for a railroad) span of years, Tom has seen many Western Pacific changes. He was drafted (March 15, 1928) for field work with press and public in connection with WP's "improvement program," inaugurated following acquisition of "working control" by the distinguished Arthur Curtiss James. Thomas M. Schumacher was executive committee chairman and Harry M. Adams, who had been a vice-president of the Missouri Pacific and of the Union Pacific, was president . . . and Tom's boss.

The WP was seeking a place in the railroad sun of the West. From the ICC, it won permission to build north from Keddle to Bieber to connect with the Great Northern, extending south from Klamath Falls. The "high line," as our operating men dubbed it, has long since proved its value. Likewise, the WP won a permit to extend south from San Francisco to Redwood City and Niles, but the meteoric twenties had given away to the drab thirties and the latter project was not consummated. In these various events, Tom Brown had definite missions and carried out his essential assignments.

Briefly, his biography: An Ohioan, but re-born in Nevada and California, Tom hails from Cincinnati, born March 19, 1879. His mother was Esther Emma Gabel Brown, an Indiana girl, whose mother was a Quaker and whose father came from the sunny South—Virginia. Tom's father was LeRoy Decatur Brown, also an Ohioan, a soldier of the War between the

States, serving under General "Phil" Sheridan in the Shenandoah. LeRoy Brown, private, wounded at Winchester, Va., carried books in his knapsack and after Appomattox took an examination for West Point, but failed (he had just a rural education) in arithmetic and spelling. Yet, some 16 or so years later, using midnight kilowatts, or the substitute therefor, became the head of Ohio's state school system! Then came the call to Reno, Nevada, as the first president of the university of that state.

Tom tagged along. In 1895, his father, having become head of the city schools of Los Angeles, Tom was graduated from the second class of Santa Monica high school, which his father had founded. And so Tom went

back to Reno to graduate with the class of 1899, of which Emmett D. Boyle, later governor of the Sagebrush State, was a member. As Tom's father died during his junior year, he became principal of the Verdi (Nevada) school and carried on his college work "in absentia," meanwhile teaching school in the day time and running a night school for the older boys of this western Nevada hamlet.

After ten years more in educational work, Tom, our ex-publicity man, became a newspaper man, "doing time," as he terms it, on the Los Angeles Examiner, San Francisco Examiner (chiefly at Sacramento), Sacramento Bee, New Orleans Times-Picayune, and finally the New York American staff at Washington, D.C. Then he "fell from grace" to engage in publicity and became a "public relations engineer." This experience includes several years for the National Coal Association, at Washington, D.C., and director of publicity for the Ohio Republican State Committee in the Harding campaign. Tom treasures a letter from Mrs. Harding, also one from Will H. Hays, the ex-movie czar, about his work.

Tom enlisted in World War I and for nearly 20 years after

was a Captain in the Reserve Officers Corps, serving as assistant unit instructor at the Presidio of San Francisco. He tried for World War II, but age and weight were against him.

When Tom Brown "joined up" with the WP, he contributed some invaluable assets. They included work with railroads—

he had covered that field for the Los Angeles Examiner, also the Federal Administration in Washington, D.C. (was with Secretary Tumulty, in the White House, the evening President Wilson's order extending Federal Control was publicized) and in California had seen the short-line steam railroads—38 of them—through on a statewide campaign (1926); also the electric railroads (1930). And then he had carried through other events—the first Redwood Highway Indian Marathon, for instance.

Despite limitations of time and physique, Tom has given freely of his home and office time to what might be called extra-curricular activities. Thus he has been helpful to one or another of the traffic staff, whose son, perhaps, had a school project. And he has helped students (with or without a railroad "drag") to prepare and carry through a so-called "thesis," prerequisite to a college degree. Then he, to our own personal knowledge, has been a regular contributor to The Headlight col-

umn, writing as the "Western Wayfarer" and also passing on to the world at large "What's In a Name?" And again, as an extra-curricular activity, Tom has made many talks on western history and western names, which have gained him recognition as an authority on those subjects. That the WP received

thanks for his efforts from the Rotary, Lions, American Legion and other organizations for his personal efforts to please and to be a real citizen of the West, was not surprising. Perhaps his greatest audience was that of the University of Nevada students on Mackay Day of 1945.

Tom has been a school master, soldier, newspaper man, press agent, public relations "engineer," farmer, ranch stevedore, insurance man (sold one policy—to himself!), banker, carpenter's helper, "war correspondent," and labor leader . . . in a raspberry strike!

He says "you can never close the door on anything in life," so he continues as a member of the Press Club of San Francisco; the Public Relations Round Table of San Francisco; the California Press Association; the California Newspaper Publishers Association; the California Historical Society; and the 1948 Portola Festival and Pageant promotion and publicity committee. He will operate from his home at 615 Alvarado Street, San Francisco 14.

We planned to quote from several newspaper clippings and letters written to and about Tom, but "'dat ole debbil" space has run out on us and we've just room for a sentence from a Nevada State Journal editorial . . . "He has carried the Western Pacific message into every newspaper office in his widely scattered contacts and is just as welcome today as he was 20 years ago . . ." That, Tom Brown, is what we mean, too. You will always be remembered, not only because of the work you did, but because, perhaps, of the way you did it.



Tom Brown and the editor of The Headlight photographed at Oakland, California, upon arrival of Western Pacific's first Diesel road engine.



Tom Brown, 1899 size, in uniform of the "Model School" of the University of Nevada.



Esther Emma Gabel Brown  
Tom's Hoosier Mother

## Wendover Wires

by **Elsie Hart**

★ We were sorry not to have any Wendover news in the July Headlight, but flattered to find we were missed. Nothing is quite so deflating as to barge in brightly and yell "Well, I'm back!" and have people say, "Oh, have you been away?" The truth is we were on a very pleasant, but all too short, vacation in sunny California.

**Shirley Brown**, second trick telegrapher, relieved on first trick and **Tommy Riggs** worked second trick while we were away. Shirley was off a few days also.

**Barney Guzenske**, lineman, and Mrs. Guzenske, went to San Francisco on his vacation, returning with one of those oriental dwarf trees, which he managed to get home safely, having exercised much care in handling it on the trip.

The Bay Area is a favorite vacation spot it seems. Mr. and Mrs. **Jack Hampton** going there on their vacation visiting Jack's parents. **Eugene Anderson**, from Elko, is relieving him. Gene is working during his summer vacation from college, where he is studying dentistry. **Barney G.** was relieved by **Harry Taylor**.

**Lloyd A. Darnell** had a great deal of excitement trying to meet his mother, Mrs. Sophia Crane, from Brighton, Colorado, when she came to Wendover. It seems there was confusion about just which train she was to arrive on and Darnell kept the road hot between Wendover and Salt Lake. He was in Salt Lake when Mrs. Crane arrived in Wendover by bus! But she arrived safely and they finally got in the same town together at the same time and will spend Darnell's vacation in Oroville.

Those on the under-the-weather list include **Mrs. Dorsey** (Bill) **Farris**, carman's wife, who is now doing well, we're happy to hear. Their daughter and two very pretty small granddaughters came out from Oklahoma during Mrs. Farris' illness, but have now returned home. Son Joe Dan Farris accompanied them for a vacation.

**Lynn Hutchinson**, motor car maintainer, is looking kinda' seedy, and no wonder, he just had his lower teeth pulled and says he hopes he never has to go through anything like that again.

Switchman **Herb Worthy's** three children have all had the measles in the present epidemic in Wendover, and suffered complications of pneumonia. Herb says they are better though, and will soon be okay again.

That big bird is hovering around the home of Mr. and Mrs. **Freddie Brown** (Emma Brown, telegrapher, Knolls). That is going to make the Browns grandparents twice before the year is out, it looks as though.

We came to work one morning and found **Charles G. Tryor's** card (district passenger agent, Sacramento) which he

had left for us on his way through on No. 40, with a pleasant hello. Hello to you, too, and thank you.

Retired Dispatcher **George L. (Gus) Swartz** passed through on No. 40, July 2nd, looking about fifteen years younger than the last time we saw him on duty in the chief dispatcher's office, Elko, two or three years ago.

**Harry Gibson** dropped in to say hello when he was in Wendover on business last month. He looked so much like an insurance man instead of a retired conductor we hardly knew him for a minute. Even without the brass buttons, however, Harry still has the quiet dignity which typified the best tradition of his profession. He has recovered satisfactorily from the illness he suffered last winter although he is still restricted as to diet. Oh, well, who cares about T-bone steaks anyway (at a buck and a half a pound).

That young sprout with the crew-cut swamping out the roundhouse these days is **Eddie Hart**—yes, our own young hopeful. That makes four members of the family in WP service now and we have two or three more at home coming up!

Engineer **Ross Birdsall** is back at Wendover ready to return to work after a long illness. Ross says he is feeling much better and has gained 18 pounds. That's good news, Ross, glad to see you back.

**Henry Wallock**, round house clerk, is on vacation in Mt. Pleasant. **James C. Davis**, machinist helper, is relieving him.

Machinist **John Fairley** tied the knot with a young lady from Denver early in July. Our very best wishes to them. They will make their home in Wendover.

Welcome home to **Jack Combs**, car inspector. Jackie is back in Wendover again after working for some time in the Bay area.

## Joseph Cable Marchand

★ Joseph C. Marchand was appointed purchasing agent for the Western Pacific Railroad, effective July 1.

Joe, who was born at Plymouth, Calif., March 26, 1894, already has more than 33 years of service under his belt, having joined the WP February 1, 1915, as shipping clerk in our Portola store. Later in that year, he transferred to Sacramento as store helper.

He enlisted in July, 1917, and served with the 42nd Rainbow Division, U. S. Army, being wounded and gassed in action. Joe returned to the Sacramento general store in May, 1919, as ass't. accountant, subsequently holding various jobs in that department until his appointment as general storekeeper in November, 1944, the post he held until his recent promotion.

We welcome Joe to the general offices and wish him all possible success.

## East Bay Notes

by **Margery Glatt**

★ Minus his appendix, **Don Cartagena**, Oakland freight house, is convalescing at St. Joseph's Hospital. Don was given a spinal so he could watch the whole proceedings and we understand it was a very neat job.

Also on the "bad order" list, we have **Vincent Dycus** who underwent a minor operation and is recuperating at Veterans' Hospital, Oakland.

We have a lot of new faces around the Bay area—**Irene Herrin**, new switchboard operator, Oakland freight house; **Bert McCloskey**, timekeeper at the new Diesel yard; **Rudolph Anderson**, who has replaced **Irma Piver** in **Ed. Moss'** office . . . single, by the way, and definitely on the "cute" side! **George Asher**, afternoon roundhouse foreman recently retired, has been replaced by **Bob Morris**, another young bachelor (they seem to be at a premium) and from all reports very nice looking.

On a month's vacation, "**Ellie**" (El Dora) **Le Greve**, roundhouse clerk, will spend two weeks at Catalina and the remaining two weeks in Canada.

**Richard Mounkes** is pinchhitting for Roadmaster **John P. Connelly** who is vacationing at Yosemite.

Having spent a pleasant two weeks roughing it in the woods of Northern California, **Bob Failing**, mech. dep't., is back to the old routine.

Conspicuous by her absence, **Gertie Hutchinson** is back at her desk after a wonderful vacation of relaxing and fishing off the shores of Lake Louise, in Canada. From all reports the fishing was good and the weather perfect.

A three weeks' vacation down south was enjoyed by **Hazel Petersen**, steno., and her family.

After spending the two shortest weeks of the year (or so it seems to most of us) relaxing and enjoying life in general, **Evelyn Eagle** finds that it is all over now. Evelyn enjoyed a trip to Winnemucca in a new Vista Dome car while away.

Rumor has it that the Oakland freight house will soon receive a new coat of paint . . . seafoam green walls with an egg-shell ceiling. Quite a contrast to our present color scheme!

## Tom Brown Honored

★ Three weeks after his retirement as WP's publicity manager, Tom Brown spent an evening, at the home of The Headlight's editor, with several of his close friends and former associates, whom he regaled with many previously untold anecdotes—and Tom was "regaled" with a Columbia Encyclopedia, a Shakespeare concordance, Stevenson's quotations, a Mencken item, etc., enough to keep him (Tom) busy for another forty years!

## Homer Bryan Addresses Railroad Superintendents At Chicago

★ As chairman of Committee No. 6—Safety in Train Operation, of the American Association of Railroad Superintendents, Homer (O. H.) Bryan, assistant to our general manager, offered an eye-opening report at a meeting of the AARS in Chicago on June 8. Representatives of twenty-four railroads, from all sections of the country, were in attendance.

Space doesn't permit us to give you Homer's fine report in full, but we've excerpted several paragraphs which we believe convey the substance of his committee's study . . .

"Your Committee No. 6—'Safety in Train Operation'—is taking as its fundamental premise that the accidents in train operation due to human errors are such a large percentage of the total in that operation as to warrant earnest study and forceful action. We fully appreciate that much has been done. Yet we are seriously concerned that not nearly enough has been done. Let others toss the bouquets when we deserve them; as for ourselves, we can best serve our industry and our Association by putting the searchlight of discussion on our own shortcomings.

"The Interstate Commerce Commission's Accident Bulletin 115 for 1946 indicates a general upward trend in the number of train accidents since 1938. Beginning with 1938 the ratio per million locomotive and motor car miles was 4.82. The trend was consistently upward until it reached 9.67 in 1946. There is only one comforting thought in this line and it is the leveling off from 9.63 in 1945 to 9.67 a year later. It will be observed that the ratio doubled in this nine year period; and the trend was checked but not reversed during the year 1946.

"We are sure railroad men are alive to the desirability of reducing the element of human fallibility as accident causation by extending the application of block signals, C.T.C., train control, radio, etc., insofar as it is feasible to do so. This is evidenced by the fact that the Association of American Railroads is now sponsoring many research projects in signaling and communication. Comprehensive research should, and, no doubt will, continue with increasing vigor.

"However, progress in capital outlay of all sorts is controlled by economic consideration on a railroad as truly as it is in our individual homes so it will be a long time before there can be anything like a universal application of all such facilities and, whatever the facilities, men still must use them and in so doing established rules of procedure must be their guide. The fundamental premise of this discussion is, therefore, valid. Our problem is what are we going to do about train accidents now.

"The incontrovertible evidence is—and this is our challenge—that we who are charged with the duty of supervision have tragically lagged behind technological progress in our contribution to safety in train operation.

"The challenge that we face in reducing the casualties of human error is not peculiar to railroads. We are confronted with it everywhere, whether at work, at play or in the home. However, it bears with extraordinary impact upon all of us who operate trains for we are custodians of other peoples' lives and property. We make our living on charges of this guardianship. The movement of people and their property is our reason for being here. The people put this trust in us. We are not doing them a favor in discharging this trust of providing safe and efficient service. They are doing us a favor by giving us the opportunity to do so. That fact should be indelibly impressed upon every railroad man.

"Let our approach to this problem be an earnest endeavor to improve individual effectiveness. With more than three-fourths of all railroad casualties properly chargeable to the failure of the human element, we must make more effective our methods of supervision on the basis of improving individual effectiveness.

"Every man engaged in train operation, inspection and repair must be made to know the vital importance of his job in the operation of a railroad; he must be educated to keenly sense his individual responsibility as a guardian of peoples' lives and property; he needs an occasional build-up; he should be looked upon and he should know that he is looked up to as John Jones, important as an individual and judged by his human dignity and human worth. We should strive, as individuals, to promote individual effectiveness through individual approach.

"In addition to the humanitarian and financial aspects of accident prevention, the reputation of the railroads as a quasi-public institution is vitally important. We can enhance this reputation by analyzing our methods of reducing the casualties of human errors and knowing that we are giving the problem the best we have in constant attention, determination, patience and ingenuity.

"The white flag would not be in keeping with the fine traditions of American railroading. It can be done. As an impelling force, we should keep uppermost in our minds this thought so well expressed long ago: 'every job on earth has to be tackled by someone who is not quite up to it.'"

## The Stockton Grapevine

by Velma Prentiss

★ Conductor **E. G. (Grady) Parrott** has taken a leave of absence and he and the Missus will no doubt do some fishing while at Yellowstone National Park.

Conductor and Mrs. **John N. Starr**, and son Jack, left for Denver July 12th to see Mr. Starr's father who is quite ill.

**Gladys E. Evans**, crew caller, is on a 90-day leave of absence. Gladys plans to visit her grandparents in the east.

**Evelyn Wyatt**, steno., was installed as Noble Grand of the Lebanon Rebekah Lodge at installation services July 12. Evelyn is now on her vacation and plans to spend most of it attending to lodge duties. We also know that San Francisco will not be forgotten. Evelyn makes frequent trips to the city and we know she will continue to make the week-end trips until she is Past Noble Grand. **Walton Harris** is taking her place while she is gone.

Clerk **Ray D. Reese** suffered a broken bone in his ankle on May 3 while on duty and wore a cast for about 2 months. He has now returned to work.

Clerk **Charlie Blachford** had the misfortune of being hit by an automobile while crossing the street in downtown Stockton on July 11th. Charlie has two bone fractures of the left leg and will be off work for 2 or 3 months.

**Fern Lester**, her husband and sister were in an auto accident near Ventura, Calif., while on their way home from their vacation, the last part of June. Fern suffered a broken collarbone and has not as yet returned to work. Her husband received slight injuries. Her sister was also injured, but has been released from the hospital.

Switchman **Charles Lawless** was overcome by our 106-degree weather on July 16 and was taken to the Emergency Hospital. The doctor reports he suffered a sun-stroke. Seemed like everyone was wiping their foreheads and it certainly wasn't unusual to see a line in front of the drinking fountain.

All of us were shocked by the sudden death of Brakeman **John L. Hudson**. He was accidentally killed July 14 when a gravel truck attempted to make the street crossing in front of the engine on which Hudson and Brakeman **Fred J. Grant** were riding. Grant was injured too. John was very well liked and will be greatly missed by his many friends.

Must also report that **Orren** and I had a swell vacation but it didn't last long enough!

## Brown - Craig - McCarthy Named Contest Judges

★ "Tom" Brown, retired publicity manager of the WP; "Charlie" Craig, assistant to the general manager; and Richard J. McCarthy, west coast representative, BRC Grand Lodge, have agreed to serve as judges of the entries submitted by Western Pacific, Sacramento Northern and Tidewater Southern employees.

If you haven't noticed, time is running out on that September 15th deadline. If you want a shot at that prize money, this is just about your last reminder.

National prizes are . . .

\$1,000 First  
250 Second  
100 Third

supplemented by local prizes of . . .

\$50 First  
25 Second  
10 Third

plus three \$5.00 honorable mention awards.

All you need to do is write 500 words or less telling "Why I like to work for the Western Pacific Railroad," substituting Sacramento Northern or Tidewater Southern for Western Pacific where necessary. Can you think of an easier way to earn \$1,050?

## On the Sacramento Northern

by Ruth Crane

★ Harold Mulford, ass't. trainmaster, reported his vacation "couldn't have been better." He enjoyed the Vista Dome cars to Chicago; saw the Cards and Cubs play in Chicago; thence to New York, where he also saw a big league game . . . and other interesting sights.

Frank Pritchard, agent, Sacramento, must have done lots of hiking on his vacation as he came back to work with sore feet. He motored (?) to Los Angeles and various points in the southland; also toured the northern part of the state.

Jack Church, general clerk, is on leave of absence to visit his mother, who is quite ill, in Pittsburgh, Pa.

Claude Finley, car clerk, freight office, vacationed at Yosemite this year. Al Fippin, valuation engineer, also chose Yosemite for his vacation and we received a lazy-man's post card from him, checked, "eating, sleeping and enjoying the scenery."

Welcome to Emmet O'Sullivan, new chief clerk, WP traffic. Emmet was formerly with WP store department, Oakland.

Shirley Bice, M of W timekeeper, chose "home" as her vacation spot and enjoyed every minute of it. Jesse Taylor, dispatcher, supervised and assisted in construction of his new home in Fair Oaks.

## Retired from Active Duty

### Western Pacific Railroad—

Asher, George William	Roundhouse foreman	Oakland
Crenshaw, Walter Andrew	Sheet Metal Worker	Sacramento
Van Hulten, Cornelius John	Cabinet Maker	Sacramento
Woodward, Benjamin Harrison	Section Foreman	Eastern Division

### Sacramento Northern Railway—

Glero, John	Section Foreman	Sacramento
Norgren, John	Carman	Chico

## School of Traffic Management

★ The Golden Gate College School of Traffic Management (co-educational) opens its Fall semester on August 16 at San Francisco.

Dean T. P. (Tux) Wadsworth, AGFA, Western Pacific Railroad, heads the faculty. Other faculty members are John L. Amos, Jr., AGFA; and John H. Coupin, general agent; both of the WP.

Classes are held two evenings a week and various courses are available. Tuition fees are reasonable. The school is approved for war veterans. A high school education is an admission requirement, though a limited number of "special students" may be accepted if they've had considerable traffic experience. Only those employed, or previously employed, in freight traffic, or who intend to make it a life work, will be enrolled.

## "Tip Card" Box Score

Name	Occupation and Location	Total Points to Date
Lloyd J. Miller	Brakeman, Stockton	32
Harry J. Sutherland	Tax Commissioner, San Francisco	15
Kenneth K. Dunton	Ass't. Agent, San Jose	13
Mason P. Gordon	Claim Clerk, Fruitvale	10½
Charles E. Renner	Conductor, Eastern Division	10
James B. Dillon	Agent, Oakland	9
Oscar H. Larson	Chief Clerk, Transp. Dept., San Francisco	7
Dan T. Costello	Commercial Agent, San Francisco	6
Karl F. Henrich	Signal Material Stockman, Livermore	5
Charles Woods	Tavern Car Attendant, Oakland	5
Angelo D. Prato	Assistant Agent, Stockton	4
Andrew L. Anderson	Fireman, Portola	3
Sheldon Glatt	Traffic Representative, Oakland	3
Paul Werner	Telegrapher, San Francisco	3
Boyd C. Sells	Secretary to FTM, San Francisco	2½
Andrew A. Crist	Special Agent, Sacramento	2
Francis E. Doyle	Towerman, Stockton	2
Robert N. Dreessen	Revising Clerk, San Jose	2
Harry C. Dustin	Boilermaker, retired, Sacramento	2
Earl D. Fonda	Cashier, Portola	2
Henry J. Madison	Storekeeper, Sacramento	2
William L. Moore	Chief Clerk, freight station, Stockton	2
Otis C. Potter	Head Bill Clerk, Oakland	2
Jess L. Reed	Engineer, Stockton	2
Frank Rowe	Freight Traffic Agent, Oakland	2
Wesley H. Williams	General Clerk, Oakland	2
James H. Duhig	Commissary Buyer, DC&H Dept., Oakland	1
Edwin C. Eager	Car Foreman, Oroville	1
Lawrence T. Haggerty	Bill Clerk, Oakland	1
John H. Hyland	Hd. Clerk—North Coast Bur.—Traf. Dept.	1
Frank F. Lemon	Engineer, Stockton	1
Louis Lopez	Waiter, DC&H Dept., Oakland	1
Elmer A. Manier	Agent, Sacramento	1
William E. Moss	Car Foreman, Oakland	1
Doris Nielsen	Manifest Clerk, San Francisco	1
George L. Raab	Ass't. Agent, Oakland	1
Walter M. Samuels	Bill Clerk, Modesto	1
Volney V. Scott	Chief Clerk, freight station, Sacramento	1
Edgar A. Thompson	Terminal Trainmaster, retired, Oakland	1
Earl M. Watson	Machinist Helper, Sacramento	1
Samuel Williams	Chef, DC&H Dept., Oakland	1
John Young	Waiter, DC&H Dept., Oakland	1

With the current "tip card" contest ending August 15 (books will be closed August 14), plans are being made for presentation of the award by Henry E. Poulterer, vice president in charge of traffic. We hope this will occur in San Francisco on August 16. Arrangements not yet being completed, we'll have to contact our leaders directly a little later.

A brand new contest starts August 16. We hope to give you full details about that in the September issue.