

The Headlight

Volume 9

JANUARY, 1949

Number 1

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1949

THE HEADLIGHT

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Published Monthly by
 The WESTERN PACIFIC CLUB

Association of Employees of
 The Western Pacific R. R. Co.
 Tidewater Southern Ry. Co.
 Sacramento Northern Ry.

Western Pacific Building
 San Francisco 5, California

Member American Railway Magazine Editors'
 Association.

Member Northern California Industrial
 Editors' Association.

PRINTED IN U. S. A.



Jasper Herbert Mettler

★ J. H. ("Met" or "Jack") Mettler, general agent for the WP at Stockton since March 1, 1920, retired December 31 ending a 39-year WP career.

"Met" was born at Riverside, Pa., May 4, 1881, and worked for the Lackawanna, Santa Fe, Union Pacific and Gould System before joining the WP on December 1, 1909, as the road's first agent at Stockton. On April 19, 1911, he was appointed TFA covering the Stockton territory from San Francisco headquarters. In October, 1917, he was appointed general agent, Sacramento; was chief clerk in the general freight office during the period of Federal control of World War I; then appointed general agent at Stockton March 1, 1920—until now the only general agent the WP has ever had there. So, Met holds two firsts at Stockton . . . first local agent and first general agent.

He is active in Masonic work, is a member of the Ben Ali Temple, past president of the San Joaquin County Shrine Club, past master Stockton Scottish Rite Bodies and was made a 33rd Degree Mason on January 12, 1946.

We join his many friends in wishing him good health and much happiness in retirement.

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Wendover Wires

by Elsie Hart

★ Well, it happened again this year. Jimmie Collins received a card on his birthday from an anonymous sender and cannot possibly guess at the identity of his private "Miss Hush." Jimmie is no end intrigued. However, the whole thing almost has him cutting out paper dolls. All we can say is, we didn't do it!

Glenn Morton, retired hoghead, and Mrs. Morton were through on No. 39 not long ago, on their way to Elko. Glenn has been telling (bragging is really the word) everyone about the huge potatoes he grows on his farm in Idaho. This time he meant to prove it. He had a handbag full of potatoes to display. Two—no fooling—and the handbag was full! Guess that convinced 'em!

Bernard "Barney" Guzenske, division lineman, has a new car, a brand new shiny Nash. Guess he bought it so he can race that big bird to Salt Lake City some day soon.

Lloyd Darnell, storekeeper, is, of all things, now minus his tonsils. Second childhood. Here we thought Darnell was on vacation and all the time he was down in San Francisco getting his tonsils out.

The new boys around the yard office are Ray Huffman, formerly statistical clerk, Elko, who bumped on the relief yard clerk job, and Cecil M. McPherson, timekeeper at Winnemucca, who bumped onto the crew calling job.

Preston Nuffer, cashier, took his two little girls to Salt Lake City to see Santa Claus and it cost him two dollars. They had to have their pictures taken with the old gent!

Kenny Byrne, freight house clerk, said he wanted to get his name in the paper, too, but he has been around here for twenty-five years and says he is afraid everybody knows everything there is to know about him already. So, I guess we will have to leave him out.

Mrs. Mert Brown and her daughter, Betty Lamert, gave a stork shower for Pat Brown November 30. Pat used to be Emma Thompson, third trick operator at Knolls, before her marriage. It was a very nice party. Everyone came, even though the weather that evening was decidedly unusual for the "Banana Belt." Of course, we don't have weather at Wendover; we have "climate!"

East Bay Notes

by Hazel Petersen

★ San Jose reports that "Matt" Willoughby, demurrage clerk, his wife and two little daughters have just recently moved into their new home and "Matt" very industriously planted the lawn all by himself.

Truth is indeed stranger than fiction! George Moody, engineer, recently returned from visiting his many friends and relatives in several east-

ern cities. The importance of the visit was that on October 22nd George met and for the first time saw his sister, of Butler, Pennsylvania, and that day was the birthday of both!

The rumor is that after December 25th Luis H. Lopez, DC&H crew dispatcher, will be very well prepared for the cold weather???

George H. Heintz, roundhouse foreman, San Jose, is really in a dilemma. He sold his home and now finds that he has no place to hang his hat. Anyone interested in selling a home?

'Tis proud we are of Jim Dillon, local agent, and Leo Delventhal, transportation inspector, who have been highly commended by the U. S. Naval School, Cargo Handling, NSD, for the time and effort so freely given in informative talks on the subject of carloading, of mutual benefit to both the Navy and our railroad.

The Oakland freight station has lost Paul Ferrell, industrial clerk, to Greenville, and Bert Lewis, car desk clerk, to Oroville. Hope they appreciate them as we did. The freight station has gained "Orv" Hatfield, car desk clerk, and Don Naylor, relief clerk, though.

Did you recognize the driver of that new Mercury, the black one? That was Enos Souza, head millman.

We hope the talent scouts don't spot our Doris Jepsen, expense clerk, while she is vacationing in Los Angeles and vicinity. Could be.

We extend our sympathy to Glenn McCormick, Oakland yard clerk, whose mother passed away in Portland, Ore., December 8th.

May the New Year be a happy one for everyone, everywhere.

Random . . .

by The Editor

★ Bert Hazlett, gen'l. agent, Reno, won the \$10 WP Club drawing on December 15. Only club members participate in this monthly drawing. Norman Jackson tells us our basketball team needs recruits badly. We've a good team in the making—and a good coach. In our wanderings around GO we see what appears to be good timber. How about you young fellows contacting Norman (treasury dept.)? . . . the young feller on our Christmas cover last month is the editor's nephew, Donald Hibson, photographed in New York City some ten years ago . . . Larry Drake, our traffic representative at Fresno, gained notoriety by sinking a hole-in-one on the 165-yard 11th hole at the local Fort Washington Golf Club, according to the Fresno Bee. Congrats, Larry.

Charles Elsey Retires as President of Western Pacific

★ Charles Elsey, whose entire railroad career was spent in the service of the Western Pacific Railroad, retired as its president on December 31, 1948. His service began during construction days in 1907 and ended forty-one years later, with the railroad in probably the best physical and financial condition in its 38-year history.

Annie Louise Taylor and Charles Elsey, parents of our Charles Elsey, were pioneer Forty-Niners, his father coming across the plains via the southern route and his mother being born on the high seas enroute around the Horn, arriving in San Francisco in the Fall of 1849. The elder Elsey prospected for gold in the Feather River country but, unlike most of the Forty-Niners, he foresaw the transient nature of such a livelihood and invested his gold in the future of California. In 1858 or '59, he purchased 2,375 acres in Colusa County, devoted to farming and cattle-raising, a ranch even now in existence and still owned by the Elsey family.

Mr. Elsey was born at Oakland, California, September 19, 1880, and his first employment was in 1895 as a messenger for Haggin & Tevis, whose operations extended from Alaska to Mexico and whose interests included gold, silver and copper mines (Anaconda, Homestake, and the Ontario Silver

Mining Company, Park City, Utah); cattle-raising (largest in the West); and the Rancho Del Paso, comprising 44,000 acres devoted to the breeding of thoroughbred horses, the yearlings being auctioned off each year in Madison Square Garden. Eventually, Mr. Elsey became purchasing agent for this vast network of enterprises. We're told that one of his duties as messenger involved carrying gold bars from the Haggin & Tevis office, probably via horse-car, to the mint for conversion into gold coin, and later picking up the bag of coins, returning via the same route!

He became associated with the Western Pacific as assistant treasurer in 1907; was elected treasurer in the following year; promoted to vice president-finance in 1921; to executive vice president in 1929; and to president in 1932. During his tenure of office, the Western Pacific progressed from virtual obscurity to national prominence.

We are happy to report to his many friends that Mr. Elsey will remain in San Francisco to look after the ranch properties and his other private interests. A fine gentleman, an agreeable listener and a friendly counselor leaves the Western Pacific scene. We join in wishing him good health and happiness in the years that lie ahead.



Harry Carl Munson, now vice president and general manager of the Western Pacific. He succeeds Mr. Mitchell and came to us as ass't. vice president-operations on November 1, as reported in the November, 1948, issue of The Headlight.

Frank Reardon Woolford

★ Frank R. Woolford, ass't. sup't. for the Missouri Pacific at Nevada, Missouri, was appointed WP engineer of maintenance of way and structures on January 1.

Born at Little Rock, Ark., August 14, 1901, Woolford was graduated from Georgia Tech. in 1924 and shortly after began his MP service as rodman, subsequently working as instrument man, engineering accountant, assistant engineer, track supervisor, roadmaster, division engineer and ass't. sup't. He served in World War II as a Lieutenant Colonel.

Harry A. Mitchell Succeeds to Western Pacific Presidency

★ Harry A. Mitchell, WP vice president and general manager since July 1, 1946, was elected president January 1 to serve in that capacity until June 30, when he will retire.

We have previously covered (June, 1946 and June, 1947 issues) Mr. Mitchell's long and distinguished railroad career and his active interest in civic affairs. Only recently he accepted the chairmanship of San Francisco's 1949 March of Dimes campaign.

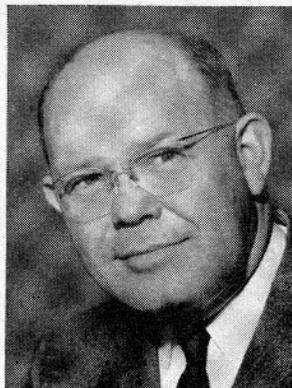
His railroad service began in 1907 as auditor of the Central California Traction. Two years later, he was general manager of that road. In 1913, he became general manager of the Sacramento Northern and its president in 1929. He succeeded the late Col. Mason as vice president and general manager of the WP in 1946.

Mr. Mitchell is presently serving his second term as president of the California State Chamber of Commerce, of which he has been a member for twenty years. He is a past president of San Francisco Rotary; past district governor and a past chairman of the finance committee of Rotary International. He is also a former president of the California Transit Association and past president of the Pacific Railway Club.

He is a native San Franciscan, born June 20, 1883.



Rex Thomas Kearney Elected SN President



★ Rex T. Kearney was elected president and general manager of the Sacramento Northern effective January 1. He will also continue as president and general manager of the Tidewater Southern, the post he has held since July, 1946.

We reported the popular Rex's career in the July, 1946, issue of The Headlight. He was born at Stockton 48 years ago, began his railroad career with the SP and has been with the Tidewater Southern since 1919, serving as clerk, chief clerk, trainmaster, superintendent and president and general manager. He has always been active in civic affairs.

Our best to Rex for a most successful tenure of office and all good wishes for the future.

Hy-Lites

by JACK HYLAND

★ Had planned to await writing this month's column until after our "Annual Christmas Party" which was held on December 18th, but as your columnist was having "too good" a time, completely forgot to make notes . . . although I did enjoy meeting and sipping a cup of coffee with **Blanche** and **Bill Howell** (Trainmaster—Stockton), watching **Kenway Stoney** (Traffic) doing the rhumba, etc., and **Frank Murphy** (Traffic) doing things with a Christmas tree that I've never seen accomplished before (or since).

We know the south is noted for its "southern style" fried chicken and often wondered what they do when its "Turkey Time" down south. We'll soon know however, for on December 18th . . . **Hannah** and **Earl McKellips** (Gen. Auditors) departed from the Bay area for the deep Southland, traveling to New Orleans for their Christmas and New Year holiday.

A short time ago we learned that **Bob Ahlgrim** (Treas. Dept.) was engaged and we didn't expect he would desert the single man ranks quite so soon, but . . . we now hear that according to arranged plans . . . he and **Donna Williams** will be exchanging their vows on February 13th.

Because of the recent space expansion program, the Auditor Freight & Passgr. Accts. department has . . . not ONE, not TWO, but **THREE** Christmas trees in order to convey the Yule spirit, for they have, under the direction of **Bill Levy** (Auditor), one department on the third floor, one on the third floor annex and another on the fourth floor annex.

Just don't seem to be able to keep up with the many additions . . . but we did notice a new revising clerk had been added to **Harold Heagney's** (AF&PA) department, and so we welcome **Charles Jenne** to our Western Pacific family.

Glen Furtney (Oakland Coachyard) is being prevented from bowling weekly by a badly cut little finger on his left hand. Naturally, Glen would have to be a **left-handed** bowler . . . but we do hope the injury is healing rapidly. During Glen's absence, the "Traffickers" have signed up **Eddie Jagels**, (Ass't. Industr. Commsr.) and he has been coming along with "leaps and bounds" toward the foul line.

While on the topic of bowling . . . last December 16th, "**Tony**" **Quill** (Mail Room) was really on the beam, for he slammed out a nifty "206 game" and wound up with a "494 series." This may not seem like a large score to some of the top average bowlers, but when you consider Tony only has a 127 average, a previous high game of 166 and a top series of 416 . . . we're proud of him and extend our congratulations.

To greatly assist and improve their student clerks, the Accounting Dept. has inaugurated a Rate and Division School which has classes on Monday, Wednesday and Friday evenings. **Harold Heagney** and **Lee Brown** instruct the Rate classes, with **Johnnie Sandstrom** and **George Mesch** tutoring the Division group. The classes are restricted however, being available only to student clerks in that department, but it should prove quite helpful and is a step in the right direction.

Just learned that **Carl Flaig** (Treas. Dept.) has been home for quite a spell with a "strep" throat, and we hope he'll be back with us real soon. Also learned that **Jim Wright** (Car Record) was absent from the office for three weeks account illness, part of which was spent in St. Joseph's Hospital following an operation, but is now on the job and looking none the worse.

During the early part of December . . . **Bill Stout** (Gen. Auditors) was laid up with a touch of influenza, and when it kept Bill home from bowling on the night of December 16th, we knew it was quite serious. We're glad however, to see him back again and rarin' to go.

Around the Christmas and New Year holiday season everyone is out doing something, but we were sorry to learn that **John Corven** (Ass't. Aud. Misc. Accts.) will be spending a very quiet one, for the doctor has ordered him to remain in Belmont Hospital until after the first of the year. We hope for an early recovery, and am sure the token Christmas gift from the Bowling League will help cheer him up.

More new cars arrived last month . . . when **Axel Rintala** (Ass't. Treasurer) received delivery of his new Pontiac, and a short time later a new Ford drove up in front of the WP building with **Talbot Kelly** (Passgr. Dept.) behind the wheel. Wonder when they'll become plentiful enough and reasonable enough for some of the rest of us to purchase a new automobile.

The Traffic Department's most noted pleasure traveler . . . **Boyd Sells**, has again swung onto his "magic carpet" and we now have him spending the Christmas holiday at the Hotel Oasis in Palm Springs, Calif., and undoubtedly will return to the office telling us of having dinner with some glamorous movie star. Boyd also plans to be in Pasadena on New Year's Day to watch the Tournament of Roses parade.

On January 23rd, a group of bowlers (accompanied by their wives and lady friends) are making their annual trip to Stockton to compete in the El Dorado Bowl "Automobile Tournament" which has a Studebaker for the first prize. Those making the trip and hoping to win are: **Howard Sevey** (who won \$25.00 last year), **Art Greiner**, **Al Potter**, **Gene Macomber**, **Hank Donnelly**, **Walt Snyder**, **Pete Casey**, **Don Johnson** and "yours truly."

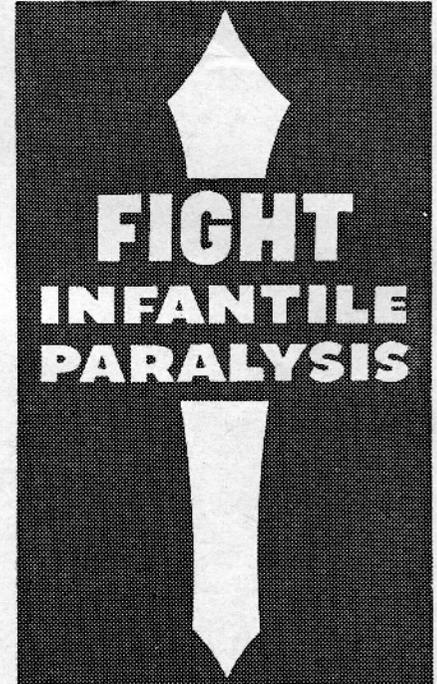
December 31st appears to be an all important date in the life of **Beatrice Pinkiert** (Gen. Auditors) for on that date she first entered this world, being born in Invercargill, New Zealand . . . and after being with the Western Pacific since February 1, 1919 . . . she retired on **December 31st**, 1948. We extend to her our very best wishes, and hope she will enjoy, for many years to come, the life of leisure which she has so justly earned.

The Rising Tide of Polio

★ Last summer's historic infantile paralysis epidemics struck the nation a devastating blow, comparable to that of 1916 when 27,000 cases were reported. Not a state escaped the 1948 polio siege. North Carolina, Texas and California were practically overwhelmed.

The National Foundation for Infantile Paralysis and its chapters worked round-the-clock, servicing the stricken areas. Professional personnel, increased hospital facilities, equipment, mil-

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lions of dollars in emergency aid—all were desperately needed. But thanks to contributions to the annual March of Dimes, all were secured promptly and effectively. Lives were saved. Boys and girls hit by the dread disease received the best available medical care and treatment.

By the end of September, national headquarters of the National Foundation had sent approximately \$4,000,000 in emergency aid alone to 402 counties and special polio emergency committees in 15 states where chapter funds were wiped out in meeting the crisis. As a result of the unprecedented drain on its resources, the National Foundation now faces a deficit of some \$2,500,000 without taking into account enormous sums still required to defray costs of care for victims of prior polio epidemics.

Bear that in mind during January 14-31 when the 1949 March of Dimes takes place. The needs are greater. Our contributions should be to the measure of those needs.

Martin Carl Kidd

★ Martin Carl Kidd, general agent for the WP at San Jose for the past ten years, died suddenly at his home the morning of December 9.

Born at Chicago, Illinois, August 9, 1896, Martin's first WP employment was as a yard clerk, Oakland, in September, 1915. He subsequently served, at intervals broken by Army service in World War I and insurance work between 1927 and 1934, as manifest clerk, San Francisco; contracting freight agent, same city; TF&PA, Oakland; freight traffic agent, San Francisco; TF&PA, Pocatello; and, since January 1, 1939, as general agent at San Jose . . . total WP service of almost 23 years.

Serving his railroad with distinction, Martin also became a leader in San Jose civic affairs. He identified himself prominently with Red Cross campaigns, the Santa Clara Valley Blood Bank and Community Chest drives. He was a former president of the Lions Club and was a member of the Santa Clara Valley Transportation Club, Saratoga Club and the Elks. Martin was instrumental in bringing to his area the nation's third blood bank.

Of his passing, said the San Jose "Mercury Herald" editorially under the caption "Community Owes Much to Martin C. Kidd" . . . "When Martin C. Kidd came to San Jose in 1939 as general agent here for the Western Pacific he brought more than a knowledge of railroading. He brought a lot of interest in civic affairs, an abundant energy, a cooperative spirit, a willingness to share his time and abilities with the community in which he lived. He did much for the Red Cross, the Community Chest and other civic enterprises, and above all he imparted some of his own civic pride and devotion to others. His death Thursday was a distinct loss to the community, which has much for which to thank him."

What finer epitaph than that a man contributed generously to his fellow beings? We cannot recall Martin, but it will be easy to recall his good works. The WP has lost a fine representative; his associates have lost a good friend.

Carl Raymond Nipper

★ Carl R. Nipper was named to succeed the late Martin C. Kidd as general agent at San Jose, effective January 1.

A home-town boy, Carl was born at San Jose on June 16, 1904, and began his WP service August 14, 1924, as steno-clerk in the same office he now supervises. He was appointed chief clerk to the general agent in August, 1926, and promoted to TF&PA (traffic representative now) on November 15, 1940, holding that post until his latest promotion.

Congratulations and all good wishes, Carl.

Gilbert I. Patterson's Third-Prize Winning Essay . . . Why I Like to Work for the Western Pacific Railroad

★ When a man chooses a permanent means of livelihood, the choice is a serious one. From the economic side, there must be hope and opportunity for advancement; there must be assurance of adequate financial reward; and there must be some measure of security. Perhaps most important of all, whether it be in the daily performance of one's duties or whether it comes at the moments of reflection when one ponders life's scheme, there must be a feeling of utility, of having accomplished something, of having performed useful, meaningful tasks, of having advanced the cause of mankind at least a little way.

If it be possible to find an occupation that encompasses a fair share of the foregoing attributes, and if the nature of the task itself fits a man's nature and disposition; if the job permits of expression of some of the deeper urges of mastery and development of skill, the man who has worked his way into such a job is fortunate indeed. A job is a large part of a lifetime and a good job is a large part of a happy life.

So, what about working for the Western Pacific? Finances? An engineman on the Western is not a rich man, but he can, with planning, provide for a home, a family and a car. Advancements? Some of the highest officials of the company were once firemen—even as I. Security? The pension plans, both company and federal, the increasingly modern equipment,

Gilbert Irwin Patterson, a Western Division locomotive fireman at Portola, seniority date September 19, 1941, was born at Leadville, Colorado, October 26, 1917 . . . is a veteran of World War II.

Walter Hubert Evans Retires As SN's VP&GM

★ Walter H. Evans, vice president and general manager for the Sacramento Northern, retired on December 31, ending a 42-year railroad career.

Born at Denver, Colorado, April 14, 1883, Walter spent three years at Stanford University, was graduated from Cornell as an electrical engineer in 1906 and immediately after entered the employ of the Central California Traction Company as ass't. engineer, later superintendent. From 1909 to 1914, he was with the SP as ass't. engineer at San Francisco and sup't. of electrical construction at Portland. In December, 1914, he joined the Northern Electric Railway as electrical engineer, headquarters Sacramento, moving to

SN Safety Awards

★ At the Sacramento Northern Railway Safety meeting in Sacramento on November 18, VP&GM Walter Evans presented safety-first plaques to departments with one or more periods of 12 consecutive months without a lost

CTC, and the seniority system offer guarantees and dependability far in advance of most situations. As for utility, when the railroads stop, the nation's economy staggers to a halt. However small a part, there is tremendous satisfaction in being a functional part of the nation's bloodstream, serving as a means of communication and hauling the nation's goods.

As for the actual work itself, almost everyone has thrilled to the call of a train whistle, or felt something inside him answer the rapid click of the fish plates underneath a passenger train. How many have sat up front and watched the twin-ribbons dart ahead, turning and arching gracefully, and all the time singing and beckoning? What about the primitive urge of mas-

tery and power that comes with raring back on the throttle of a big mallet, or the feeling of sureness and control when five thousand tons answer to the flick of the brake valve? What about the contentment when you tip over the top of the hill and drift into town knowing another assignment is well done? How many have watched the second hand measuring away the miles, have listened to the smooth working of the engine and have been warm inside with the feeling that "we're bringing her in on time"?

I have a job like this and you ask me why I like to work for the Western Pacific?

San Francisco in 1929. In December, 1917, he also became electrical engineer for the Tidewater Southern.

On March 16, 1944, he was elected vice president of the Tidewater; and on October 11, 1944, vice president of the Sacramento Northern. On July 1, 1946, he was appointed general manager of the SN.

Walter's father, J. F. (Jeff) Evans was the first general auditor of the Western Pacific (1905-21). Walter is a member of the Engineers Club of San Francisco and the American Institute of Electrical Engineers.

Our best wishes to him for health and happiness in his years of leisure.

time accident. Top award went to George Laumer's mechanical department employes, who have had four such periods, two of which ran concurrently, a total of 24 consecutive months without a time lost accident.



GILBERT I. PATTERSON

So They Tell Me

by Bill McGrath

★ Make like a reporter. Well, I had a column in a ship's newspaper in the Navy a few years back. The chaplain said "Write something the boys will like to read." After I did that they wouldn't let me write any more! A good reporter, it says here, doesn't talk about the weather. What else do you talk about? No, fellows, remember my Navy column!

Personalities in the news . . . **Kenway R. Stoney**, our illustrious alumnus (Chicago), the original triple-threat. Don't go looking in those football record books, chum, he isn't that kind of triple-threat, eh gals? Seriously, we all miss Ken here in Chicago and your gain, Frisco, is our real loss. More on Ken at a later date. We have lots on him! . . . **George K. Wenig**, the original worry-man. George, chief clerk in Chicago, so well liked, so all-desirous of helping the other fellow and so long-suffering. Problems just don't exist that haven't fallen in his lap. Say, George, how about that problem I saw you with the other night. Blonde waiting to exchange ticket—no end to volunteers to help out **Jake Ephraim** and **Gladys Hession**. Don't shove, bub.

Wedding bells . . . for our little belle, **Phyllis Kleczewski**, pert and stellar tracing expert, a beautiful bride on November 27th, when she became Mrs. William R. Weiss, in St. Vincent Ferrer's Church at River Forest. The office force attended a reception that night at the bride's residence in Elmwood Park.

Flash . . . all clear received from Union Station . . . yes, there goes the Flyer. Relax. Do you people realize what it is, what an effort we put forth, to stand the pace four times a year, two weeks at a time? Well, the quarterly freight traffic managers' meeting is over and Messrs. **Roper, Larson** and **Sells** have been escorted to the train, the key to the city wrested away from them once more. Who took that thing out of the vault? There aren't three nicer gentlemen than the aforementioned, but, gad, they rest up for two months on the coast, then come to Chicago and vent the fury of their pace on us poor off-liners. First, we move sixteen people around to provide desk space for "By" and Boyd. I say what's wrong with the basement? It's warm and Boyd could open all the windows his heart desires. Then Monday morning—swish—they're here. We love 'em, we put up with 'em, but our nerves are shot trying to keep up with 'em. Wires, letters, phone calls, more wires, words, work, hustle, bustle, swish—Intern, let me out! You Californians, don't be afraid to stop in and see us when you go through Chicago. We're not responsible for the haggard condition of our guests who return to your shores to rehabilitate. Look how we had Notre Dame take it easy on Southern Cal. Ouch! In all seriousness, our hats off to Messrs. Roper,

Larson and Sells. They earn their keep when in our fair city.

With sympathy . . . Mrs. Adeline Riegel, mother of John, passed away suddenly on December 6th. Our heartfelt condolences to you, John. Having accomplished her work so well here on this earth, her resting place is with the Almighty up above.

Something new has been added . . . **Hal Nordberg**. Now there's a character. Still and all, Hal isn't new. Many of us remember Hal from the days when he used to come to Chicago, a la FTM meeting style, and we have covered that enough. Since you took Ken from us, the least you could have done was to have given us Hal and we think he's tops. And here I promised no more fibbing for New Years'. No rough stuff, Hal . . . **Rose Marie Fitzgerald** and **Mary Jacobsen**—both recent and very charming additions to our office force (married). The Santa Fe let Rose Marie slip through their fingers and Mary hails from Seattle, Washington.

And then somewhere along the line . . . I had someone tell me about the new income tax form. Very simplified, only four instructions, to-wit: (1) How much did you make (2) How much did you spend (3) How much have you got left (4) SEND IT IN . . .

Elko Echoes

by Nevada Michelson

★ The annual Christmas party sponsored by the clerks was history after Saturday, December 18. A turkey dinner followed by an evening of dancing and games was enjoyed (we hope) by approximately two hundred officials and members of the clerical force and their families.

Superintendent "**Jack**" Duggan, Assistant Sup't. "**Jimmie**" Lynch; Trainmaster **Harry Yoe**; Master Mechanic **Bill Parry**; Division Engineer **Charley Forseth**; Chief Clerk **Loren Ames** and Road Foreman of Engines **Cliff Fields**, have returned from an official business trip to San Francisco.

Recent changes among clerical and yard office employes have placed old faces in new positions and new faces in different locations. **Frank Wytrwal**, formerly timekeeper on extra gang 33, is yard clerk at Elko; **Cecil McPherson**, timekeeper, extra gang 32, is baggageman-caller at Wendover; **Gene Anderson**, relief yard clerk, Elko, is statistical clerk in the superintendent's office; **Ray Huffman**, formerly statistical clerk, is now relief clerk at Wendover and **Bill Smales** is cashier at Winnemucca.

It's nice to be able to report that **Art Johnson**, night roundhouse foreman, is much improved in health and able to work again after several weeks of illness; the wife of **Harvey Griffin**, dispatcher, is recovering satisfactorily from an emergency operation and **Russell Taylor**, warehouseman-clerk at Gerlach, has sufficiently recovered from painful injuries received while loading stock to be on the job again.

Al Glenn, section foreman at Beo-

wawe, is in the hospital in San Francisco following a critical operation. His wife, Marguerite, formerly timekeeper at Elko, will be with him until he's able to return home. Our sincere good wishes for a speedy and complete recovery, Al.

Martin Caughlin and **Richard Wolf**, of the store department at Sacramento, who were riding the December supply train, were interviewed on Station KELK when that station was officially opened in Elko, on December 5. Both expressed their appreciation for the blanket of snow that was descending from the heavens that day and hoped it would be instrumental in returning California to standard time. Thanks, fellows, for admitting that California needs Nevada . . . and we hope we will have enough snow to assure standard time for California for many years.

Speaking of Elko's new radio station, Chief Clerk **Loren Ames'** problems have been solved. How can we miss getting to work on time with a pleasant voice giving us the time every few minutes? Thanks, KELK!

It was nice to hear the voices of **Mac** and **Pearl McElroy** (Mac is agent at Elko) on the radio opening day . . . also **Tony Primeaux**, personnel department, and **Caroline Wolf**, general clerk. We hope Caroline will refrain from violating the laws of radio in the future . . . tsk, tsk . . . and on the Sabbath, too!

The clerical force has a new baby, little **Pauline Joann**, having come to the home of **Jack** and **Betty Streeter**. The clerks have dedicated themselves to the task of teaching their vocabulary to all the boy babies born to our members . . . but the girl babies . . . oh, well, it'll be fun teaching the boys.

And did you know that the president of the Clerks is an actor? **Tom Clark** is cast as Jonathan in "Arsenic and Old Lace," the first play to be put on by the Silver Stage Theatre Players. How well he portrays the villain we'll tell you next month.

Western Pacific employes in the Humboldt Basketball League are **Fay Strange**, president; **Carl Pacini**, secretary-treasurer and **Allan Thorpe**, trustee, and playing on the Stockmens Hotel basketball team are **Carl Pacini**, **Gene Anderson** and **Bill Smales**, all playing forward positions and **Steve Hernandez**, coach.

Our deepest sympathy to **Clifford Beason**, foreman on extra gang 33, whose brother was killed in Salt Lake City when the car in which he was riding ran into the side of a moving train.

We have entered into a satisfactory agreement with **Bill Zent**, third district roadmaster and **Gordon Switzer**, assistant division engineer. In return for supplying us with news items, ye scribe has agreed to write nothing that Bill and Gordon will be unable to live down within a period of thirty days. Now if first, second, fourth and fifth district roadmasters will agree to those terms, we should have the division pretty well covered!

The Stockton Grapevine

by Eugene A. Trace

★ Brakeman **Patrick A. Fahy** reported back to work after a month's illness. It was good to hear his old Irish brogue around the yard again.

Get well wishes are extended to Engineer **Harry M. Brown**, who recently underwent an operation at St. Joseph's Hospital and is doing nicely.

PBX Operator **Bertha Griffin** got tired of keeping up her big duplex home and sold it. Last Saturday she moved into her new home and she tells me she is much happier in a smaller place.

Congratulations to the following employes who were elected to offices in the Clerks' Union for this year: **Harvey Ross**, president; **Hollis Germaine**, vice president; **Druzilla Keibler**, financial secretary; **Evelyn Wyatt**, sergeant-at-arms; **Willis Obenshain**, inside guard and **Stiles Martin**, outside guard. The yard office will be well represented!

Druzilla Keibler, our "globe-trottin'" trainmaster's clerk, keeps busy in her spare time soliciting clothing and food for needy families in European countries she visited recently. Her most recent efforts have resulted in the "adopting" of a railroad worker's family in Germany by a local resident. Druzilla has been very active in collecting clothing and food for needy families in Europe; has sent over 169 packages herself and has made it possible for many more to receive packages.

Walton Harris, yard checker, had the good fortune of owning a 1931 LaSalle car in excellent condition. The other day, while Columbia Studios was filming a picture in Stockton, Walton was approached and asked if he would like to be in the movie since his car was the type needed for this particular movie. You can bet your boots that Walton jumped at the chance and when you see the movie "All The King's Horses," watch for this 1931 LaSalle, with Walton driving it!

Angelo D. Prato, agent at Stockton freight house, is now the proud possessor of a new green Dodge automobile, and **Bernard Harding**, seal and industry clerk at the freight house, is the proud owner of a new Mercury.

I hear tell that the Christmas party held by the Stockton freight office gang at "Raffanti's" on December 16, was quite a success. Surprise of the evening was when **R. H. (Bill) Moody**, former agent at Stockton, made an appearance. "Bill" retired recently, but his old employes made him come out of retirement for one evening.

Welcome to the WP, **Adelaide Holzreiter**. Hope you'll enjoy working at the Stockton freight office as the new stenographer.

Robert Reagan Taylor

★ Robert R. Taylor, formerly general agent at Klamath Falls, succeeds Mettler as WP's general agent at Stockton.

A Texan, born at Waxahachie October 2, 1901, Bob began his railroad career with the Texas & Pacific at Dallas and joined the WP as diversion



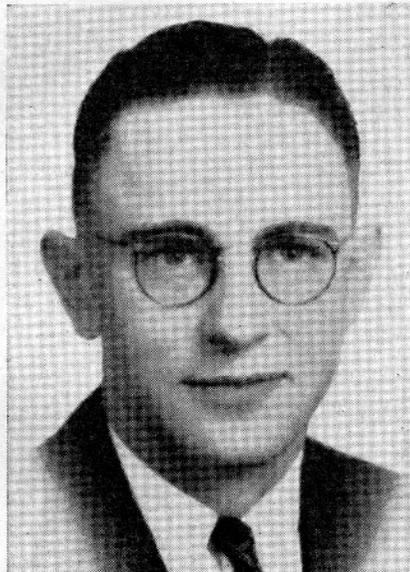
clerk in the freight claim department in 1924, later serving as claim investigator and loss and damage claim inspector.

He transferred to the traffic department April 1, 1929, as contracting freight agent at San Francisco; was appointed TF&PA at Portland November 1, 1931; and general agent at Klamath Falls November 16, 1943.

We wish Bob all possible success.

Charles John Fischer

★ Charles J. Fischer, who succeeds Bob Taylor as general agent at Klamath Falls, transfers from Salt Lake



City where he was serving as ass't. general agent.

Born at Salt Lake City October 30, 1908, Charlie began his WP service in our San Francisco accounting department as a stenographer in March, 1930, later becoming a stenographer in the traffic department and serving as secretary to the vice president in charge of traffic. He was promoted to TF&PA at Ogden on November 19, 1936; to commercial agent at Salt Lake City in August, 1937; and to ass't. general agent, same city, in November, 1943.

Continued good wishes to Charlie in the new territory.

Claude A. Combs Retires

★ Claude A. Combs, engineer of maintenance of way and structures since December 1, 1943, retired December 31 last, completing more than 24 years of WP service.

Born at Red Bluff, Calif., October 15, 1881, he saw prior service with the SP, Santa Fe, Nevada Northern, Copper River & Northwestern and the Bechtel contracting company (in construction of our San Jose branch), before joining the WP on January 27, 1924, as ass't. engineer. He was promoted to division engineer, Sacramento, in 1930 and to general supervisor B&B, Oakland, in '37.

Gilbert H. Kneiss

★ Gilbert H. Kneiss was appointed assistant to the president (public relations) on January 1.

A native San Franciscan, born August 28, 1899, Kneiss was graduated from the University of Nevada in 1923 with a degree in civil engineering and did some post-graduate work at University of California in 1923-24.

He was associated with the Standard Oil Company of California from 1925 to 1931; was manager of the Audisk Corpn. from 1932 to 1937; technical director of the Cavalcade at the Golden Gate International Exposition and Railroads on Parade at the New York World's Fair during 1939-40; and has served as WPB district manager in San Francisco; also as district manager, CPB.

Kneiss is the author of "Bonanza Railroads" and is resident vice president of the Railway and Locomotive Historical Society.

35-Year Pin to Emerson

★ "PH" (Percy Harkins) Emerson, Western Pacific transportation inspector, and one of the nation's leading experts on efficient loading practices, received his 35-year service pin last month.

A native Chicagoan, "PH" came to the WP as a clerk on November 13, 1913, and is still going strong.

Beehive State Notes

by Mel Graham

★ **Robert A. Hansen**, passenger traffic representative, Oakland, Mrs. Hansen and their two daughters spent their vacation in Salt Lake City visiting relatives and friends.

Winter has finally arrived in the Beehive State. There's about 12 inches of white stuff on the ground at this writing. Walking is hard and driving a car is even harder. If it doesn't last too long we should enjoy it.

Of interest in and near Salt Lake City . . . **The World-famous Tabernacle Organ** . . . Construction of the Tabernacle organ was started in 1866. It was partially finished so that it could be used in 1867. It was completed in 1874, with 2,600 pipes. It was constructed of yellow pine and mountain mahogany, native woods, which were hauled some 300 miles by ox-team from southwestern Utah.

In 1915, it was reconstructed to its present size, with 6,868 pipes, by the Austin Organ Company; 650 of the original pipes, including the large 32-footers, being retained. The pipes run in size from 3/8-inch to 32 feet. The original organ was hand-carved and hand-built. When built it was the largest organ in the United States. That, however, is no longer true. The builder, **Joseph Ridges**, was born in England and emigrated to Utah from Australia. The first organist was **Joseph J. Daynes**, who officiated from 1867 to 1900.

Furnishing proper air pressure to run the organ offers an interesting story. At first, there were six wedge-shaped bellows, similar to those used by a blacksmith, known as feeders, and pumped by men. Later, water power was substituted for the men, still using the original bellows. The third step was the use of small electric motors with the original feeders. Next, a large electric motor was used with a blower, instead of the feeders. When rebuilt in 1915, two 15 h.p. motors were installed and are still in use.

During 1948, the organ was rebuilt by the Aeolian-Skinner Organ Company, of Boston, increasing the size from four to five manuals; from 100 sets of pipes to 172 sets of pipes; and from 6,868 to 10,000 pipes.

Organ recitals are offered daily, except Sundays, from 12:10 p.m. to 12:45 p.m. Each of the three organists . . . Alexander Schreiner, Frank Asper and Roy M. Darley, perform twice weekly. Each day's program offers classical and semi-classical selections, a favorite Mormon hymn and an old melody.

California Zephyr Service Will "Go" March 20

★ The streamlined California Zephyr . . . stainless steel, Diesel-powered and featuring Vista Domes . . . will go in service between Chicago and San Francisco, via the Burlington-Rio Grande-WP scenic route, on Sunday, March 20. Available terminal times are . . .

Westbound			Eastbound	
3:30 p.m.	Lv.	Chicago	(CT)	Ar. 1:30 p.m.
8:20 a.m.	Ar.	Denver	(MT)	Lv. 7:15 p.m.
8:40 a.m.	Lv.	Denver	(MT)	Ar. 7:00 p.m.
10:05 p.m.	Ar.	Salt Lake City	(MT)	Lv. 5:40 a.m.
10:25 p.m.	Lv.	Salt Lake City	(MT)	Ar. 5:20 a.m.
4:50 p.m.	Ar.	San Francisco	(PT)	Lv. 9:00 a.m.

The eleven cars of this fixed-consist train will be . . .

- 1 Baggage car
- 1 46-seat Vista Dome Coach (forward half exclusively for women and children)
- 2 46-seat Vista Dome coaches
- 1 Vista Dome buffet-lounge (lounge for all passengers; Dome for sleeping car passengers)
- 2 10-Roomette, 6-DBR sleepers
- 1 48-seat diner, including 4 semi-private dining nooks
- 1 16-section standard sleeper
- 1 10-Roomette, 6-DBR sleeper (New York-San Francisco; alternating NYC and Penna)
- 1 Vista Dome, observation-lounge, containing 3-DBR, 1-DR and cocktail lounge

Each Vista Dome contains 24 unreserved seats; hostess service will be provided by Zephyrettes; diagrams will be open after January 3; and all coach seats will be reserved.

Western Pacific Club Christmas Party Sets Record

★ The annual WP Club Christmas party, held in California Hall, San Francisco, on December 18, attracted a record crowd of more than 500 WP employes and friends, not to mention a good crop of WP officialdom.

Frank Rauwolf, who did a tremendous one-man job of handling all preliminary details of the affair, produced pleasant music by Larry Cannon and his orchestra, with Donna Craig vocalizing; a variety show, featuring Dick Kimball as master of ceremonies, The Marlowes, The Wickerds and Jack McMillen; refreshments, a buffet supper and "stuff"!

Since the party seemed to be en-

joyed so thoroughly, Entertainment Committee Chairman Rauwolf wants us to thank those who so ably assisted him. Leading the pack is Club President Edith Kelley, then Phyllis Ditty, Jim Mills, Gene Neri, Pat Beatty, Rita Connolly, May Gee, Dorothy Lee, Edith Loeffler, Eleanor Madsen, Doris Nielsen, Marion Snyder, Art Allen, Manuel Bettencourt, Wes Crawford, Gene Macomber, Ray Lee, Bill Paden, Bill Temple and George Welch. Thanks also to E. L. (Slim) Wilks, ass't. trainmaster, Portola, for the giant Christmas tree.

Too bad the party wasn't a financial success!!

Retirements

Western Pacific Railroad . . .

Hilton, Sidney	Carman	Stockton
Kanavan, Francis N.	Hostler	Winnemucca
Melin, Joaquin	Marine Captain	Oakland
Myers, Charles Grover Cleveland	Conductor	Salt Lake City
Sample, William Montana	Switchman	Oakland
Stapp, John Henry	Engineer	Oakland
Taylor, Walter Franklin	Engineer	Oakland