



GROWING MORE TREES

Vol. 5 OCTOBER, 1945 No. 10

**THE HEADLIGHT**

Walter Mittelberg . . . . . Editor  
 Jack Hyland . . . . . Associate Editor  
 Bill Stout . . . . . Business Manager



Published Monthly by  
 The WESTERN PACIFIC CLUB

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

Western Pacific Building  
 San Francisco 5, California

Member American Railway Magazine Editors' Association.

Member Northern California Industrial Editors' Association.



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BUY  
 VICTORY  
 BONDS



*"The world is my country,  
 All mankind are my brethren,  
 To do good is my religion.  
 I believe in one God and no more."*

—Thomas Paine

**EDITORIAL**

★Dendrochronology is the science of counting and examining the "rings" in the trunk of a tree! Actually our cover does not offer a photograph of a log.

**DENDRO-  
 CHRONOLOGY**

It is a drawing prepared by the American Forest Products Industries, Inc. If you are sufficiently intrigued . . . and believe that each ring represents a year of life . . . why not try to determine the age of the tree (log) portrayed? If you run into any difficulty, DO NOT ask us. We had our own trouble!

★It has been said that many of our people do not know the companies in which Western Pacific Railroad is interested, thus handicapping them in efforts to secure business. Here they are: Sacramento Northern Rail-

**AFFILIATED  
 COMPANIES**

way (operating in the Sacramento Valley with Oakland as the western terminus); Tidewater Southern Railway (operating in the territory south of Stockton, including Modesto, Turlock, Manteca and Escalon); Alameda Belt Line; Oakland Terminal Railway; and Central California Traction Company (operating in the territory between Stockton and Sacramento). Leave it no longer be said, etc.

**The Victory Loan Drive begins on the 29th. Let's finish the job.**

★Rep. Alfred L. Bulwinkle, of North Carolina, member of the Senate Committee on Interstate Commerce, has introduced a bill (H.R. 2536) to amend the Interstate Commerce Act. The proposed legislation is, of course, the sequel to the promiscuous "anti-trust" suits filed against railroads by the Department of Justice. The Bulwinkle Bill does not limit the application of the anti-trust acts, but it does aim to make more practicable the system of regulated competition in transportation which our Congress has built up over many years through the medium of the Interstate Commerce Commission. It preserves the jurisdiction of the ICC and makes it quite plain that the Congress will decide our national transportation policy. The railroads cannot serve two masters and the bill would preclude whimsical lawsuits instituted by one agency of our Government, based on acts approved by another Government agency. The ICC has done a fine job. The Department of Justice is barking up the wrong tree and misinterpreting the anti-trust laws. Railroad men should support the Bulwinkle Bill.

**ANOTHER  
 "MUST"**

★Four presidents were born in October . . . Rutherford Birchard Hayes (19th) on the 4th; Chester Alan Arthur (21st) on the 5th; Theodore Roosevelt (26th) on the 27th; and John Adams (2nd) on the 30th. Cristoforo Colombo (Christopher Columbus to you) persisted so well in his belief that there was land somewhere to the west that he finally persuaded royalty to underwrite a sea voyage to humor him. He apparently never set foot on the North American continent, but he did find many islands just off the coast, which is almost as good. He didn't exactly wind up in a blaze of glory, but history has treated him more kindly than did his contemporaries. Navy Day is the 27th, reminding us of the great debt we owe our Navy for their magnificent deeds in the late war against the Japanese. We, being stubborn, still insist our Navy could have whupped the Japs with one hand . . . the left . . . had there been but one enemy! The 31st is National Apple Day so, after eating an apple or two, you may repair to your storm cellar thus avoiding dangers incident to Halloween, arriving later the same day!

**OCTOBER  
 DATES**

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**San Franciscans:**

**Support the Victory Campaign of the War Chest Drive beginning Oct. 1**



## A BIG JOB FOR AMERICA

### Growing More Trees

★ Wood is a material of vast industrial importance. The end of the war poses the immediate problem of our lumber supply, so great a portion of which went into our tremendous war effort during the past three years or so. Serving a vast lumber territory, as we do, Western Pacific people should be and are interested in the future progress and prosperity of the lumber industry . . . in the development of wood.

Wood has built most of our homes and furnished them. It serves as a raw material for paper, plastics, textiles and a wide variety of compositions. Its historic tasks—chiefly as lumber—continue, but the advance in this and other fields continues. Plywood flies in the air and sails the seas. Compressed woods do the work of metal. Pliable woods suggest hitherto unsuspected uses.

Wood is chiefly cellulose and lignin. Chemists have found many uses for cellulose and lignin, but have yet to reveal all their secrets. Scientists like to work with wood not only because it is versatile, but also because it is a product of life and can serve us as long as life persists. The "new age of wood" is not a dream but a growing reality.

Those who know tell us trees need not be hoarded to be saved for the future. They are the world's largest plants and, like all plants, they reproduce and grow.

The rapidly developing science of forestry, in the past few decades, has found practical ways of harnessing the capacity of Nature to replenish and hasten forest growth. Today, an increasing number of professional foresters is being employed by forest industries to put this knowledge to work on the land. Good forest practice makes possible the full use of timber resources **today** and provides for new trees to grow again for **tomorrow**. We will not delve into the sound and practical methods offered by the experts to provide the new trees for the future. But we can be content in the knowledge that those who are vitally interested are working sincerely on the problems of reforestation.

Much of this fine work will go for naught, however, if Americans continue to be careless with their timber resources. **Forest Enemy No. 1 is fire and 64% of all forest fires are caused by careless smokers, incendiaries and careless debris burning.** Our carelessness costs the United States millions of dollars every year in direct losses, but the indirect losses are even greater. They consist of new forests that cannot grow because of fire. They consist, too, of homes and buildings such forests might have made . . . and the new jobs they might have created.

In 1900, some 34% of wood in a harvested tree could be used in manufacturing timber. Today, processes exist for using almost all the wood in a tree. Their full development is the goal.

Thus, compared with 1900, it is possible to double, yes nearly triple, the volume of wood being used without adding to the forest harvest. The future of wood is greater than its past . . . a challenge to the logger, the millman, paper manufacturer, the chemist and physicist, as well as to the merchandiser and economist. Already wood provides shelter, warmth, clothing . . . even feed. When cellulose and lignin yield all their secrets, wood will have become even more versatile.

Abraham Lincoln's birthplace was 17 feet long, 12 feet wide, and 14 feet to peak of roof. If Abe's father had used lumber instead of logs, he could have built FOUR houses the same size, without using any more wood! This indicates how improved utilization enables wood to do more jobs . . . and create more jobs . . . without the harvesting of more trees.

There are 461,000,000 acres of commercial forest lands in the United States, of which 202,000,000 acres are owned or operated by private forest industries. We will not bore you with other figures, but it is significant that the condition of our forest land is improving. Less than three decades ago, there was almost no organized effort to grow new trees for America. Now all those interested fully appreciate the importance of management for future production.

And they hope that all Americans will cooperate by simply being careful and thus protect their own natural resources.

*(We are indebted to the American Forest Products Industries, Inc., for the facts and figures here produced.)*

## WESTERN PACIFIC CLUB ELECTION

### JACK HYLAND ELECTED PRESIDENT

★ At a special meeting of our Club, held September 4th, Jack Hyland (traffic) was elected president for the ensuing year.

Other officers elected were Frank Rauwolf (frt. claims), 1st vice president; Art Petersen (accounting), 2nd vice president; George Welch (frt. accts.), treasurer; Bill Banyard (traffic), secretary; and Beth Deatherage (law), assistant secretary.

Elected to serve on the Board of Directors were Mary Genoar (treasury); Peggy Smith (gen'l. aud's. office); Spen Lewis (transportation); Harold Heagney (frt. accts.); Cliff Norden (engineering) and Walter Mittelberg (traffic).

Frank Lindee, retiring president, was presented with a token of the Club membership's appreciation at the dance held in San Francisco on September 8th.

## THE VICTORY LOAN DRIVE

★ Begins officially October 29th and ends December 8th. This will be the last of the organized Government drives for funds needed incident to the war recently concluded.

All Victory Bonds purchased by Western Pacific, Sacramento Northern and Tidewater Southern officers and employes from October 29th to December 31st, whether through the payroll savings plan, or for cash, may be applied toward our quota.

The Victory Loan campaigners will also endeavor to keep a record of verified bond purchases through other than company sources, so that credit may be given our workers for such purchases if the War Finance Division decides to permit such credit.

This campaign, on our railroads, will be handled in just about the same manner as in previous drives. Our campaigners will endeavor to personally contact as many of our people as possible. However, instead of soliciting payroll allotments for an indefinite period, they will be asking only for payroll subscriptions for the months of November and December.

They will also solicit subscriptions for cash, issuance of bonds to be handled through the treasurer's office in San Francisco.

The Payroll Savings Plan will continue in operation on our railroad for the benefit of those who desire to continue regular purchase of United States Savings Bonds through the convenient payroll plan.

★ ★ ★

### BUY VICTORY BONDS AND ASSURE YOUR FUTURE

★ ★ ★

### HAROLD JESS MULFORD

★ More than three months ago, Harold J. Mulford was appointed assistant to the superintendent of transportation for the Sacramento Northern Railway, headquarters at Sacramento.

Harold was born in Beaver County, Oklahoma, on January 18th, 1908, and, at 17, began his SN service as a clerk in GO. Eventually he became chief clerk to the superintendent of transportation, the position he held at the time of his new appointment in June.

Though we're tardy with this report (it only came to us September 11th!) our good wishes are nonetheless hearty and sincere, Harold, and we hope this is only the beginnin'.

## Hy-Lites

By JACK HYLAND

Army life, mainly because of the shrapnel wounds he received during a scuffle in the Philippines. **Mrs. Carleton** appeared very happy in having her hubby back home, even if only on furloughs . . . for now, every passing day means it is just that much closer to the **EVENTFUL** day when he'll receive his honorable discharge.

Additions to the population. **M/Sgt. Richard Gollan** (Traffic) and his wife **Betty** are the proud parents of a baby girl . . . weight 6 lbs. 6 oz., born August 9th at 9:20 p.m. This information received through **Byron Larson** (Traffic) who learned it through Grandpa **George Gollan**. Congratulations, Dick, and we know you both must be very happy . . . with "**Diane Kay Gollan**."

In case you haven't heard . . . **Howard Sevey** (Treasurers), together with his wife **Doris** and their two youngsters—**Nancy** and **Sally**—made the jaunt up to "**Paradise, Cal.**" over the Labor Day holiday, to enjoy the beauty of the wide open spaces, pine trees, swimming at Nelson's Bar (Feather River) and eating barbecued food prepared by Howard's mother. **Janie** and I also went along and we can personally vouch for the excellence in food and hospitality of the "**Dahl**" household.

A very pleasant surprise . . . when **Capt. John Skinner** (Traffic) dropped into the office last August 22nd, sporting a flock of combat stars and a triple row of ribbons. He and **Arthur Allen** (Traffic) had a great many things to talk over . . . not having seen each other since shortly after "Pearl Harbor," when all three "musketeers," the above two and **Capt. Don Burgess** (Traffic), separated as a result of Army orders. **Johnnie** has been overseas for more than three years and looks more handsome than ever; in fact, some of the girls have already made inquiries (and vice versa).

We recently found out that **Manuel Bettencourt** (Pass. Dept.) gained a daughter-in-law last August 12th, when his son **Robert Bettencourt** married **Jean Donaldson** (Tahoe City, Cal.) at the Chapel of the Flowers in Berkeley, Cal. They are (or have already) enjoyed their honeymoon at Lake Tahoe, and have returned to the Bay Area for **Jean** is training at Stanford Hospital to be a registered nurse and **Bob** is employed by the U.S. Navy as an architect.

How quickly time passes, for it seems only yesterday . . . but on August 8th **Byron Larson** (Traffic) and his wife **Helen** celebrated their "14th year" of wedded life; then on August 27th we find **Axel Rintala** (Treasurers) and his wife **Lois** reaching their "13th year" of marital bliss; and on August 28th **Mae Denning** (Car Record) proudly announced it was her "3rd year" anniversary. We also have **Spencer Lewis** (Car Record) and his wife **Olga** attaining their "16th year," and **Ernest Knox** (Oakland) and **Ida Knox** (my mother) reaching their "20th year" anniversary, both on October 20th.

Was going to include this in the above paragraph, but believe it deserves special mention, separate from the others—because last Sept. 11th marked a very eventful date . . . for 48 years previous **Leon Wagner** (Engineering Dept.) and **Mrs. Wagner** were married. Congratulations are extended to a couple who have proven . . . **marriage can be a lasting happiness.**

Well . . . things can still happen here, for the latest news is that little **Billy Nordberg** tried his hand at drinking on Sept. 12th . . . and instead of sticking to the conventional stuff . . . he went for "**clorox**." Young **Bill** is the son of **Edna** and **Hal Nordberg** (Traffic).

Latest "Air Mail" letter from **T/5 James Drury** (Car Record), now stationed in Bremerhaven, Germany, tells of hearing over the radio at about 1:30 a.m. the news . . . "The Japs quit," but as **Jimmy** puts it . . . "**I didn't even get out of bed, just said a few prayers and went back to sleep.**" I'm sure you did the proper thing, **Jim**, for while some of the San Franciscans believed in a more "material" form of jubilation, the majority silently paid their homage to the less fortunate—and were exceedingly happy that the war was over.

Haven't heard from **Lt. "Ace" Arnall** (conductor since his letter telling of receiving the "Spring and Summer Catalogue" from the girls at Herlong, Cal. Maybe his C. O. . . who is **Col. C. P. Crymes** (formerly Illinois Central) keeps him extra busy, which prevents his writing, and naturally from . . . "two-timing" any of the girls back home.

That tiny little blonde now working in the Traffic Dept. since Sept. 6th is **MRS. Edith Carter**, who hails from far away New York. Her hubby is a Marine stationed in the South Pacific. **Edith** filled the stenographic position formerly held by **Marjorie Hoyt** (Traffic) before she was advanced to Secretary to **Walter Mittelberg** (GFA-Traffic), filling vacancy created when **Maureen Gruber** decided to become strictly a "housewife." Then in rapid succession stenographic positions were available when **Mary Dulik** and **Clare Leonard** left the W.P. fold, but in stepped **Charlie Van Zandt** (formerly U.S. Navy and previously with the Pere & Marquette, Los Angeles). Understand **Charlie** has seen action in the finishing stages at Okinawa, and also knew some of our boys at the Los Angeles office.

From **Richard Beltz** (G. Mgrs.) we learned his brother, **CPO John Beltz** (U.S. Navy) is now located at Sun Valley, Idaho, recuperating from a minor operation—with the major form of recuperation being . . . trout fishing.

Although **Jean Springer** (Treasurers) left the building last Sept. 15th with a happy smile, her heart was sad, for she was starting on a trip to Freeport, Ill., to be with her father who is seriously ill. We all hope her visit will result in an early recovery, and that **Jean** will soon return.

## PORTOLA RAILROADERS CLOSE 1945 SEASON

★ The Railroaders ended their current campaign with 16 wins and 8 losses. The team batting average was .387. They defeated Herlong Ordnance Depot and the Reno Army Air Base three times each, edged out the Tonopah Army Gunnery School and split a pair of games with the Fallon Naval Base.

Probably the best game of the year was that with the Camp Beale aggregation. The service men brought several big-timers along and defeated the Portolans 7 to 1.

**Johnny Lusar's** crack work at the initial sack and **Bill Howell's** almost errorless ball at the keystone were other features of the team play.

The Portola Ball Club looks forward to 1946 and the plans being shaped for that season. The Club thanks the merchants and people of Portola who made the '45 season possible with contributions and support.

★ ★ ★

## ELKO ECHOES

By Peggy Phillips

★ Late in August, the annual office picnic was held at the City Park. Officers, employes and their families attended, with 85 or more on hand for the festivities. It was a pot-luck dinner and delicious food of every description was in abundance. Following dinner, a softball game was played. Men, women, girls and boys participated and interest was keen, the game ending in a tie.

**Frank Clawson**, crew caller, who broke his right arm while on his vacation on a ranch, says his arm will soon be as good as new!

**Ray Sargent**, assistant timekeeper, was rewarded for his toil in cultivating his garden during the past few months, by winning one of the first prizes in Victory Gardens at the County Fair, held early in September.

**Celeste Shockley**, general clerk in the personal record office, is enjoying a visit from her father and friend, who are from St. Louis, Mo. Unfortunately, they were involved in a train wreck en route, but neither suffered any ill effects.

**Capt. C. H. Hood**, husband of **Jane Hood**, file clerk, returned to Elko on September 9th after spending two years overseas. **Capt. Hood** served as Company Commander in France.

Eastern Division ex-service men who have returned are **Duke Olin**, Omira section laborer; **Francis R. O'Leary**, Winnemucca trucker-caller; **Edward Scott**, fireman working out of Elko on passenger trains (after three years in the Seabees); and **William A. Wiley**, Elko brakeman, former Coxswain, USNR Seabees.

## WHAT'S IN A NAME?

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

(Copyright, 1945, by Thomas P. Brown)

★ **ISLAIS (ISLAR) CREEK.** San Francisco—In the February Headlight we wrote about this name. Now, by courtesy of Dr. Erwin G. Gudde, University of California, we shall quote from the article written by him under the title "Paging Messrs. Dardenelle and Islar," for the July, 1945, issue of "California Folklore Quarterly," University of California Press.

Dr. Gudde is the editor of "California Place Names, A Dictionary of Geographic Names: Their Origin and Meaning," a definitive work now under way which eventually will be published by the University of California Press. Mr. Samuel T. Farquhar, manager of the latter, is secretary of this project. The advisory committee is: George R. Stewart, chairman; Aubrey Drury, Francis P. Farquhar, Edward W. Gifford and S. Griswold Morley. Governor Earl Warren and President Robert G. Sproul of the University of California head the distinguished sponsors which include high State and Federal officials and other leaders in science, history and lore of the Far West, germane to geographic nomenclature.

In his article Dr. Gudde tends to the view that were we enabled to locate M. Francois Dardenelle we might ascertain why the California peaks near the Middle Fork of the Stanislaus River were named Dardanelles—not for the European strait. Similarly, we might know more of the origin of Islais Creek could we find M. Florence Islar in the footnotes of the history of the Golden State.

On the subject of Islais Creek, and after referring to the various interpretations of the name of Islais Creek given in this column in February. Dr. Gudde writes:

"The most plausible seems to be that the creek was named for the holly-leaved or evergreen cherry, *Prunus ilicifolia*, which the Indians farther south called 'yslay.'" (See work of Pedro Fages translated by Herbert I. Priestley, U. C.)

"Ross T. Shoaf's 'Report Upon the Proper Development of Islais Creek' (Unpublished thesis, Coll. of Engineering, U. C.), accepts this interpretation. However, there is no proof that the Indians of San Francisco used this name for the berry. Nor is there any evidence that the shrub grew wild along Islais Creek or anywhere else in San Francisco. Soil and climate within the city are not very favorable for the plant, and neither the Indians nor the Spaniards would have applied the name to the place unless the shrub would grow there, and only there, in abundance. The interpretation smacks a bit of popular etymology.

"Henry W. Turk advanced a new, different, and more or less convincing theory of the origin of the name in the 'Knave' section of the Oakland Tribune,

Mar. 17, 1935. According to him, the creek and the estuary were named Islais Creek because a Frenchman named Florencio Islais raised frogs and water cress at the place. Mr. Turk calls our attention to the S. F. Directory of 1863 wherein a Florence Islos is listed as residing at 364 Pine Street, and his profession is given as "peddler." The entry does not tell us, of course, whether M. Islais' frog and cress business had grown to such proportions as to allow him to open salesrooms on Pine Street, or whether he had given up agriculture for general merchandise. Anyway, Mr. Turk feels quite sure of his ground and states that the newspapers of San Francisco mentioned these facts at M. Islais' demise 'some years ago.'

"Mr. Turk believes that the name Islais appears first on Wheeler's map of 1855. But it is already recorded on C. Humphrey's map of 1853. The maps of the U. S. Coast Survey of 1856 and 1857 call the rivulet (or only the estuary?) Du Vrees Creek because a man of that name had his residence there. In 1859, V. Wachenreuder restores the old name Islais on his map, and as such it has been known since.

"The original name, apparently, was not Islais at all, but **Islar**. As such it appears in a report of a railroad engineer in 1851. (Pacific and Atlantic Railroad Co. . . . Report of Chief Engineer, San Jose, 1851.) Since the other names in the report are spelled fairly correctly we may assume that **Islar** was the original and proper form. If this assumption is correct it would eliminate the 'Islay' and other theories. It does not speak against the hypothesis that Islar was the name of a man; nor do we need to worry about the spelling; from Islar's to Islais is not a far cry. **But who can produce M. Islar in a more substantial form?**"

Just as were typing this copy for Editor Walter C. Mittelberg of The Headlight, Dr. Gudde wrote us: "Be sure to leave open the possibility that Islais Creek may be named after the plant. No less a personality than Miss Alice Eastwood of the California Academy of Science believes that the evergreen cherry grew in abundance. Of course, she has no proof, but neither have I been able to produce a Mr. Islar."

**JOSIAH ROYCE** who called Nevada's Humboldt River "that kindly stream." In our August column we gave this beloved instructor the accolade of Yale. We are compelled to defer to Mr. Nathaniel Blaisdell and to Dr. A. T. Leonard, Jr., San Francisco members of the California Historical Society. Dr. Leonard speaking: "Royce, born Grass Valley, California, 1855; graduate U. C. 1875; taught literature and logic U. C. 1878-1882; philosophy at Harvard, 1882-1916. A Californian, first, last and all the time. Wrote the volume on California in the American Commonwealth Series."

## COL. MASON ADDRESSES VICTORY LOAN MEETING

★ At a meeting in San Francisco on September 17, VP&GM Mason offered one of the principal talks. The meeting was under the auspices of the Railroad Unit, War Finance Division, U.S. Treasury Department, and was attended by representatives of all railroads serving San Francisco, as well as representatives of the Railway Express Agency, Pullman Company and Pacific Fruit Express.

Among those present for us were Dan Irwin and Bette Elliott, of the store department; Clair Donnenwirth, Floyd Seaton, Howard Parker, Gil Knutson, Stillman Lampley, George Love and Andy Stene, representing train and engineers; Ross Kelleher, of the mechanical department; Beth Deatherage, Lillian Lavone, Howard Sevey and John Baird, of GO; Supt. Glenn Curtis, Asst. Supts. Jim Lynch and Elton McDonald; Trainmasters John McNally, Henry Stapp and Phil Prentiss; Roadmasters John Connelly and Bruce McNeill; Agent Bill Moody; Asst. Treas. Ray Larson; Asst. to Genl. Mgr. Henry Fegley; Pres. Harry Mitchell of the SN; Asst. to Supt. of Transpn. Harold Mulford, of the S.N.; Domonic Goodman, SUNA representative from Oakland; Harry Glatt, chief clerk to trainmaster at Oakland Yard; and Bond Chairman Walter Mittelberg.

Col. Mason stated he was proud of the consistently creditable showing made by our workers in subscribing a substantial percentage of their earnings to purchase War Bonds through the Payroll Savings method. He added that, with the other railroads of the country, Western Pacific people will again put their shoulders to the wheel this month in the final push following Victory.

Continuing, Mr. Mason pointed out that victory was not easily won; nor would the fruits of victory be easily realized . . . our war economy presented a serious problem and our peace economy will be no less difficult.

Mr. Mason also indicated the Western Pacific will be agreeable to continuing the payroll savings plan in operation, being glad to do this because more than 95% of the officers and employes who were subscribing through the payroll savings plan on August 14th were continuing their subscription now.

In concluding, Col. Mason said one of the good things to come out of the recent war is the habit of saving implanted in the minds of millions of our people by the payroll savings campaign. He expressed the hope that this habit would become a permanent one.





Gomes, E. C.  
 Petrick, V. W.  
 Robertson, T. J.

Spillard, R. A.  
 Wallace, J. F., Jr.

## RANDOM

★ Again we must apologize for slow (but sure!) reporting . . . this time **W. H. (Bill) Banyard**, formerly secretary to Western Division's superintendent **Glenn Curtis**, now handling a desk in the transcontinental bureau of our general traffic department at GO. Bill wasted no time getting into the thick of things and recently was elected secretary of our Club, as reported in another column. We appreciate Bill's interest in our efforts.

Through Western Pacific Amusement Club's **THE REPORTER** (Sacramento Shops) we learn that **Raymond Lewis Ackeret**, former carman, has been appointed assistant car foreman at Oakland, succeeding "**Bill**" **Wilkinson**, transferred to Sacramento as coach foreman. We're very happy about Ray's promotion and know his many friends join us in hearty congratulations.

**THE REPORTER** also chronicles the appointment of **Gordon Murray Middleton**, formerly assistant car foreman at Oakland, as general car foreman at Sacramento Shops. Gordon is a veteran of almost 27 years service on the Western Pacific and has earned congratulations and good wishes.

**George Johnson**, formerly head import clerk in our San Francisco local agency, is transferring to the freight traffic department in GO as rate clerk, succeeding **George Dyck**.

**Jack Hyland's** "Sports Review" was crowded out this month, but we didn't think it too serious since the principal item was the leading 179 bowling average belonging to **Howard Sevey** (Treasury) and we figured he would take care of the necessary publicity and get what's coming to him!

Technician Fourth Grade **Alfred J. Cabral** has been awarded the Purple Heart for wounds received in action on Luzon with the 161st Infantry Regiment of the veteran 25th "Tropic Lightning" Division. Alfred was formerly a clerk in our local office at Oakland. As a truck driver and first gunner (A.T. gun 37mm) and a veteran of 49 months on Guadalcanal and in the northern Solomons, he participated in the 25th Division's 165 days of heavy fighting on Luzon, where his outfit drove across the central plains and then fought a slow, bloody battle for Balete Pass in the Caraballo Mountains and Santa Fe, in the Cagayan Valley. He has been overseas since December 12th, 1941! Alfred has returned to duty, having fully recovered from his wounds.

**Lt. John Francis Wallace, Jr.**, USNR, formerly Western Division marine engineer, is an engineer aboard the aircraft carrier USS TULAGI. The TULAGI is John's second tour of duty aboard a baby flat-top, having previously served on the USSS BOGUE.

Newspaper dispatches last month indicate that stainless steel streamlines through the Feather River Canyon and operating between Chicago and San Francisco over our route may become a reality in the not too distant future. We look forward to the day when the Burlington, Rio Grande and Western Pacific inaugurate this service.

—THE EDITOR

## ALBERT HUBBARD MOFFITT

★ Albert H. Moffitt, retired general agent, Oakland, died at St. Joseph's Hospital, San Francisco, on September 4th.

"Hub" Moffitt was born at Los Angeles on December 22nd, 1880, and entered Western Pacific service as city ticket agent at Oakland January 8th, 1912. Later he was promoted to passenger agent at Oakland and resigned in April 1914. However, he returned in March 1915 as a ticket clerk in the San Francisco Ferry Building and, in 1918, was reappointed city ticket agent at Oakland.

During Federal control of the railroads in World War I, he was ticket clerk in the consolidated ticket office in Oakland and, upon return of the railroads to private ownership in 1920, he was appointed city passenger agent at Oakland; was promoted to district passenger agent August 1st, 1920, and to general agent on May 1st, 1925.

"Hub" retired June 30th, 1942, and lived at Felton, California. A man of sterling character and affable personality, his loss will be keenly felt by his many friends and associates.

In addition to Mrs. Moffitt, he is survived by a son, Col. "Hub" Moffitt, who flew from Frankfort, Germany, to attend funeral ceremonies for his father at Santa Cruz on September 10th.—(T. K.)

## WILLIAM RANDOLPH JONES FRANK GEORGE LINDEE EDMUND PREISER JAGELS

★ William R. (Bill) Jones, Alameda class of '09, entered our service November 17th, 1926, as freight traffic agent in our San Francisco general agency and, more recently, served as traveling freight and passenger agent at Modesto. Now Bill has resigned to enter private business. With him go the best wishes of his many Western Pacific friends for complete success in his new venture. Good luck, Bill.

Succeeding Bill Jones at Modesto will be Frank G. (Omaha) Lindee. Born at Omaha (naturally!) almost 33 years ago, Frank entered our service as chief clerk in our Omaha general agency January 15th, 1939, after some prior service with the Burlington. Frank came to San Francisco November 1st, 1942, as freight traffic agent in our general agency there and 18 months later was promoted to chief of solicitation bureau, the position he held until his Modesto assignment. Frank has done considerable wandering over the WP in recent years and has just completed a term as president of the Western Pacific Club. He has made many friends, all of whom are happy over his promotion.

Working in GO is nothing new to Ed. Jagels for years ago he served as secretary to our freight traffic manager. He left us for a short time to see what the Lackawanna general agency in SF had to offer that we didn't; then returned to us and eventually served as chief clerk in our Klamath Falls and Sacramento general agencies, holding the latter position when recently transferred to San Francisco GO to take up Frank Lindee's old duties. Ed. was born at Denver, Colorado, some 34 years ago and first entered WP service December 11th, 1929. We welcome Ed. back to GO and wish him continued success in his bid for the higher rungs of the ladder.

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## PORTOLA PUTTS

By Jessie Morgan

Belatedly, and with apologies, we report the marriage of Engineer **Myrl Snow** to **Josephine T. Prest**, of Portola, on June 28th at Reno. Our congratulations to the happy couple.

On August 19th, the annual picnic of the local lodge B. of L. E. was held at Feather River Inn. Attendance almost reached 175 and all reports indicate a fine time was enjoyed by all.

**Pvt. Varcelle L. Swartfager** was home on a furlough after service in Europe; **Pfc. Henry (Bud) Baldwin** is at DeWitt Hospital, Auburn, for an operation made necessary by injury sustained in the South Pacific when a Jap suicide plane hit the hospital ship on which Bud was sailing; **FC 1/c R. E. Henderson** is out of the Navy and back with us as a conductor; **Staff Sgt. William A. Carter**, veteran of the African and Italian campaigns, is back with us as a brakeman (Continued on Page 7)

## HISTORICAL HIGHLIGHTS OF RAILWAY SAFETY

### WITH A FEW COMMENTS

- 1883 **George Stephenson suggested use of a steam whistle on locomotives.**  
Read Rule 14 (1). Note that it says "To be repeated or prolonged until crossing is reached." Careful observance may avoid an accident that might turn over an engine in addition to striking an automobile or truck.
- 1851 **Charles Minot, general superintendent Erie Railroad, issued first telegraphic train order.**  
It is often remarked that "Anyone may overlook something." Isn't that just another way of saying that anyone may not check his orders and timetable often enough? It's all there in writing.
- 1870 **Westinghouse airbrake adopted by the railroads.**  
We are having too many men injured while stopping and starting trains. Using a little care and taking a little more time in stopping and starting will help in reducing the number injured.
- 1872 **First electric automatic signal installed on the Pennsylvania.**  
Because parts of Rule 509 are not frequently used they must be read often to avoid confusion when circumstances require their application.
- 1883 **One Standard time adopted.**  
Forty-eight different standards had previously been used. Be sure to compare time according to rule.
- 1885 **First test of automatic coupler made by Master Car Builders Association.**  
Sixty years later we still find men risking their lives and limbs by adjusting couplers while engine or cars are in motion.
- 1887 **Interstate Commerce Commission created.**  
Among its powers are investigation of all railroad accidents, and prescription of safety appliances and equipment for railroads and motor carriers. None of us like to be investigated so let's avoid the accident.
- 1893 **Federal Safety Appliance Act required use of standard safety appliances and equipment on railroad trains.**  
It is important to promptly report any defects.
- 1903 **First steel passenger car constructed.**
- 1908 **Transportation of dangerous explosives act passed.**  
Better comply. They may be atomic!
- 1919 **National Railroad Accident Prevention Drive inaugurated.**  
Then we began to realize that it is so much better to prevent the accident than to wonder how we could assist the victim financially.
- 1922 **Careful Cross Campaign inaugurated.**  
Crossing accidents are hazardous to us as well as to the autoists. There is always a chance that we will turn over.
- 1934 **Federal funds appropriated to make railroad crossings safer.**
- 1939 **Railroads of United States and Canada transported 500,000,000 pounds of high explosives without accident.**

During the first five months of this year our personal injury record was, as characterized by Col. Mason, "the kind that no railroad would like to have." During June the Eastern Division made a commendable reduction. During July both Eastern and Western Divisions made splendid progress in reducing the number of reportable injuries, which proves of course that injuries do not have to happen. Our overall record in August is improved but has the dark spot of one switchman killed while passing between engine and cars without sufficient clearance—only three feet. If some of us could only have impressed upon him that passing so close to an engine or car that might be moved is extremely hazardous, his life might have been saved. It is too late to save him but we may save some other good fellow's life by calling attention to hazardous practices wherever they come to our attention. The United States Department of Labor in Bulletin 276 says: "No department of statistical inquiry more closely touches the public weal than the study of personal injuries by accident." How true that statement is.

HOMER RYAN

## RIGHTS OF TRAINS

★ The Simmons-Boardman Publishing Corporation announces publication of the third edition of "Rights of Trains" by the late Harry W. Farman, retired assistant to our general manager. This edition has been revised by Peter Jossierand, our night chief dispatcher at Sacramento.

The publisher describes this book as the greatest ever written on train rules, giving a complete analysis of the Standard Code as it applies to single track, explaining every section and bringing out important points by supplementary questions and answers.

This edition will be 5x8, 600 pages, 135 illustrations, flexible binding, and can be purchased for \$3.50 through the publisher at 30 Church Street, New York 7, N. Y.

## WENDOVER'S DESERT DAZE

By Floella Jones

*(These notes were signed "Dazee" and, after reading them twice the editor has decided to use them anyway (!), hoping the Wendoverians, a word apparently coined by "Dazee," will understand!)*

★ Floella Jones was called to San Francisco September 8th in the midst of preparing some newsy tidbits, so she asked Dazee to sub for her this issue. Floella's daughter Jerry Jones is reportedly quite ill in the city by the Golden Gate. We all hope it is nothing serious and that Floella's trip will turn into a nice vacation.

That rumor we hear indicating DHQ Dept. is going to do some extensive remodeling sounds good. Wendover must go forward!

Marta Hellewell is our new train-master's clerk. We hope she likes us.

Sunny Bonny Caruthers is our new call girl. She is replacing Ede Peterson, who is on leave of absence.

It was nice to see Mrs. Herbert Worthy visiting and laughing with friends while waiting for her hubby to call it a day.

Annette Starnes left the 15th of last month to be with her husband who has returned to the States. We wish them the best of everything in their new home.

Caller Hubbard commenced to talk hunting the first cool night. We don't think he will be satisfied with a car for some time after that 'plane trip.

Switchman Holder, it is reported, was seen walking on the avenue with some sort of an animal on a leash. That couldn't have been a cat, could it, Fred?

Fellow Wendoverians: Sunny Bonny is collecting books and magazines to give to service men passing through Wendover on our trains. The boys enjoy the reading so let's get behind this and bring our reading matter to the station so the good work may continue.

Brakeman Clifton Rockwell was in for a chat. He claims to be the fastest man on the line. How about that, boys?

★ ★ ★

## PORTOLA PUTTS

(Continued from Page 6)

after three years; and T-Sgt. Bernard C. Irwin, son of Agent Dan Irwin, recently sailed for Guam and may be included in the army of occupation.

Master Sgt. "Sammy" Dewhirst, son-in-law of Agent Dan, was discharged from the Army September 7th and plans to return to his old job soon. Meantime "Dee," his wife, is on leave from the Marines and they are here together. Sam, who served three and a half years in the South Pacific theater, holds the Purple Heart, two bronze star medals for meritorious service and a bronze arrow for the Battle of Leyte.

Brakeman Wesley M. Dwyer, who recently underwent an appendectomy at Washoe General Hospital, Reno, is recovering nicely.

## TIME, LTD.

By Stanley A. Pope

★ Ask the average man if he understands the meaning of the word "time," and he will assure you that he does. Then ask him to define the word, and chances are ten to one that he will be non-plussed. Without doubt the word is one of the most remarkable in our English language. Its everyday use in our business and social activities has made it commonplace. We say that we "make time," "save time," "lose time," etc., but these terms are merely figures of speech. One thing we do know, not one of us can be separated from its influence, and all of us are most vitally concerned with one period of it, what we refer to as "lifetime."

Our editor assigned to this article the title "Time, Limited," and a very apt one, we agree. Is it not indeed limited? That fact not one of us will gainsay—its opportunities are boundless, its brevity appalling. As these concluding words are being prepared, the time meter in my living room is peremptorily urging me to repose, rapidly sounding ten strokes on a musical gong, a reminder of the ever increasing tempo of lifetime's measure. As one writer expressed it, "How little time, how much to learn." Here is the dictionary definition of time: "The general idea, relation, or fact of continuous or successive existence, infinite duration or its measure." Rather abstruse, is it not, and rightfully so, for a comprehensive understanding is impossible. It is one of the Gordian knots which has baffled scientists and philosophers. One writer put it this way: "Time is naturally divided into three most unequal parts, whereof the Past includes all that has happened until now, from that far-distant period when 'Heaven and earth rose out of chaos'; the Present is but a moment expended in a breath, momentarily renewed; the Future is, as the Past, 'A wide, unbounded prospect,' 'An undiscovered country,' into which prophecy penetrates but partially."

We can only associate time with some physical phenomenon recurring with regularity. It is really a measure of motion and human effort. With so much to learn and such a brief span of years allotted to us in which to accomplish so much, should we not apply to every waking moment the lesson which railroads are constantly giving us of the advantage of "on time" performance. Paraphrasing, "Save the minutes and the hours will take care of themselves." In the course of a year correct measurement of our actions and efforts will quickly repay the original cost and maintenance of good timepieces, whether they be clocks or watches.

During the period of World War II, the American watch manufacturers were unable to produce commercial watches because of their heavy commitments under government contracts, and the effect of this condition is very noticeable to the jeweler and watchmaker. Watches that have been laid aside for years as family heirlooms have been brought out again for use, and the watch repairers have been unable to cope with the enormous public demands for watch repairs. Men and women in all walks of life desire to own high grade watches. People are respecting more and more that energetic little instrument which ticks off the seconds, minutes, and hours, and which asks in return only that it be given reasonable care and periodical attention by a competent watch repairer. So many people treat their watches with utter disregard for the delicate mechanism, yet wonder why they fail to keep reliable time. Quite often you will hear the remarks, "My watch has not been repaired for years, and yet it keeps comparatively good time." Such a remark should make any railroad operating man shudder, and to the watch repairer it is anguish. Here are a few simple suggestions for those who would increase the life of their watches:

Protect your watch from shocks and concussions.

Wind it to the full extent of the main spring as close to every twenty-four hours as possible. The manufacturers suggest that watches be wound upon arising, thus allowing the full strength of the main spring to carry it through the working day; then again rising time is more regular with most people than retiring time.

Form the habit of placing your watch in the same position during rest hours, preferably dial up and resting on a flat surface. Lay it down with care. Never suspend it on a hook because it can very easily slip off and cause damage.

Take your watch to a reliable watch repairer periodically. Railroad watches should be cleaned, oiled, and otherwise serviced every eighteen months. With the very small watches used by the ladies, this work should be performed every six to eight months.

When your watch needs regulation or any mechanical adjustment, under no circumstances attempt it yourself. If correction is necessary, take it to the professional watch repairer who is trained to do this work correctly.

Sandy McPherson, after being shown to his room in a hotel, looked from the window and noticed a large clock in a tower across the street. He stopped his watch. In all walks of life many people are not unlike the Scotchman, they do not give their watches as much care as they devote to the lawnmower or family washing machine, and this is not economy.

What instrument or machine can you name that gives such continuous service with so small expense as your watch? So do not abuse or neglect it in return for the faithful work it performs. The balance wheel of a pocket watch pulsates one hundred and fifty-seven million times each year, three hundred times each minute,

## WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ Surprising her many friends, PBX Operator **Marion Palmer** was married at Carson City, Nevada, September 1st. Her name is now **Mrs. William Selders**. All of us join in wishing her many years of happiness.

**Pvt. Russell Willard**, USMC, was a visitor in the superintendent's office recently. The life of a Marine is evidently agreeing with Russ and he looks the picture of health.

**Sgt. Johnny Rossi** was a surprise visitor from Washington, D.C., dropping in on us the other evening about 4:30. John says a trip to the Philippine Islands for a two-year period looks imminent, but we're hoping he will not be gone so long or he might forget all about the railroad.

**Pfc. Harvey Hanson**, who has been in the Army Air Force in England and other points for some time, is now discharged and expects to resume his social security duties in the near future. We're glad to see Harvey back safe and sound.

A welcome is extended to **Claude R. Hewitt**, now dispatching trains for the Western Pacific. He formerly was with the Union Pacific.

**Ray Bowers** and **Maxine Naisbett** were visitors in San Francisco recently. Ray said they enjoyed two days of absolute confusion and, after having missed three trains, finally caught the last one and returned home... hmmm.

**Catheryne "Keddie" Ferrera** returned to the chief dispatcher's office the first of the week. She is glad to get back home, although I think she has a soft spot in her heart for Keddie. **Elnora Burrows** is breaking in as **Eddie Hillier's** secretary. She shouldn't have any trouble. Railroading isn't new to her. Her husband is Conductor **Burrows** on the WP.

Chief Dispatcher **Grant Allen** recently returned from a well earned vacation. He decided to take a motor trip this year. Went up over Carson Pass to Reno and back home over the Yuba Pass.

Dispatchers **Jim Clevenger**, **Lou Jaskala** and **Archie Legg** are somewhere in Modoc County hunting the elusive deer.

**Marie Gerich**, the little gal who did the pinch-hitting for me while I was ill, is going to be gone from the office for a short time. We're all very happy for Marie. Her husband returned from Italy where he had been stationed for the past two years.

and the rim of this wheel travels the equivalent distance from San Francisco to New York, and return, in that time.

In closing our contribution on the subject of limited time, the words of Rudyard Kipling come to mind:

"If you can fill the unforgiving minute  
With sixty seconds worth of distance run,  
Yours is the earth and everything that's in it  
And, which is more, you'll be a man my son!"

The End