

The Headlight



Volume 7

JANUARY - 1947

No. 1

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Editorial

The reward of a thing well done is to have done it.

—Ralph Waldo Emerson

COL. MASON RETIRES... In our June 1946 issue, we covered Edward Wilson Mason's retirement on December 31st from active duty with the Western Pacific Railroad. December 31st has come and gone. The 53-year career of an eminent railroader has ended. We were privileged on the Western Pacific to have Col. Mason with us for the past thirty-seven years. We venture the opinion, based on a considerable first-hand knowledge, that no Western Pacific officer has ever been more universally liked and respected. He leaves our railroad with the most sincere good wishes of a host of friends and admirers in whose name we offer to Col. Mason this permanent testimony of the affection in which he has been and always will be held by his Western Pacific associates.

PRIDE IN ACHIEVEMENT... We believe there was a time when railroaders, more so than workers in any other industry, not only were proud of their individual accomplishments, but derived a vicarious pleasure from the outstanding achievements of their fellow-workers. And our observation is that this almost universal attitude obtained 'til not so long ago. But, now, old-time railroaders, some of them retired and others nearing the end of meritorious careers, tell us that a great many younger railroaders, with whom they have worked and are working, do not have that little spark called pride in achievement. If that is true, it is too bad, for the germ of indifference spreads all too easily. It is unfortunate, too, because our railroads are undoubtedly entering an era of unprecedented competition. If we do our work indifferently, and consequently poorly, a slow paralysis will creep into the national railroad network and competitive services will not be slow to take advantage of the situation. The cancer of indifference may not completely knock-out the railroad giant, but it will seriously weaken him through loss of traffic, which, in turn, means reduction in work forces. Ground lost, as we all know, is not easy to regain. The road back is the toughest. And let us not delude ourselves with any honeyed phrases that the solution would be government ownership. The railroad worker who believes that would benefit him would be due for a rude awakening. We're starting a new year. Is it too much to hope for a resurgence of the old railroad spirit? There is pioneering yet to be done on our railroads, not only in passenger equipment, power and rolling stock, but in the field of understanding... knowing each other better. We'll wager that three out of four Western Pacific Railroad employes are railroading not just because the job was available but because they want to railroad. Someone once said something like a thing worth doing is worth doing well. Hackneyed—maybe—but we've a notion that a million-odd railroad workers following that idea NOW would mean MORE than a million-odd railroad workers ten years hence. How about it?

STRIKES WE CAN SPARE... And we are not attempting a corny bowling funny! We are talking, frankly as usual, about the coal and the general (Oakland) strikes, neither of which accomplished anything except 1) reduce the pay envelopes of THE WORKERS involved; 2) slow down the national economy and work hardships on millions of people not remotely involved in the disputes; and 3) seriously damage the cause of organized labor. For sheer stupidity, the Oakland affair wins the booby. The American Federation of Labor must be proud of the goonish actions of its so-called pickets on the streets of Oakland. These are Americans?

CALENDAR COVER... Again to WOBBER, INC., SAN FRANCISCO, our thanks for use of their calendar in the preparation of ours. And a bow to Madeline Tackaberry for the usual fine art work.

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

"Burlington West"

★ By Richard C. Overton, is "A Colonization History of the Burlington Railroad" tracing the growth of the railroad named in a manner not ordinarily employed. The book was printed in 1941 at the Harvard University Press, Cambridge, Mass.

It is a most complete and interesting work profuse with maps, graphs and illustrations. One of the latter is a darned interesting picture of the Galena & Chicago Union Railroad's "Pioneer" which on September 2, 1850, hauled the first train operated on any part of the Burlington System. Including the index, there are 583 pages.

Historians agree that the rapid development of our resources west of the Mississippi River, beginning shortly before the difficulties of the early 1860s, was due principally to the projection of the Iron Horse, encouraged by Government land grants. But the rails were laid in sparsely settled (if, indeed, settled at all), undeveloped territory and, as Overton says, "in order to subsist and to grow, the railroad company literally had to create and nourish an entire community of farms and towns." In the case of the Burlington, the bulk of this colonization work was carried on between 1852 and 1882, so this book is built around the activities of those 30 years.

The Government's land grants to railroads have been almost perennially the butt of criticism from both the informed and the uninformed, starting as far back as 1872, but the author points out that "there has been some recognition of the fact that the West's social development resulting from railroad colonization was a most significant aspect of the land-grant policy." So far as the Burlington is concerned, Overton's factual story discloses a job well done and Government grants fully justified by the splendid results.

W. C. M.

Paul Henry Jenner

★ Paul H. Jenner succeeds Clarence Hoover as assistant to the general manager.

Paul was born at Leipsic, Ohio, December 31, 1902, and began his railroad career with the Western Pacific as a call boy at Portola in May 1917. He started as a fireman on July 19, 1919 and was promoted to engineer September 10, 1927. On January 20, 1942, he was appointed road foreman of engines, headquarters Portola, and, in February 1946, he was detached for special duty at general office to prepare our new air brake book.

Congratulations to Paul and all good wishes.



Western Pacific Railroad Retirement Benefits

★ With his permission, it's our pleasure to reproduce a letter from Harry W. Gibson, retired Western Pacific passenger conductor...

Mr. Charles Elsey, President
Western Pacific Railroad
526 Mission Street
San Francisco 5, California

1203 4th Ave.,
Salt Lake City 3, Utah.
December 12th, 1946.

Dear Mr. Elsey:

May I take the opportunity at this time of expressing to you, and through you, to the Board of Directors, my sincere thanks and appreciation for the fine check, amounting to \$527.32, I received about December 1st, covering my pension period from June 30th to November 30th, 1946. My pension will be \$107.05 per month. This is indeed a Christmas present to be proud of, and I can assure you that both Mrs. Gibson and I are thankful for and proud of our pension plan. This plan is outstanding throughout the railroad world. On my recent trip East I talked to several railroad men along the way, but found none who knew of anything like our plan.

The credit for the plan, I am convinced, is due to your untiring effort and ever-increasing interest and humanitarian philosophy for the welfare of your employes. Every Western Pacific employe should indeed be thankful on this coming Christmas Day for the privilege of having men at the head of the Railroad who are interested in their well-being. You are assured of my continued support and effort to help keep Western Pacific prosperous.

Mrs. Gibson joins me in wishing you a very wonderful Christmas time, and all the happiness the New Year may bring.

Very sincerely,
(Signed) HARRY W. GIBSON

We're sure Harry expresses the sentiments of all the company's retired employes now benefitting from the Western Pacific Provisional Retirement Plan.

A check of the individual payments discloses that actually, in the majority of cases, Western Pacific is supplementing by 30% to more than 100% payments out of the national retirement fund. As an example of a few benefitting most under the Company plan, we noted cases such as an engineer who is receiving \$120.27 monthly from the company and \$113.35 monthly out of the national fund; a conductor who receives \$111.33 monthly from the company and \$110.79 from the national fund; a carpenter receiving \$18.34 monthly from the company and \$15.54 from the national fund; plus several cases of employes receiving between \$100 and \$118 monthly out of the national fund with supplemental payments from the company ranging from \$65.85 to \$112.98 monthly.

It must be gratifying to our old-timers to know that the company's voluntary adoption of the Provisional Retirement Plan may be the means of providing a comfortable independence for them after their retirement, instead of something less.

Incidentally, in our October 1946 issue, referring to the increased taxes under the amended Railroad Retirement Act, we estimated increased payments for Western Pacific employes and company at \$65,000 annually... an enormous error! We meant \$65,000 monthly, or an increased annual burden of some \$750,000, divided equally between Western Pacific employes and the company.

W. C. M.

Holiday Spirit Reigns at Western Pacific Club Christmas Party

★ Some two hundred and fifty Western Pacific Club members and guests trekked to the Ariel Club, on San Francisco's Embarcadero, the night of December 7th, for the club's annual Christmas party.

All (within the oblique range of the PA system) enjoyed Tim Moran's emceeing and most joined in some enthusiastic community singing led by the same Tim Moran. There were door prizes, welcome refreshments presided over by Chef Manuel Bettencourt, gifts (top value 25c) for all... or almost all... and dancing such as the muse Terpsichore never dreamed in his wildest Greek bacchanalia! Or maybe it's just that the years are catching up to us!

Congratulations to Prexy Arthur Petersen and his committee for a magnificent job.

Hy-Lites

By JACK HYLAND

ciscan, it's an oddity—for the No. 2 car is supposed to switch off Market Street a block before reaching Montgomery Street. Wonder **when** and **where** the crew finally awakened to the fact . . . or if they ever did.

Grace Kent (nee Heaney) formerly Traffic, visited the General Offices last month and **Dura Chesley** (Traffic) in particular. Grace was very happy to introduce her little daughter . . . **Theresa**, who is the image of her Mother.

Max Potter (Frt. Claim Dept) and family, accompanied by **E. J. "Gene" Neri** (Stkn Loc. Frt.) and family, recently returned from "dear ole Missouri", having enjoyed the Thanksgiving Day holiday at the Potter family homestead. Understand the snow back there is very cold and the California sunshine (liquid or otherwise) was a welcome sight to our now . . . native Californians.

Word comes through in the "Mail" that **Frances Duffy**, currently serving as secretary on the Federal Grand Jury, in addition to doing a bang-up job as secretary to **Homer Dunn**, Signal Engineer . . . is a great "Morale Booster" for the Signal Engineers office. Busy days for these girls of the Western Pacific.

Lou Jean Keller (Treas. Dept) entertained a group of friends at her home last December 7th (prior to the W. P. Club Christmas Party-Dance) serving oodles of snacks and refreshments. Incidentally, Lou Jean can now state very truthfully whenever questioned . . . "I'm over 21", for last Dec. 17th was her 22nd birthday. We extend our very best "Birthday Wishes".

Edith Carter (Traffic) just returned to the office last December 16th after enjoying a vacation trip back home, visiting her parents . . . Mr. **Tom** and Mrs. **Edith Kelley**, in East Rockaway, L. I.

Retraction . . . Our November "Headlight" erroneously stated **Harry Perrine** (CC-Signal Dept) is a Canadian. While it is true, Harry was born in Fort Erie, Ontario . . . he is as American as "Ham 'n Eggs", for his father was a member of the Engineering Dept. of the Big Four at the time of Harry's birth which accounts for their residence being . . . 'across the border'. Whenever we make an error we hear about it, but anyway we're sorry for the mistake.

When **Boyd Sells** (Traffic) goes on a vacation, he really . . . "goes", for last month he hopped a plane for Los Angeles, thence train for New Orleans, Jacksonville and Miami, then another plane for Cuba, returning via plane to New Orleans, thence train home—making the jaunt all within two weeks. While in Habana, Cuba, he visited the very famous "Tropicana Club" and from reports . . . this is quite a place to see.

With **Clifford Worth's** (Traffic) return to the office last November 18th, it practically completed the returned service men roster for that Department. All their boys are now back, with exception of those deciding upon other fields of occupation. We are glad . . . they are all together again.

Reports from the Oakland Roundhouse indicate **Ernest Knox** is confined home with "stomach troubles" and is on a strictly milk and cream diet. Also heard that a collection was made by the **boys-and-girls** at the Roundhouse, with **Fred Shuster** being elected as the Santa Claus, to deliver the "present" which we definitely know must have been greatly appreciated. This little group should be **highly praised** for their thoughtfulness, for it's quite difficult to regain your health, when one keeps remembering . . . "no work—no pay".

Frank Lindee (TF&PA-Modesto) was seen prowling around the halls of the W.P. Bldg. last month and seems to have taken on a few (some) pounds in weight in a most conspicuous place. Possibly it's the Modesto climate or food, but whichever it is . . . it's agreeing with him.

Hunter Macon (Asst. Frt. Claim Agent) is once again "at home"—meaning the office, after having made a "grand circle tour" . . . on company business which required hitting such spots (cities) as New York, Philadelphia, Boston, Washington, etc.

Muriel Baird (Treas. Dept) was seen "staggering" toward the East Bay Terminal last month. Have used the word . . . 'staggering' advisedly, for she certainly was . . . under the weight of many bundles and packages, which could mean a very Merry Christmas was enjoyed at the Baird home this year.

Marge Patsey (Car Record) enjoyed Thanksgiving Day dinner in Denver, Colorado this year, traveling via "the air lines" eastbound, but returned via the Western Pacific. We learned that the State of Colorado had one of its worst winter snow storms during the time Marge was back there.

Joseph Wheeler (Gen. Passgr Agent) should be very inquisitive (or possibly he already knows) about the 13 or more cities which bear the name of "Wheeler". Wonder when **Tom Brown** is going to come through with some information on these names . . . and if he does, **Bob Searle** (Traffic) would like to be informed relative station "Searles", Calif. on the S.P. Co. and the Trona Railway.

A very complimentary letter was received the other day from **Roger Druehl**, now employed with the Market Street Van & Storage, Inc., San Francisco. Before leaving the W.P. to accept a position with the Pollock Shipbuilding Co., during the war, Roger was our Chief Clerk in the Stockton Agency. Thanks for all the **nice things** you have said about the Headlight and the W.P. Club Roger, and we hope to live up to your praise.

Test Run

★ A Zephyr test train was operated eastbound over the Western Pacific from Oakland to Salt Lake City on Monday and Tuesday, the 16th and 17th of last month. The train consisted of a 3-unit 4500 h.p. General Motors Diesel, 4 coaches, 1 lounge car, 1 standard Pullman sleeper, 1 cafe coach, 1 dynamometer car and 3 business cars.

The Diesel is similar to the three locomotives Western Pacific now has on order for the California Zephyr trains and which should be delivered to us by the Electro-Motive Division of General Motors next year.

The train, in weight and number of cars, was about the same as the new California Zephyrs. Running time over each sub-division was the same as has been set up for our new streamliners.

Five GM people, a large number of our operating people headed by General Manager Mitchell, and Harold Wyman, our supt. of dining cars, accompanied the train.

The test run was made entirely by daylight, leaving Oakland Monday morning, arriving Gerlach that evening, out of Gerlach Tuesday morning and arriving Salt Lake City late Tuesday afternoon. T. K.

Passenger Dept. Extras

★ **Harriet E. Cruce**, refund, prepaid order and ticket clerk in the general passenger office, resigned December 14th to prepare for her marriage to **Alfred Wickstrom**. They were married December 28th in San Francisco. Harriet's office associates presented her with some sterling silver teaspoons and a serving spoon as a wedding gift.

Miss **Bernadette McHugh** succeeded Harriet as ticket agent at GPO.

The Western Pacific handled a number of Farm Bureau trains occupied by passengers to and from the American Farm Bureau Federation convention in San Francisco, week of December 8th.

Tom Howard, TF&PA at Omaha; **Joe Kirch**, TF&PA at Kansas City; **Gene Elchinger**, TF&PA at St. Louis; **Cliff (Klaghorn) Cobb**, TF&PA at Dallas and **Bert Hazlett**, TF&PA at Elko, escorted the trains over our railroad. T. K.

New WP Club Honorary Members

★ **Gordon Stanley McKay**, retired road foreman of engines, Eastern Division, and **Homer Scott Smith**, retired division lineman, Western Division, were recently elected to honorary membership in The Western Pacific Club.

The Lure of the Sagebrush

By THOMAS P. BROWN

Western Pacific Publicity Manager, San Francisco

★ Every prospector, every lover of the West, who knows its plains and its deserts, pays homage to the gray-green sagebrush that dots the landscape and often forms its principal vegetation. Of the many varieties, the best known is the common or bitter sage, botanically termed the *artemisia tridentata* which is Nevada's chosen State flower. With its silver, wedge-shaped leaves, it has a unique beauty that is accentuated by moonlight. Its aromatic fragrance gives a tang to the air that is especially exhilarating after a rain.

The sagebrush exemplifies the tenacity of life. Ever courageous, it scorns the ravages of heat; it digs in the more deeply when winds blast it away; it re-incarnates in the Spring though covered by snowdrifts through the winter.

To the roving Indian it offers seeds for food and leaves for medicine; to hungry sheep it affords forage; to the prospector, firewood. As Rev. Brewster Adams of Reno has said: "It is the great mother of the desert—sheltering, protecting, feeding and fighting for its own against the elements". Truly, the sagebrush is the immortal of the West.

Of the friendly "sagebush", Sam P. Davis, Nevada's noted journalist of two decades ago, has written the following lines:

"THE LURE OF THE SAGE BUSH"

Have you ever scented the sage bush
That mantles Nevada's plain?
If not, then you have lived but half your life,
And that half lived in vain.
No matter where the place or clime
That your wandering footsteps stray,
You will sigh as you think of her velvet fields
And their fragrance of leveled hay.
You will loiter awhile in other lands,
When something seems to call,
And the lure of the sage bush brings you back
And holds you within its thrall.
You may tread the halls of pleasure
When the lamps of folly shine
'Mid the sobbing of sensuous music
And the flow of forbidden wine.
But when the revel is over,
And the dancers turn to go,
You will long for a draught of her crystal streams
That spring from her peaks of snow.
You will sigh for a sight of the beetling crags,
Where the Storm King holds its sway,
Where the sinking sun with its brush of gold
Tells the tale of the dying day.
And when you die you will want a grave
Where the Washoe zephyr blows;
With the green of the sage bush above your head
What need to plant the rose?

In War, Peace, Diesels Do Job On W.P.R.R. 12 Locomotives Roll Up 3 1/3-Million Mile Total in 56 Months

★ Twelve 5,400 horsepower General Motors Diesel freight locomotives in operation on the Western Pacific have operated a total of 3,594,222 miles with an average availability of 89.6 percent for the entire period since Dec. 8, 1941, date you may remember as just following Pearl Harbor.

Behind this bare minimum of statistics

lies a story of hot-shot, high-tension utilization of General Motors power which, according to Chas. F. A. Mann, noted railroad author-expert, is one of the railroading feats of the 20th century. The figures do not even hint the rugged service, the 1942-45 need for war materials and troops in the Pacific campaigns or the press of munitions

hauled by General Motors locomotives over the Western Pacific's route from Salt Lake City to the west coast to help keep those campaigns going.

The Territory is Rugged

Somewhere around two and one-half million miles of the 3,594,222 miles mentioned were covered in war-time. All of that mileage was performed over a route, which according to C. F. A. Mann, cost more per mile than any other built in North America, which tells something of the territory involved.

On Dec. 8, 1941, when the nation was shuddering at the news of Pearl Harbor, the Western Pacific received its first two 5,400 horsepower locomotives from this plant. In 1942 a third arrived. Through Dec. 31, 1942 this trio operated 278,317 miles. Three more Diesels of the same size were added to the Western Pacific equipment in 1943, and the rest of the dozen in 1944.

7,600 Miles Per Month

The total of the first six locomotives in 1943 operated 418,949 miles and the entire 12 covered 824,801 in 1944. They jumped that total to 1,336,131, in 1945's victory-winning spurt and from Jan. 1 to July 31 of this present year rolled up 736,024 more for the 3,594,222 figure. For the entire 56 months they attained an average of 7,631 miles per locomotive per month.

The first three GM Diesels were placed in service by the Western Pacific as pinch-hitters along the line from Oroville, Calif., to Bieber, and from Oroville east to Salt Lake City. Their varied use included being operated as helpers and even as power heading troop and passenger trains.

Hot-Shot Operation

"Their marvelous operating qualities soon pointed to through fast operation on fast freight running from Oroville to Salt Lake City and back, 1,450 miles without a service stop the entire distance, except for fuel at Elko, Nev.," said Mann in an article in Diesel Progress. "But whenever the bottle neck of motive power turned up the Diesels ran swiftly to take over until enough Diesel units were received to establish a through fast operation all the way."

East of Oroville the Western Pacific uses the famous scenic Feather River Canyon for its route. The twisting, turning river has carved out a canyon where the road has 117 miles of track, 100 of it continuous one percent grade and the balance four tenths of one percent.

On this, according to Mann, steam Mallets (2-8-8-2 type) can haul 3,300 ton loads at 18 to 20 miles per hour. The 5,400 horsepower General Motors locomotives hauled 4,000 tons up it, and did the task without helpers. Further they demonstrated their lugging ability also on the level, where the inherent speed limitations of the Mallets restricted the steam locomotives' use, but the Diesels could let out the throttle.

Reprinted from October 11th issue of STREAMLINER, published at La Grange, Illinois, for employes of Electro-Motive Division, General Motors Corporation.

SAFETY FOR ADVENTURERS

As told to Bill Andrews by VILHJALMUR STEFANSSON

EDITOR'S NOTE . . . Frankly we're reprinting this story from the October 1946 issue of "National Safety News" because of its subtle approach to the ever-present problem of injuries due to carelessness. Skillfully, Canadian born arctic explorer Stefansson draws a parallel between safety first, in which he does not believe (!) and care in preparing for your exploratory trips. Too, we offer his story, as told to Bill Andrews, editorial director of

"National Safety News", because most of us enjoy a vicarious pleasure in the adventures of explorers, and because it contains many helpful hints to those of our readers planning to explore the arctic or antarctic regions! To Homer Bryan, whose efforts are directed toward reducing job injuries on the Western Pacific, our thanks for directing our attention to this feature. Our thanks, too, to Carman Fish, editor of "National Safety News", for permission to reprint.

★ I do not believe in "Safety First." Anyone able to subscribe to that slogan literally must accept as the goal of life the maximum prolongation of life at all costs. Its literal acceptance would rule out a large number of types of useful work, many pleasant recreational pursuits, a large part of scientific research, and all exploration of unknown lands and seas.

A number of my friends and colleagues have been killed in the course of arctic exploration. But I am sure that it was better for them to challenge danger in following their way of life than it would have been to wrap themselves in the false security of a so-called safe existence.

The tragedy of these friends of mine—and of many others who died to enrich your atlas—is not that they took risks. The tragedy is that they died needlessly, because they lacked the skill, the knowledge or the intelligence to work in such a way as to increase the efficiency of their exploratory work to a maximum. If they had been more efficient, they would not have been killed.

For instance, my 1913-1918 expedition in the Beaufort Sea began with a catastrophe. We had three ships at that stage, although this five-winter enterprise eventually used six. A large party was aboard one of these, the **Karluk**, when she became locked in ice. The ship drifted with the ice to a point north of Siberia, where she was crushed and safely abandoned. Many members of the party, including a number of brilliant arctic scientists, did not understand how to support themselves on drifting ice and on arctic islands. Eleven of the party died, although they had the best season of the year for polar travel, were in a part of the world rich in game, and were adequately equipped.

That same expedition ended in 1918 when Storker Storkerson—no scientist in the formal sense, but a practical man of the Arctic—led a party of five back to the north Alaska coast after six months of deliberate drifting on

an ice floe in the Beaufort Sea, during which they made a zig-zag course of 450 miles at distances varying between 200 and 300 miles from land. He had planned to winter on the ice, but was forced to return by an attack of that most typically "civilized" disease, asthma.

The month was October—and the friendly Arctic is in its most inhospitable mood at that time of year. The nights are growing longer. Fog and storms make visibility bad even during daylight. New ice is forming in the leads (open water between floes) and snow blankets the surface so the eye cannot distinguish between thick old ice and slushy new ice that would not support a dog. Under such conditions, you must stab the ice ahead of every step with a spear to test for weakness.

Storkerson's official report of this journey, which would have been, (but for the skill and judgment of the men who made it) about the most difficult and dangerous ever made in the Arctic, sums up the journey in one sentence that should become a classic:

"We started from a point a little over 200 miles from shore on October 9th and reached land November 8th without accident or hardship." He later added another sentence as annotation:

"We took every reasonable precaution and no extraordinary circumstances came up."

Storker Storkerson was* safe on sea ice, not because of his exceptional talents (which he certainly had), but because he looked at danger as a problem neither to be avoided nor to be ignored, but as one to be eliminated.

This same man, for a time at least, would have been in mortal danger in New York City. He had no training in judging the trajectory of taxicabs.

There are some bitterly tragic ironies in the stories of arctic exploration. For example, there was Andree, the Swede who undertook to fly a balloon across the North Pole in 1897. He and

*Storkerson died in Norway just before the war.

his companions died before they could return to civilization.

I can well imagine that to sophisticates of 1946 the two sentences above sound like cause and effect. It is obvious to anyone who does not know the Arctic that a man who would embark on such a foolhardy project must have been a maniac doomed to disaster.

Does it surprise you, then, to learn that Andree overcame every hazard peculiar to either arctic exploration or to ballooning?

That is true. Andree and his friends were trained explorers with successful records. They understood the problems they would face, and they went prepared to meet them. The expedition's disaster, though it struck them on a lonely island, hundreds of miles from civilization, was one of those futile, dreary accidents of civilization—carbon monoxide poisoning. According to the National Safety Council, about 1700 Americans are killed each year by this agency—and most of those 1700 are "safe" people, leading quiet lives.

Andree did not reach the Pole nor cross the Arctic. When frost forced his balloon down, he was only about 200 miles north of his starting point in Spitzbergen. The men transferred their equipment to sledges and started south across the ice. In spite of some delays caused by open leads, they made the trip to land successfully, adding to their food supply by hunting. They went ashore on White Island, where they could winter comfortably, and where search parties would certainly look for them the following summer.

Andree's party vanished from the world's sight for 33 years. That fact is incidental. The only reason the bodies were not found by search parties during the next few years was that their last camp had been pitched in the lee of a cliff, and deep drifts buried the site. During an exceptionally warm summer in 1930 the camp was discovered; their bodies, their diaries, even their undeveloped photographs were recovered.

One of Andree's companions died before the others. We do not know how, but it may have been some such disease as appendicitis, or perhaps a hunting accident. It must have been a sudden death, or there would have been some record made of the fact. At any rate, he died and was buried by his companions.

The other two died in their tent. Interpreted by Sherlock Holmes methods, the mass of circumstantial evidence shows that what proved to be their last night was one of comfortable warmth inside the balloon silk tent. The men were tired from setting up a new camp. They were unhappy about the loss of their friend, but they were strong men on a great adventure, and they would not have fallen prey to suicidal depression. They sat or lay in their tent, with the kerosene stove between them, not requiring the warmth of their bed clothes nor even wearing their hats. The stove was still between them, 33 years later, and sides of polar bear meat were just outside. The autumn night had been cold, so the tent was tightly closed. Balloon silk is relatively impervious to gas and any pores in it would have been clogged by ice from the breathing and cooking. The tent was small, and carbon monoxide is colorless and odorless, a stealthy, deadly killer.

On White Island, Fraenkel and Andree—gallant, brilliant, competent adventurers and explorers—died a death more becoming to (and therefore more common with) timid suburbanites who start their cars in closed garages because they are afraid they might get chilly.

The approach to the safety problems of exploration is similar to the approach to the hazards of civilization. I understand that safety people talk a lot about the three E's of safety—Engineering, Education, Enforcement.

I had never so sloganized my thinking, yet these considerations were certainly important in my mind in preparing and conducting every expedition with which I was connected.

By engineering, I take it, an industrial safety man implies setting up a sound plant and arranging a work process both efficient and safe.

In exploration, you take your plant with you. Much engineering thought goes into the selection of sledges and dogs. The primary reason for careful selection is efficiency, but the provision of light, durable, powerful transport is also one of the keys to safety in such work.

Tents are good shelter in the arctic summer; in fall and spring, too, they are good, particularly if made double with an air space between the two parts. They are light and easily carried. But they are not very comfortable in winter weather. I took my engineer-

ing cue in dealing with this problem from the Eskimo architects and builders, and I found that snow is an excellent building material and a splendid insulator.

Firearms and ammunition are key tools in exploration if the explorer subscribes as I do to the theory that the best way to travel is to live off the country. In my apprentice years I carried shotguns, but I found the rifle better and sufficient. We found we could average getting a return of 100 pounds of fresh meat for each round of ammunition carried. We never fired at an animal weighing less than 100 pounds and some we killed weighed from 600 for grizzlies to 1,200 for polar bears, which helped our average. There were misses; but we squandered no ammunition on unprofitable targets.

The shotgun calls to mind one of the worst of all arctic disasters—the annihilation of the party of Sir John Franklin in the mid-nineteenth century. The whole party of more than 100 men died in a land inhabited at that time by Eskimo families which supported their children and their old people in comfort—and without fire arms. Puzzled Eskimos reported to the unsuccessful rescue parties that Franklin's men had, while in advanced stages of scurvy due to an incorrect diet, bought blubber from the Eskimos to use as fuel for cooking the few birds they had killed with shotguns. Fresh seal meat, the lean with the fat, would have prevented scurvy; and the seals which supplied both fat and lean were readily available. But, through a poor choice of weapons and through a lack of the second E—education—these gallant Englishmen burned food to cook tiny birds shot with ammunition that probably didn't bring five pounds of meat to the cartridge.

Education is even more important than engineering in creating efficiency and safety in exploratory work. I believe that Storkerson, when I knew him, could have been marooned safely without firearms on an arctic island to survive indefinitely. This is assuming he landed with a knife, a set of good arctic clothing, some scraps of metal out of which primitive tools could be made, and finding or having with him a little driftwood. Throw in a rifle, some ammunition and a sextant, and a man like Storkerson would be able to maintain his Eskimo wife and children, and conduct valuable scientific work in his spare time.

We had men on our expeditions who were not educated properly, and I have encountered as stubborn resistance to safety education on the drifting ice of the Beaufort Sea as any of you have met in trying to teach safe practices in your factories or on your highways.

There are many specific skills which must be learned if a man is to be self-sufficient in the North. The hunting of seals is the basis of all efforts to

"live off the country," if the country you are living on is the drifting pack of the Arctic sea. There is no room here for discussion of the techniques, but those interested will find the details in my "Friendly Arctic" and my "Arctic Manual." These techniques are not intuitive, either with white men or by Eskimos. They must be learned.

For exploratory work, some knowledge of astronomy and the taking of observations is essential, both to make the work useful and to protect the party. A man should know something about the currents in the seas he explores, and he must know much about the characteristics of ice masses, whether they be drifting floes, land fast ice, or glaciers (the latter, by the way, are rare in the Arctic and the only field of land or sea on which you cannot live by hunting).

The handling of dogs, the repair of equipment, the construction of snow houses, road building through pressure ridges—these are a few of the other techniques which safety education—and education for efficiency as well—must give to the arctic explorer.

Enforcement is less important on most expeditions, but it can be desperately important under certain situations. Scurvy cases which endangered one of my parties can be blamed on faulty education, but they also represented failures of enforcement. I **thought** the men were eating fresh meat, but failed to check up on them closely enough to **make sure** that they were.

In the old type of ice work (in which all supplies were carried from the start and no hunting was done) a rigorous ration discipline was necessary, and commanders of parties have shot subordinates who stole more than their share of food. Since my expeditions lived off the country, I was always delighted to have my men eat up the groceries they had brought just as soon as possible, so that we could lighten our loads and get on with our jobs.

I hope I have made clear my theory of safety in exploration. It is simply that what advances the efficiency of the expedition advances safety, and that any unnecessary risk taking is inimical to efficiency and to the work of the expedition.

I can well believe the people who work in the safety movement in the United States when they say that exactly the same reasoning applies to industrial safety, to traffic safety, and to safety in our schools, homes and farms.

That being true, I am convinced that danger should not be a brake on action. Timidity is not the state of being safety-minded. Timidity, in my experience, is a breeder of accidents and death. But, recklessness and carelessness are equally stupid, equally disastrous.

Safety is the result of living intelligently, skillfully, and productively.

Howard Macalpin Smitten Retires

★ Col. Howard M. Smitten retired on December 31st, 1946, after more than twenty-five years as Western Pacific's Bridge Engineer.

Born at San Jose, California, February 8, 1878, he attended public schools in San Francisco and Honolulu. Following graduation from high school in 1895 and three years' employment with the Sutter Street Railway, San Francisco, he attended the University of California as a special student in '98. Later that year, he joined the San Francisco Bridge Company, working on the development of harbor facilities at the delta of the Iztapa River, Guatemala, Central America.

Returning to the United States in '99, he worked for the Pacific States Telephone & Telegraph Co., the Southern Pacific and others, during that period designing the steel frame for the Flood Building and the Humboldt Bank Building. Following the fire of 1906, he re-entered SP employ, handling preliminary design of many bridge super-structures and detailed plans of their sub-structures, notably those for the Dumbarton Drawbridge.

In 1917, Smitten entered the U.S. Army Quartermaster Corps, as Captain, Construction Division, and was sent to American Lake, Washington on detached service with the 2nd U.S. Engineers, who handled the complete survey and location of all facilities for Camp Lewis. After gaining his Majority, he was attached to the 34th Engineers and sent to France, where he was subsequently promoted to Lt. Col., Corps of Engineers, and placed in command of the 37th Engineers, a pioneer telephone and telegraph regiment.

Again returning to the States in 1919, Col. Smitten was placed in charge of the rehabilitation of returned veterans for the U.S. Department of Labor in Oakland. In 1920, he went to the SP again as assistant engineer in their valuation department, continuing in that position until September 15, 1921, when he was appointed bridge engineer for the Western Pacific, the post he held until retirement.

So ended Col. Smitten's long and colorful career as an engineer and railroader. With his many friends, we join in wishing him good health and happiness in retirement.

Arthur Wilfred Carlson Appointed Bridge Engineer

★ Arthur W. Carlson was appointed Bridge Engineer for the Western Pacific Railroad effective January 1st, succeeding Col. Smitten.

Arthur was born at Anaconda, Montana, September 2, 1913. He grew up on a ranch in western Montana and attended public schools at Twin Bridges, Montana. After graduation from high school in 1931, he attended and was graduated from Montana State College, with a B. S. degree in Engineering, in 1935. He came to California in November 1937 and entered WF employ as a draftsman on December 18, 1937. In 1940, he was graduated from University of California at Berkeley with an M. A. degree.

In March 1941, Arthur was promoted to structural draftsman; his next promotion came in September 1944—to assistant bridge engineer; and he was licensed to practice civil engineering in California in July 1945.

Our hearty congratulations and best wishes to Arthur on his latest promotion.



Random

by The Editor

resume operations. As it happens, we hadn't given up the notion of the column ... we just crowded ourselves out of the picture.

We're glad to report resumption of publication of the TALE LITE, dubbed The Headlight's news service, under the editorship of **Frank J. Rauwolf**, of our GO freight claims department, with **Barbara Lathrop**, of our San Francisco freight station staff, serving as associate editor. Frank found a supply of paper, he and Barbara found a supply of copy; result: a pre-Christmas edition of our offspring! It was a fine effort and we hope Frank and Barbara have many happy returns!

Last month we failed to record that **David H. Copenhagen**, formerly chief clerk to our Oakland general agent-freight, has moved to San Francisco in a similar capacity. **J. A. "Al" McNamara** is now a freight traffic agent on the Oakland staff and, as we did point out, **A. J. (Al) Penzel** moved from Sacramento to Oakland as chief clerk to succeed Dave.

As **Jack Hyland** reported last month, **Mary Stewart**, of our general manager's office at GO, became Mrs. Frank Grubbs on November 15th. Her "friends" promptly prepared an accident report, with numerous "witnesses" throughout GO ... the report being presented with the gift made to the newlyweds. Mary and Frank are

very grateful for all the thoughtfulness and kindness on the occasion of their happy event. We promised them our columns to express their sincere appreciation, which they extend to all who participated.

We've a new station on the San Jose branch between Warm Springs and Milpitas . . . **Curtner**. We offer this information as a public service!

In November last, we journeyed to the Gulf Coast of Mississippi to attend the ARMEA convention, details elsewhere in this issue. On the way, we stopped at Eldorado, Arkansas, to visit with our old (but really young) friends, the **Jack Clarkes**—and Jack's associates in the Lion Oil Company, proud owners of a chemical plant which, to our uninitiated eyes, certainly looks like the real McCoy. One of our memories of New Orleans will always be order number 1,198,266 (!) of Antoine's oysters a la Rockefeller. Prop. Roy L. Alcimore did not personally serve this luscious dish, no doubt because he feared we would trick him into disclosing the secret of his oyster recipe. Ah, well; we have our memories.

The Louisville & Nashville also does a fair job of "going to sea by rail". A trip from New Orleans eastbound will prove our point. We noted, too, that in something under five hours the L&N touches three states . . . Louisiana, Mississippi and Alabama.

On our trip, we found much to commend and a little to criticize in present-day rail service. We'll leave the commendation to others. There appears to be a concerted effort—nationwide—to keep sleeping cars as uncomfortably warm as possible. We're sure there is some completely irrational explanation for this! And we deplore the prevalent practice, noted particularly on dining cars, to continue the war-time deal of minute portions of butter, if at all. During the war, there was a shortage of butter. Continuing the practice now is a mighty "cheap" policy. See?

The University of California (University Extension) announces Spring 1947 evening classes in business administration and economics. The schedule covers a wide field of courses, too wide to reproduce in these columns. If interested, the editor has a schedule of classes available for inspection.

William Swearington Burris, pipefitter at our Portola Shops, passed away on December 2nd at Portola. He was born at Camptonville, California, September 19, 1880, and began his Western Pacific service on March 20, 1919.

EASTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		WESTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
San Francisco to Chicago	W-401	141	10 Sections—Obs.	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-391
Chicago	W-402	144	8 Sections, 5 Dbl Bedrooms	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	B-392
Salt Lake City	W-404	458	10 Sections, 1 DR, 2 Compt.	WP 40	4:00 pm Sun.	7:30pm Mon.	39	W-394
St. Louis	W-403	3330	10 Sections, 1 DR, 1 Compt	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	153
*New York	4048	4040	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 PRR-48 NYC 68	4:00 pm Sun.	9:30am Thu.	49-39-5-39	PA-48
**New York	4068	4038	10 Sections, 1 DR, 2 Compt	WP 40, D&RGW 6, CB&Q 40 NYC 68	4:00 pm Sun.	9:30am Thu.	67-39-5-39	6703

*From San Francisco Jan. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Feb. 1, 3, 5, etc.
 **From San Francisco Jan. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Feb. 2, 4, 6, etc.

EASTBOUND - TOURIST PULLMAN SLEEPING CARS

San Francisco to St. Louis	WB	3343½	16 Sections	WP 40, D&RGW 2, MP 16	4:00 pm Sun.	4:00pm Wed.	15-1-39	MP
Chicago	WT	105½	16 Sections	WP 40, D&RGW 6, CB&Q 40	4:00 pm Sun.	11:30am Wed.	39-5-39	BT

WESTBOUND - STANDARD PULLMAN SLEEPING CARS

FROM	Car No.	Pullman Line No.	CAPACITY	ROUTE AND TRAIN NO.	EXAMPLE		EASTBOUND RET.	
					Lv. Daily	Ar. Daily	Tr. No.	Car No.
Chicago to San Francisco	B-391	141	10 Sections—Obs.	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-401
San Francisco	B-392	144	8 Sections, 5 Dbl Bedrooms	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	W-402
Salt Lake City to San Francisco	W-394	458	10 Sections, 1 DR, 2 Compt.	WP 39	8:00am Sun.	8:50am Mon.	40	W-404
St. Louis to San Francisco	153	3330	10 Sections, 1 DR, 1 Compt	MP 15, D&GRW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	W-403
New York to *San Francisco	PA-48	4040	10 Sections, 1 DR, 2 Compt	PRR 49, CB&Q 39 D&RGW 5, WP 39	4:55 pm Sun.	8:50am Thu.	40-6-40-48	4048
**San Francisco	6703	4038	10 Sections, 1 DR, 2 Compt	NYC 67, CB&Q 39, D&RGW 5, WP 39	4:45 pm Sun.	8:50am Thu.	40-6-40-68	4068

*From New York Jan. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, Feb. 1, 3, 5, etc.
 **From New York Jan. 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, Feb. 2, 4, 6, etc.

WESTBOUND - TOURIST PULLMAN SLEEPING CARS

Chicago to San Francisco	BT	105½	16 Sections	CB&Q 39, D&RGW 5, WP 39	12:45 pm Sun.	8:50am Wed.	40-6-40	WT
St. Louis to San Francisco	MP	3343½	16 Sections	MP 15, D&RGW 1, WP 39	1:52 pm Sun.	8:50am Wed.	40-2-16	WB

Fight INFANTILE PARALYSIS
JANUARY 15-30
Join the MARCH OF DIMES
THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS

Wendover Wires

By Elsie Hart

★ We were saddened by the news of the death at Portola on November 19th of **John Clarence Combs**, car foreman at Wendover for 23 years. He had retired March 31, 1945.

On vacation are **Jim Monahan**, boilermaker, who is staying home for the holidays, also Roadmaster **Dave Charlebois**, his wife and three children, who are going to San Francisco. **John H. McGuire**, night roundhouse foreman, and Mrs. McGuire, went to Sacramento first on his vacation, then on to the relative who served the best Christmas dinner, he said!

LAMENT OF A LADY OPERATOR

It's as fine a life as a life can be
On the extra board of the WP.
They send you out; you're green as grass.
You're scared to stop them or let them pass;
They send you up, they send you down;
They run you all over from town to town.
And then you sit and cool your heels
And try to recall how a bathtub feels.
The soot drifts out, the soot drifts in
And settles all over your hair and skin.
You fumble a hoop, the engineer's wild;
The dispatcher thinks you're a problem child.
The brakeman swears you're the light of his life;
You meet him in town with his kids and the wife!
Oh the extra board of the WP
Is as fine a life as life can be;
And after a while you wonder why
You didn't stay home and marry that guy!

John Dowling, hostler, has been initiated into the cinder pit inspection committee, having conducted his investigation face first!

The Stockton Grapevine

By Velma Mikolash

★ All those who could be here were on hand to watch the arrival of the EMC test streamline train on Monday, December 16th. Noticeable among those present was Car Foreman **Clarence L. Doane** wearing his reception hat. Clarence dons his new hat for all important occasions.

Favorable comment is still being heard on the YMI football special last month... and a portion of its success was due to **William C. Kelly**, conductor; after all, "Stubby" should not have been over-looked in the December column.

Trainmaster **Henry E. Stapp** accompanied the EMC special through to Salt Lake City and Assistant Trainmaster **John G. Nolte** took over during Henry's absence.

Cupid, the "little fellow who wasn't there", seems to still be at work in the yard office and has made another sale. Crew Clerk **Gladys Quigley** and **John O. Evans**, one of our bachelor brakemen, were married in Los Angeles December 15th. Both have taken a 90-day leave for an extended honeymoon.

The Tidewater Southern received a new General Electric 44-ton Diesel engine last week. No doubt the countryside between Stockton and Turlock will miss the TS-1 which has, for so many years, attracted attention.

The Western Division Safety Meeting, conducted by Sup't. **Glenn W. Curtis**, was held at Stockton December 10th. A good attendance was reported.

Wesley Crawford, from Sup't. of Transp'n. Gallagher's office, spent three days at Stockton Yard last month checking the car service situation. Wes arrived in Stockton earlier than planned account inability to find a hotel room in Sacramento!

Conductor **Thomas J. (Red) Carroll**, who lost his wallet some time ago, was advised by city police at Taylor, Texas, that it had been found. This was quite a relief for "Red", since all his valuable papers, including his annual pass, were in the wallet.

Much publicity has recently been given in the STOCKTON RECORD to a fund of more than \$2,000 raised to assist two young boys mutilated in a cruel traffic accident. Our Interchange Clerk **Pauline Lawless** interested herself personally and raised from WP employes the largest individual amount contributed to this fund, considerably over \$350.00. Headlight readers may recall previous coverage of this story in our December 1945 RANDOM column.

Western Division Employees Retired During 1946

		YEARS OF SERVICE	DATE OF RETIREMENT
Adams, Burnside F.	Marine Fireman	29 yrs. 4 mos.	April 30
Beasley, Mercer J.	Agent	34 yrs. 6 mos.	Feb. 28
Brown, Adam C.	Conductor	19 yrs. 9 mos.	May 31
Burkett, Charles A., Sr.	Conductor	29 yrs.	May 22
Comfort, Andrew J.	Engineer	36 yrs. 6 mos.	June 30
Cottle, Theodore	Switchman	20 yrs.	June 30
Covey, Roy	Switchman	22 yrs. 5 mos.	Sept. 22
Cronin, Robert E.	Engineer	35 yrs. 11½ mos.	June 30
Duffy, Phillip J.	Sw'man-Crane Pilot	24 yrs. 5 mos.	Feb. 8
Francen, Charles	Carpenter	14 yrs. 5 mos.	June 29
Gamble, George T.	Clerk	28 yrs. 6 mos.	June 30
Hamma, George P.	Engineer	28 yrs. 10½ mos.	May 6
Hardy, Henry H.	Conductor	36 yrs. 4 mos.	Oct. 31
Hardy, John W.	Engineer	36 yrs. 7½ mos.	June 30
Hester, Bayless	Clerk	30 yrs. 4½ mos.	June 30
Huffman, Eri P.	Switchman	20 yrs. 8 mos.	Sept. 23
Jamison, Samuel I.	Switchman	29 yrs. 10 mos.	July 1
Johansen, Herman E.	Marine Deckhand	25 yrs. 8 mos.	Jan. 28
Loucks, Fred C.	Engineer	35 yrs. 8 mos.	June 30
MacLeod, Malcolm M.	B&B Foreman	22 yrs. 5 mos.	June 30
Mcder, Horace A.	Clerk	23 yrs. 7 mos.	Feb. 11
Midgeley, John	Engineer	38 yrs. 2 mos.	Oct. 18
Muhl, Karl W.	Rd. Fore'n of Eng.	37 yrs.	June 30
Murray, Eugene P.	B&B Carp. Hlpr.	16 yrs. 6 mos.	Feb. 15
Reeder, William J.	Conductor	36 yrs. 8 mos.	Jan. 29
Risk, Curtis N.	Conductor	33 yrs. 9 mos.	March 31
Robbie, William	Carp. Hlpr.	28 yrs. 4 mos.	Feb. 28
Roberts, Claude O.	Agent	30 yrs. 6 mos.	June 30
Roddy, James E.	Clerk	21 yrs. 1 mo.	July 1
Rush, John E.	Telegrapher	19 yrs.	March 1
Stansbery, William U.	Div. Accountant	35 yrs.	June 30
Stephenson, Stanley W.	Marine Oiler	19 yrs. 4 mos.	April 25
Terry, Franklin B.	Engineer	35 yrs. 4 mos.	June 30
Tobin, James A.	Engineer	35 yrs. 11½ mos.	July 1
Walker, Charles A.	Gardener	21 yrs. 2 mos.	June 30
Williams, Arthur C.	Brakeman	24 yrs. 2 mos.	Aug. 7
EASTERN DIVISION (Addition to the list published in October '46)			
Crawford, Clyde J.	Eng. Watchman	3 yrs. 2 mos.	Oct. 18

Sports Review

By Jack Hyland

★ Every month it's the same story... the Oakland Carmen are still on the "all clear" track pounding along the rails at a terrific speed and unless compelled to slow down somewhere along the line, they surely will wind up in first place at the end of the first half schedule which concludes with games of January 9th. The second-place Treasurers are keeping up the pace and resemble a so-called "2nd Section" of a special train, for they have never been more than 5 games behind the Carmen at anytime this season.

With only nine more games remaining in the first half schedule, the teams standings are as follows:

	Won	Lost	H.G.	H.S.
Oakland Carmen	33	12	882	2522
Treasurers	28	17	861	2509
Frt. Agents	26	19	869	2477
Frt. Accounts	24	21	857	2480
Calif. Zephyrs	23	22	860	2372
Engineers	20	25	895	2353
Auditors	19	26	893	2385
Trafficlers	18	27	888	2386
W. P. Ducks	18	27	832	2396
Transportation	15	30	822	2314

Bill still top man

Bill Wilkinson (Oakland-Carmen team) still maintains his lead in the individual averages over the balance of the group, although Pete Casey is creeping up a few pins and now has a 169 average, with the balance of the league's "Big Ten" list including games of December 12th, as follows:

	Gms	Avg	H.G.	H.S.
Wilkinson	45	174	246	636
Casey	42	169	215	553
Nordberg	45	165	255	600
Vanskike	39	165	243	569
Hyland	45	163	244	558
Sevey	45	163	225	563
Kyle	39	163	203	537
Neuman	39	162	203	536
Dooling	45	161	213	542
Fee	36	160	213	522

Stockton bound

A group of 16 bowlers, accompanied by their wives and/or lady friends, from the Western Pacific League are entered in Dan Dorcey's "Automobile Tournament" to be held at Stockton's El Dorado Bowl on January 5th. Besides attempting to win the "Chevrolet Fleetline" which is first prize, the boys will also be after some of that "green stuff". The finals will not be over until Jan. 26th, but possibly in next month's issue we can indicate the individual scores, or at least the players (bowlers) coming within the money.



OUR SALT LAKE CITY TRAFFIC CREW

Seated, left to right—H. Ray Coulam, general agent; Marjorie Hammond, secretary to general agent; and Charles J. Fischer, assistant general agent.

Standing, left to right—Robert Hansen, ticket clerk; Fred H. Worsley, chief clerk; Melvin E. Graham, city passenger and ticket agent; Robert E. Gonsalves, district passenger agent; Arthur Mendenhall, clerk; Robert W. Crocker, traveling freight and passenger agent; and William Silfvast, freight traffic agent.

Missing—W. Burford Cook, traveling freight and passenger agent.

John Clarence Hoover Retires

★ After more than thirty-six years of Western Pacific service, Clarence Hoover retired as assistant to the general manager on December 31st.

Born at Villisca, Iowa, August 3, 1879, Clarence began his 45-yr. railroad career as a brakeman with the Denver & Rio Grande at Denver. He came to the Western Pacific on July 31, 1910, as a brakeman; he was promoted to conductor October 9, 1910, and was appointed assistant to the general manager on June 1, 1939, holding that post until his retirement.

From 1913 to 1918, inclusive, and again from 1923 through 1936, he served as general chairman for the Order of Railway Conductors, resigning from that job to return to passenger train service until his appointment as assistant to the general manager in 1939. On April 22, 1918, he enlisted in the United States Army, served in France with the 31st engineers, under our own Col Mason, and received his discharge as a Sgt. 1/c at the Presidio in San Francisco on August 3, 1919.

Upon his retirement, Clarence was No. 1 on the conductors' Western Division seniority roster. With him, as he retires to his home in Oroville, go the best wishes of his many friends on the WP for happiness and contentment.



On The Sacramento Northern

By Frances Nuccio

★ Earl Brown, chief clerk to sup't. of transp'n., returned to Western Pacific service in the superintendent's office, Sacramento, on December 16th. Milford Parker succeeded Earl as chief clerk and Milford's post as division accountant was taken over by Glen McDaniel, former typist-clerk in the Sacramento freight station.

Maurice A. Clegg has been added to the engineering staff as assistant engineer.

Al Fippin (engineering) was presented with a miniature cake on his November 29th birthday.

Nelda Abell, steno-clerk, and Edward Del Ponte recently announced their engagement.

On the evening of December 4th, a dinner was held at Wilson's Restaurant, Sacramento, honoring Toney W. Edgar, retired traveling freight and passenger agent (as reported in two consecutive issues of The Headlight!). Toney was presented with a wrist watch, a gift from his many friends on the Sacramento Northern.

The Sacramento Northern Welfare-Safety Club held its annual meeting on December 15th at the Commercial Hotel, Sacramento. The meeting was attended by members from all along the line and was presided over by President Bob Booth, of Chico Shops. Officers elected for 1947 were... President—Hans C. Wellendorf (chief clerk to sup't. of equipment); Vice-president—Milford E. Parker (chief clerk to sup't. of transp'n.); and Secretary-Treasurer—Wilmer R. Andersen (chief clerk to general manager). Retiring President Booth was presented with a pen and pencil set in appreciation of his services during 1946.



ARMEA GROUP AT THE BELLINGRATH GARDENS, NEAR MOBILE, ALABAMA

At far left, Codie E. Thomas, division freight agent, Gulf, Mobile & Ohio Railway, who was host to the group at the GM&O Lodge. Back row, left to right . . . Robert Newcomb, Marguerite Sammons, Barbara Mittelberg, Mrs. Irwin Eckman, Jean Graham, Ted O'Meara, Helen Martin, Herbert L. Baldwin, Marc Green, George C. Frank and Harry B. Robertson. Front row, left to right . . . Earl Chapman, our bus driver, Harold Freed, Florence Massoth, Irma Sallettes, Louise Malsch, Margaret O'Meara, Mrs. Harry Robertson and John S. Glasgow. Kneeling at right . . . John M. B. Malsch, Walter Mittelberg, the son of one of the Bellingrath Gardens' workers and Clifford G. Massoth.

★ ARMEA . . . the American Railway Magazine Editors Association (editorial representatives of magazines and newspapers published by railroads in the United States, Canada, Mexico and South Africa), oldest industrial editorial group in the United States . . . met in convention at Edgewater Park, midway between Biloxi and Gulfport, on the Gulf Coast of Mississippi, in mid-November last.

Working along the line of the convention theme "Where Do We Go From Here?", the editors frankly appraised their efforts and discussed general improvement in the service rendered their respective railroads—to employes and to management, with heavy emphasis on what employes expect in such publications and the best approach to that end.

Interesting to note are the ages of some of the magazines represented . . . the Erie, in its 42nd year of continuous monthly publication; the Illinois Central in its 35th year; the Milwaukee Road in its 34th year; and the Baltimore & Ohio

(capably represented by Virginia Tanner and Inez DeVille) in its 32nd year.

Your editor, the Pacific Coast's sole participant, met with representatives of the Boston & Maine; Baltimore & Ohio; Central of Georgia; Chesapeake & Ohio; Chicago & North-western; the Milwaukee; Erie; Illinois Central; Missouri Pacific; National Railways of Mexico; Norfolk & Western; Cotton Belt and Southern Pacific (Texas & Louisiana Lines). Some of them are shown in the photograph above . . . Herbert L. Baldwin, (B&M); Ted O'Meara (C&O); Marc Green (Milwaukee); George Frank (Erie); Clifford Massoth and Harry Robertson (IC); Helen Martin and Irma Sallettes (MP); Harold Freed and John Glasgow (N&W); Jean Graham (Cotton Belt); and John Malsch (SP).

Marc Green was elected 1947 president. Serving with him are Helen Martin, first vice-president; Harold Freed, second vice-president; and Clifford Massoth, secretary-treasurer.