



**Portola Railroaders Play Herlong  
(Ordnance Depot) on the Mile-High  
Diamond in the Sierra Nevada**

## THE HEADLIGHT

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 Jack Glynn Associate Editor  
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"The number of those who undergo the fatigue of judging for themselves is very small indeed." —Richard Brinsley Sheridan.

## EDITORIAL

\* The voters of Portola soon will be given an opportunity to decide whether that community shall be incorporated into a city of the sixth class under the laws of the State of California. Portola, in Plumas County, California, is our eastern gateway to the beautiful Feather River Canyon. Through infancy and adolescence, Portola has had its chills and fevers. Now it is about to attain maturity! The Western Pacific Railroad maintains one of its most important terminals in that community . . . a terminal destined to grow in importance with the passing years. In connection with that terminal, a roundhouse and car shop are maintained. Too, Western Pacific's general hospital, operated under the skilled guidance of Dr. William B. McKnight, Division Surgeon, is located at Portola. As the home terminal for both Eastern and

### PORTOLA

Western Division train and engine crews, naturally many of the home owners in Portola are Western Pacific workers. It's a source of much satisfaction to note the active interest of a majority of them, led by Clair Dannewirth, Les Davis, Dory Deiton, Dan Irwin and Jack Weddell, in the effort to incorporate Portola. Maintaining newspaper tradition in the grand style, though on a necessarily smaller scale (!), Editor C. O. Wahlquist, of the PORTOLA REPORTER, is a leading proponent of incorporation and has given most generously of his time and newspaper space to further the cause. Mrs. Gill, Dr. Kenneth Rees, Bert Long, Jack Pyper, Steve Yngren, Raymond Ross, Albion Joy and True Morris are other Portola citizens active in the effort. The fine spirit of these people cannot be ignored and must meet with success. They are properly exercising the privilege of citizenship and Portola should be proud of them, for the things they are trying to accomplish are in the best tradition of American life. The backbone of America is not its large, magnificent cities, but the many thousands of communities like Portola . . . and any efforts to improve those communities should (and in most cases eventually do) receive the full support of those involved. The Portola incorporation committee has put new life into that community . . . and the right kind of life! They have provided recreational facilities for the children, which is most important. A fine baseball team has been organized by the railroad men . . . and the value of this cannot be minimized. More improvements are on the agenda. The Chamber of Commerce has been reorganized to include representatives of labor. We endorse all these efforts. We hope that Portola will assume its rightful place by an overwhelming majority in favor of incorporation. And we hope Portola will then grow in stature in the years to come.

We railroad workers have an understandable interest in the operations of the Railroad Retirement Board, which, surprisingly, we thought was set up to administer pension payments only! We are currently paying into the railroad retirement fund 3 1/2% of our gross earnings. I'm sure none of us objects to reasonable expense of administration, but when our money is being used for other activities, of doubtful necessity, we should naturally ask a few questions. Just how many activities, other than the task of handling pension payments, is this so-called Railroad Retirement Board delving into? Why should that board set up an organization to handle railroad employment when the quite rapable USES is in existence? How much of our money is being spent on activity not connected with retirements? What portion of the board's total expense is being used to administer retirement payments, which was and is the sole purpose for establishment of the board?

Independence Day, the great American holiday, is the 4th of this month, as we all know. Let us hope we can properly celebrate the 4th next year in a world at peace. The 4th is also the anniversary of the birth of Calvin Coolidge, born 1872. On the 7th, in 1898, the U. S. annexed Hawaii.

**JULY** St. Swithin's Day is the 15th. Traditionally, if it rains that day **DATES** it will continue same indefinitely. Don't take it too seriously!

Thirty-one years ago, on the 28th, World War I began. Wonder when we so-called civilized people will come to the realization that war is uncivilized?

## TIME, LTD.

By Stanley A. Pope

### CHAPTER II

• We gave you in the previous issue some ideas about "Time, Limited." And, now we will tell you about the inception of the Association of American Railroads, whose foundation was built on this subject:

Of interest to those who are not informed, I quote from a book published by the American Railway Association and entitled "Historical Statement," published August 15th, 1921:

"The American Railway Association had its inception in meetings of General Managers and ranking operating railway officials known as Time-Table Conventions, the first of which was held on October 1, 1872, at Louisville.

"The only business transacted at these sessions was the adoption of summer and winter time schedules for through passenger trains, until April, 1883, when the system of Standard Time was made effective.

"The Time-Table Meeting of October 13, 1875, changed its name to the 'General Time Convention' by which name it was known until October, 1891, when the name was changed again to the 'American Railway Association.'

"As a result of the concerted action of the Association the railroads of the United States and Canada, on November 18, 1883, put into practical adoption a detailed system of Standard Time, the distinctive features of which were the following:

1. It provided for an elastic instead of a rigid boundary line between the hour sections.
2. It designated every point upon the boundary lines where the change from one hour section to the other was to be made.
3. It arranged a method of passing from the use of one hour standard to another without danger of interferences or mistake.
4. It included definite information respecting the changes required in the schedule of every train on each railroad, in passing from the use of the old to the new standard, so as to preserve unbroken the relative time and connections with trains on other roads.
5. It suggested a commensurate adjustment between local and standard time by the statement: 'In fact, local time would be practically abolished.'
6. It proposed nothing that could not be adopted in practice.

"Previous to November 18, 1883, every railway ran its trains by the local time of the city in which its headquarters were located or some other arbitrary standard. There were over fifty standards in use differing from each other by odd numbers of minutes. On the date named these were resolved into four standards based upon Greenwich Meridian Time with a difference of an even hour between them.

"Since the adoption of the system in the United States its use has been extended to practically all parts of the civilized world."

The history of the measurement of Time is here apropos but, having suggested to you the inseparable relation between the railroads and accurate timepieces, and further, that this condition did not "just happen," allow me to tell you some things concerning the history and development of that most wonderful of all machines—the railroad standard watch.

Although an interesting story, it would require more space than I am allotted to tell you of man's earlier methods of recording the passing of time. Briefly we will review them:

There was the prehistoric Cave Man's grass rope. It is recorded that he knotted it, dampened it and set it alight, and as it slowly burned it recorded the passing of the days even he vaguely sensing the value of time. The first water clock, or Clepsydra, attributed to a Chinese Emperor, 2856 B. C., the first Sundial, 742 B. C., referred to in the Bible as the Sundial of Ahaz and the 12-hour Sand Glass of Charlemagne, 807 A. D. In the year 800, King Alfred made a time candle of wax, 12 inches in length with notches one inch apart, each candle burned four hours. Finding that it did not burn with regularity because of the guttering of the candle in the draft, the King devised a lantern of white horn scotched thin, thus making it transparent.

### The Oldest Clock

The oldest clock of which definite mention is made in English records, was placed in a turret in New Palace Yard, opposite Westminster Hall in London, in 1288, during the reign of Edward I. During succeeding years, vague references are recorded concerning mechanical attempts to construct wheels and pinions that could be assembled for the purpose of recording the passage of time.

In the year 1364, a Dutch inventor by the name of DeVick built a tower clock much superior to anything preceding it (for Charles V of France. It was a crude, cumbersome contraption with only one hand and was wrought from iron. Instead

of the pendulum control of its power, it had what was known as a verge and balance arrangement, taking a horizontal motion.

History records that clocks hitherto had been shut up in monasteries, but now they began to be used for common convenience of cities. In connection with this clock, the following anecdote was handed down: The King ordered DeVick to make this clock for the Palace Tower and when the work was finished DeVick reported to the King, who, wishing to find some fault with it, told its maker that the hour of four o'clock should be indicated on the dial by four vertical strokes (IIII) instead of the Roman numerals IV.

"I fear your Majesty is wrong," replied DeVick.

"I am never wrong," said the King. "Change it immediately."

And from that day to this, when Roman numerals have been used on clock or watch dials, the King's own version has been followed.

(To be continued)

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## CTC COMPLETED IN FR CANYON

• The final 20-mile section . . . Berry Creek to Oroville . . . of Western Pacific's centralized traffic control signal system in the Feather River Canyon was "cut in" the morning of June 12th. Thus was completed the \$1,450,000 project begun late in 1943 including our yards at Oroville and Portola, the installations embrace 121 miles.

All trains in the Feather River Canyon are now directed by the dispatcher in the Keddie tower, 76 miles east of Oroville. Trains are directed by signal indication only, eliminating written orders. All switches to passing tracks in the entire district are opened and closed by remote control at Keddie.

This installation makes our single track in the Feather River Canyon equal to approximately 65% of double track capacity, speeds the movement of freight trains over the district and enables Western Pacific to perform its tremendous war-time job more expeditiously and with greater safety.

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## AGENCY CHANGES

• William Mithen has taken over the Lyoth (Quartermaster Depot) agency. Sloat agency has been transferred to H. A. Sullivan. F. G. Hardwick moved to Keddie, replacing C. A. Oels, who moved to the San Francisco Bay area. A. J. Pederson is now handling the Quincy Junction agency.

## Hy-Lites

By JACK HYLAND

to Art Thatcher—from S/Sgt. Elmer Carleton (Special Agent), sort of proves this point for his letter reads at part "Well this seems to be getting a habit of mine, writing them hospital beds, but this time I came out second best with a piece of shrapnel from one of Top's 90-mm mortars. Was hit on the 21st of April, a piece of shrapnel going through my left leg near the hip, but was very fortunate at that, for a lieutenant standing next to me was killed and one of my squadron leaders was seriously injured. Am coming along like lead with a little more time, will be back on the job—waiting another crack at them." This last statement is typical of our fighting men in the service, and it's up to us at home to be just as anxious to stay on the job to assist Elmer with another crack of them.

Have been informed that James B. Dillon, Jr. (SI/c), who was in the Navy's Yeas-are Island Hospital following his last trip at sea—having the so-called jungle fever—has sufficiently recovered to be "out and around." James is the son of Jimmy Dillon, our little Irish railroad agent at Oakland, Cal.

Letter from Sgt. Joe Correa (Auditors), now in England, tells of receiving the Headline regularly and wishes his mail would come through as regular. Says the various little items, and especially mine (thanks for the praise Joe), boosts his morale by bringing him closer home; when reading of people he knew and worked with in the General Office. IFE—Did you know that your brother John had taken up bowling? Better hurry back and protect your laurels.)

Vivian Riley (VP-Office), a product of Stockton, must like the village because she has been quoted as saying: "Nothing—absolutely nothing can keep me away from Stockton on week-ends." It could be that she likes the town, but then my thought is there could be SOMEONE in that vicinity.

Two's the night of June 12th, the weather warm, a perfect and ideal evening for a trip on the sea of matrimony. — so Donna Nichols (Travlers) and Walter Bay (US Navy) sailed out of the Calvary Presbyterian Church, Berkeley, Cal., listed on the books of the S.S. Wedding Bless as "Mr. and Mrs." Walter was informed by the Navy, his new permanent address would be Philadelphia, Pa., and on June 13th the newlyweds boarded anchor, leaving California for the East. Their many intends extend best wishes for continued happiness.

From the 8th Air Force Fighter station in England comes a dispatch indicating Lt. John C. Casey has been awarded the Air Medal "for meritorious achievement in aerial combat." Lt. Casey flew combat with the high-scoring 37th Fighter Group, which recently received the Presidential Citation for destroying 37 German blimps in a single day near Berlin. We can readily understand why Pete Casey (Car Inspector-SF) is very proud of his son, and we join him in hoping that Jack will shortly return home . . . and to his Dad.

Recent letter from Pic John O'Connell (formerly Traffic), now stationed in Honolulu, says "Friday (May 5th) is V-E Day but, except for special radio programs, you would never suspect it here. Everyone on this side of the pond is much too engrossed with another war to get excited—all it means to them is that soon we will be able to wage a full-scale war against the Japs and that we will return home that much sooner. We fully agree, John, and when we have "V-J Day" . . . then we can really have cause for excitement.

When our Editor Walter Mittelberg mentioned in the May issue that Lt. Frank Bedient (Retail) spent a grand afternoon with Lt. Harry Lawrence (Portals) I sounded like a casual meeting. Frank has since written that it took considerable "G-2" work to locate Harry, and furthermore . . . they had a grand SIG celebration together, including everything!!!! Frank also wrote Henry Poulter (VP-Traffic) telling of receiving his Texas card (as well as mine) on April 26th . . . although they were mailed on Dec. 5th and 6th, respectively. Anyway, Frank, it was better to have the war material come last . . . cards last.

W. (Bill) Bonyard (Traffic), who is Kenway Stonoy's helper on the TC desk, had a very unpleasant week-end on May 19th-20th when he received word his son was seriously injured in an automobile accident near Long Beach, Cal. Bill's youngster was unconscious for over 36 hours, but has now recovered and we hope . . . completely.

Spring is really in the air . . . by one day last month George Dyke (Traffic) slipped back into the office and presented a certain young lady with a beautiful bouquet of "baby roses." Promised I wouldn't mention her name and I've always kept my promise. (so don't worry, O. C., I will not tell). While on the subject of gifts, Patricia O'Malley (Traffic), besides receiving a two-decker box of candy on her birthday (May 24th), was also presented with a lovely corsage from . . . as the card reads "Your Admirers." Wonder whom or whom's it could be . . . did you find out, Pat?

Dora Chesley (Traffic) was pleasantly surprised to receive a telephone call from her husband last month, especially when Fred had been out to sea for many months. Anyhow, very little time was wasted—for they immediately boarded a train (Western Pacific, naturally) and headed East on their "second honeymoon."

## SPORTS REVIEW

By Jack Hyland

\* With only three more races to go—the Summer League "Straight-Away" race is still undecided, although of present form where I'm standing in the grandstand looking through my binoculars, the Short Shorters, with Marg Patay at the reins, and the Diggers, with Dick Fox in the saddle, are making their bid . . . rushing back and neck rounding the eighth pole . . . and with a fast track, appear to justify early season predictions. Coming into the stretch, they are out in front of the field by two full lengths (pardon me, I mean points).

The pari-mutuels at the track quote a price of 40% on the winner, with 30% for place position and 20% for show; and then to make it easier for the "out-away" players, a special window will reflect duclats on fourth position at 10% of the gross. (Excuse me again, guess I've been listening in on too many horse races lately.) Anyway, on June 21st the Western Pacific Summer League meet will come to a close and our next "Form Sheet" will naturally have the winners listed. For those who actually are interested in bowling, the field places look about as follows (as of June 14th).

	Won	Lost	H.G.	H.S.
Short Shorters	10	8	818	2317
Diggers	10	8	786	2161
H-Lois	8	8	790	2222
Big Cakes	7	9	754	2222
Five Kids	7	9	808	2219
Slow Shorters	5	10	731	2103

Just about here in our Sports Review mention is usually made about the high average bowler or league leader, but modestly, as well as being as much surprised as you in finding my name appearing at the top of the list, prevents making any comments about it. Mainly for the purpose of following the usual and recognized listing of the "Big Six," the top six bowlers are shown:

	Gms.	Avg.	H.G.	H.S.
Hyland	12	184	223	590
Swain	12	160	186	510
Craig	12	159	212	518
Lewis	12	156	231	571
Prattich	12	154	187	486
Stoney	12	152	221	508

A last minute telephone call from Seey Parker Swain indicates our W.P. Bowling League will stage a singles (and possibly doubles) match week-end some time during the middle of July, which will be open to our regular W.P. bowlers, based on handicap, using their winter league averages. Any-one interested should immediately sign up, securing full particulars from either Swain or Pres. Bill Stout relative to prices, entry fee and date of games.

## WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco  
(Copyright, 1945, Thomas P. Brown)

• **HUMBOLDT RIVER, Nevada**—This famous stream of the Far West, which is the longest river of the Sagebrush State, was named by John C. Fremont, the "Pathfinder," in honor of Friedrich Henry Alexander von Humboldt, noted German naturalist and traveler of the 19th Century. Several writers of the early days, however, called it the Ogden River for Peter Skene Ogden from whom Ogden, Utah, derives its name. Sam P. Davis in his "History of Nevada," wrote that Ogden named the stream "Mary River" for the Indian spouse of one of his exploring party.

The Humboldt River rises in Elko County from the southern slope of the same divide from which the Owyhee River (Hawaii was originally spelled Owyhee) flows off to the northwest to mingle its waters with the Snake River and eventually the Columbia River and the Pacific Ocean. But the Humboldt, taking a generally southwest direction, flows for 350 miles to lose itself in Humboldt Lake, also called "Humboldt Sink" because the water sometimes evaporates faster than the river can supply it. In this distance the waters have worn their way down from an elevation of 8,000 to 4,000 feet.

Among the Humboldt's tributaries are Mary's River, the North Fork, Maggie and Susie Creeks, and the little Humboldt—all from the north and the South Fork (at Hunter), Reese River (Butte Mountain) and its Creek (Palladale), these flowing in from the south.

The Humboldt River, like the classic Meander of Asta Minor, has many windings. The Western Pacific Railroad crosses it twenty-six times between Winnemucca and Death, a distance of approximately 167 miles.

The valley of the Humboldt is flanked by lofty mountain ranges, including the Ruby or East Humboldt Range, highest and most rugged mountain mass in interior Nevada. Part of the drainage of this noted river comes from elevations of 11,000 feet in this range. The long east and west pass through the mountains of Nevada's northern plateau narrows west of Corral into Palladale Canyon where the river is hemmed in by sheer cliffs of lava, formed by volcanic eruptions at several distinct prehistoric periods. Farther west, fossil remains of the mastodon and the camel have been found in the former banks of the river.

In ages long before the advent of man, the Humboldt was the chief source of supply for prehistoric Lake Lahontan which extended from Colodado, Nevada, to a level on the eastern slope of the Sierra Nevada near Doyle, California, and which had a maximum depth of 590 feet. Pyramid Lake is the largest remnant of this ancient lake. The Western Pacific traverses basins of Lake Lahontan which are now deserts. The primordial shorelines are clearly

visible on the mountain sides above the railroad.

The importance of the east and west pass of the Humboldt is made clear in the story of the emigrant trail. This was summed up by Professor Josiah Royce of Yale University, who said:

"As one travels by the central route farther west one reaches the valley of the Humboldt River, that kindly stream whose westerly trend made the early overland migration possible."

In addition to Humboldt River, Nevada has Humboldt County, of which Winnemucca is the county seat, Humboldt Wells, from which Wells derives its name, and Humboldt National Forest.

**GILA RIVER, Ariz.**—The name appears to be Indian in origin and means "spider," according to Will C. Barnes, author of "Arizona Place Names" (Univ. of Ariz.). Mr. Barnes, however, also quotes from James H. McClintock's "History of Arizona": "The Yumas call the Gila River 'Hah-quah-ah-sol' with an accent on the last syllable, which appears to be the basis for the word it means 'running water that is soft!'"

**SANPETE COUNTY, Utah.**—The name is a corruption of San Pish, name of an Indian chief who lived in this region during its early settlement—"Origins of Utah Place Names," compiled by Utah Writers' Project, sponsored by Utah State Department of Public Instruction.

**EL CAPITAN**—This is the Spanish name of the towering "landmark" of the Yosemite Valley, California, and means "The Captain." Francis P. Farquhar, in his "Place Names of the High Sierra," quotes the late Dr. C. Mori Merriam: "The native Indian name is To-lo-ko-oh-oh, from To-to-ko, the sandhill crane, a chief of the First People." In "California, A Guide to the Golden State," we read that this precipice, 3,604 feet high, "is the world's largest monolith of exposed granite" and that "in volume it equals four Gibraltar in height, three Empire State Buildings."

**WATSONVILLE, Calif.**—Phil Townsend Hanna, editor and general manager of "Westways," Los Angeles, surveying a splendid series of articles entitled "California Names—a Gazetteer," illustrated by sectional maps, says that this city was named for Judge John H. Watson. Mr. Hanna says that Watson came to California from Georgia and founded the community in 1852 on land originally part of the Rancho Bolca del Pajaro.

**DEATHBALL ROCK, Lane Co., Ore.** was so named, says Lewis A. McArthur, author of "Oregon Geographic Names," because of an attempt made by a surveying party cook to bake some biscuits. "It appears that he was not entirely successful," observes Mr. McArthur.

## FROM HOMER BRYAN

• While expressing my sincere appreciation for your good wishes extended in the June issue may I have the opportunity to discuss the problems of my assignment and our approach thereto.

Accidents on our railroads fall naturally into two groups. First, those attributable to hazardous conditions and, second, those resulting from the acts or omissions of man himself.

We often get the idea that accident prevention work is just a matter of fixing something, but when we look over the accident records stern facts kick us in the face. Facts that we cannot push aside and facts that if ignored lead only to more accidents and more suffering and destruction of property. There was a time many years ago, when a large percentage of accidents fell in group one. However, due to improvements in tools, plant and equipment these have been reduced to such a degree that they constitute roughly 10% of all accidents. This stern fact is very disturbing to our nonchalant reasoning that accident prevention is just a matter of fixing something. In that phase of accident prevention involving improvement in material things we have made splendid progress, but the more difficult work of correcting the mistakes of human beings certainly much remains to be done.

Certainly, all physical hazards that can reasonably be removed should be removed. But all hazards cannot be removed because risks are inherent in motion. Whatever we have motion we have risks. But because all risks cannot be removed does not mean that we can do nothing about them. We can do a great deal about them. First, we must recognize that they exist and then we must manage them. People sometimes fracture skulls or break arms in bathtubs, but do you tear out the tubs and install a new one with a corrugated bottom and perpendicular sides to eliminate the risks? Not at all. Nor do we stop using soap because it makes the tub slippery. We know that the bottom is smooth, the sides are rounded and when the soap gets on it's even more slippery. In other words, we recognize the existence of the risk and manage it by thinking about what we are doing while we do it and by using due care.

In accident prevention work involving the management of risks, we are dealing with human beings, not material things. I cannot say—no one can say, positively, that this approach or that approach to the problem is the best designed to reduce the number of accidents on our railroads. We can only make the most intelligent approach of which we are capable. Our approach is this:

There are no one-man jobs in industry now. Whatever is accomplished must be achieved as a team. While every team has a captain, it is not the captain's—tell us whether to hunt, by a double steel, wait for a walk and

(Continued on Page 8)

Allen, R.  
Davison, V. O.



McCurdy, G. H.  
Ratchick, Milton

## RANDOM

\* Engineer Jesse Blittick saved a sailor's life last month by his alert handling of No. 11 Spotting the sailor, Walter F. Broady, at the east portal of the Spring Garden tunnel, Jesse brought his train to a stop. Broady, standing on the track in a dazed condition, had fallen from the Exposition Flyer a few hours earlier. Since Broady's injuries are not serious, we'll risk the comment that he apparently was emulating the action of his namesake who allegedly dove from Brooklyn Bridge . . . taking a "broady." We work by euphony, not spelling!

In our May issue, we mentioned that S/Sgt. Robert E. Corbett, formerly of our Sacramento Shops, had been awarded the Air Medal. Now we hear that Robert, who has flown 48 missions as radio operator on an air rescue Catalina flying boat with the 12th Air Force in Italy and who will soon be operating in the Pacific area, was awarded the Bronze Star. In addition, he also wears the Distinguished Flying Cross and the Air Medal with nine oak leaf clusters and the Purple Heart, the latter for an injury suffered when his rescue plane was shot down over the Adriatic.

Our sincere sympathy to W. L. (Joe) Nash, roundhouse foreman at Oakland, in the loss of his son, Pvt. Gene L. Nash, killed in action on Luzon April 24th.

Lt. Cosdr. Alan F. Williams, formerly division engineer, Western Division, is now "somewhere in the Central Pacific." With his Seabee battalion split up on three different islands, Al has been kept busy air-hopping from island to island keeping things lined up. His Seabees are now attached to the Fighting Fourth Marine Division which led the attack on Iwo Jima, and our guess is Al will soon get the action he wants!

S/Sgt. Walter Powell, previously mentioned in these columns, has returned to Portola after 3 years and 8 months military service . . . including 61 bombing missions against Borneo and the Philippines (prior to our invasion). Having received an honorable discharge, Walter will soon return to work.

MONM 2/c Ray Williams, former fireman, was enjoying a leave at home in Portola late in May.

Sgt. John D. Work, USMC, after years of service, including the Guadalcanal, Bougainville, Guam and Iwo Jima campaigns, was home on furlough recently, following which he reported to San Diego. He was formerly a switchman at Portola.

At Portola, too, we heard that Flight Officer William D. Brew, formerly trainmaster's clerk, is now on New Guinea. Bill received his training at Tonopah, Nevada, and Langley Field.

Conductor Ernie L. Peninger moved very fast the morning of May 31st. Claims he got a 454 call to make No. 11 out of Portola at 5 a.m. At that, he looked better than the editor at that hour! There may be those unkind enough to say he'd look better any time . . . and it might be!

Hope smile! Apple Welch is back at the old stand when this issue sees the light of day. Apple has been holding the "fir" bon for a long time and we've missed her.

Because activity on the San Francisco waterfront has increased tremendously because of the all-out push against the Japs, the U. S. Coast Guard-San Francisco Volunteer Port Security Force is now calling for new recruits to serve two 8-hour watches per week. If you want to make a valuable contribution to the war effort . . . in addition to what you're already doing . . . mention your interest to the editor and he'll steer you in the right direction.

We deeply regret to report the death of Robert V. Painter, who was chief clerk in the Grande's San Francisco office. Bob, who died May 1st, was the husband of Alma Painter, of our general auditor's office. Our sincere, though belated, sympathy to Alma.

From Pvt. Robert V. McGinnis, former Western Division fireman, now in Germany, comes appreciation for our magazine. We appreciated hearing from him, as we did from EM 2/c Al E. James, formerly of our general auditor's office, now on the USS Elyson.

Redarman 2/c Edward F. Reynolds, former brakeman, has been aboard a destroyer of the Atlantic Fleet almost the entire time since he enlisted 2½ years ago.

He wears the Presidential Unit Citation, his ship being cited for anti-submarine activities in 42.

Executive Vice-President Edward Flynn, of the Burlington, recently made a trip over our railroad accompanied by our VP&GM Mason. Understand our quest was pleased with what he saw.

George W. Frantz, of our engineering department, retired May 15th after 15 years of active service. Thanks to CHH Nordon, we learn that a series of bright, new \$10 bills were presented George as a slight token of esteem from his associates. This is another instance of events occurring at GO under the noses of the editorial staff, but about which they know nothing until they are history! Belatedly, we join his other friends to wish George many happy years in retirement.

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## JOHN DOWD FEENY

\* John D. Feeny, retired Local Agent for the Western Pacific Railroad of San Francisco, died there last month shortly after his 71st birthday.

Born at Richmond, Kentucky, May 19th, 1874, Feeny began his service with our railroad on December 1st, 1909, as a clerk. He was eventually promoted to Local Agent at San Francisco, a post he held for many years. He retired in April, 1941.

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## CLINTON MORRIS RABLEN

\* Clinton M. Rablen passed away at Portola in the early hours of May 30th. He was 54 and had lived in Portola for 33 years.

"Rab," as he was affectionately known, was a native of California, born at Sonoma in 1890. He came to the Western Pacific as a clerk in 1922. In May, 1924, he entered train service as a brakeman and was promoted to conductor in September, 1927. Because of ill health, he found it necessary, a little over a year ago, to give up train duties and had, since that time, served as a crew dispatcher at Portola. He was a World War I veteran.

All who knew "Rab" liked him. Blessed with a kindly disposition, he believed "a soft answer turneth away wrath" . . . and practiced it, even on the occasions when something stronger would have been justified.

Portola has lost a respected citizen, the Western Pacific a loyal worker and his associates have lost a good friend. To the latter and to his widow, Ivy Ramington Rablen, we offer our sincere sympathy.

## WESTERN DIVISION WHITTLINGS

By Marie Gejch

(Pinch-hitting for Agnes Welch)

• We deeply regret that our regular reporter, Agnes Welch, has been ill for the past eight weeks with a bad case of "flu." We miss her and hope to again see her smiling face around the office by the time this is read.

Uncle Sam has discovered he can't do without Van Dawson, assistant T&E timekeeper, and Russ Willard, social security clerk. Van is now a Private at Camp Lee, Virginia (sub), and Russ Willard took his oath June 8th. Our best wishes to them for a safe and speedy return home come the Day of Victory. Van's address is ASN 384047, 50th Q.M. Trng. Co., 15th Bn., Camp Lee, Va. We'll furnish Russ' address when he's located.

We're also missing Tom Sanders, our former office engineer, who has taken over a survey party, with headquarters at Kerdie, but he's happy he has advanced another step on the steep ladder of success.

Lunches were given Van, Russ and Tom, with farewell speeches by our self-respectful MC's, C. E. McDonald and W. T. Richards!

Dispatches Clair H. Ream is now at Keddin. Grant Allen's steen, Catherine Ferraro, is spending three weeks there relieving Ed Hillier's steen. Understand Catherine had a new barn put on her Ford especially for the trip. You don't expect to get much use of it, do you, Catherine? New employees at Keddin are I. A. Wierland and Ira S. Biggs.

We welcome Mariann Mathews, June Matters, Margaret Miller, Leibelie McKerlie, Marjorie Mason, Blanche Dennis and Bert R. Nodden (Hey! How did that man get in there?), all new arrivals at the superintendent's office.

We're glad to see E. B. (Motor 601) Allison back in the driver's seat after several weeks of illness and a vacation.

June also brings the tinkling of wedding bells and, by the time you read this, Steno-clerk Claire McNally will be Mrs. Von Pingle. Best wishes to the bride and groom.

June Watkins, Eileen Frost and June Nagrow have formed a trio and their songs during lunch are a delight (?) to us all!

Dispatcher and Mrs. R. B. McMillan are the proud parents of a baby boy, Walter Bruce, born March 23rd. Bob, who takes all the credit, is just now returning to normal, hence this delayed report.

Roadmaster Bruce McNeil recently enjoyed a visit with his son, who was home on furlough from Camp Davis, N. C. Bruce, Jr. is now stationed at Ft. Bliss, Texas. Asst. Roadmaster Dave Charlabaic took care for Bruce in the interim.

June also is the month when liber-  
men was optimistic - namely one

Rudy Kitch, assistant division engineer. After advising all and sundry to prepare themselves for a trout dinner, Rudy returned with a slight bulge in his hip pocket representing three trout, all of which no doubt should have been thrown back! Feeling in these three trout have fired Rudy and made it impossible for him to continue! Naturally, the folks are still waiting for that fish fry! (And don't get tough with Marie, Rudy! The editor furnished most of the sarcasm, though Marie was a darned good second!)

\* \* \*

## LAWRENCE DREW BRADY

• Lawrence D. Brady died at Stockton on June 1st after a lengthy illness. He had been trainmaster for the Western Pacific at that point since 1940.

Lawrence was born April 23, 1890, at Golden, Colorado, and came to us as a brakeman on the Eastern Division April 4th, 1911, being promoted to conductor March 13th, 1915. In 1927 he was appointed trainmaster of Portola and subsequently moved to Stockton in the same capacity. He was a veteran of World War I.

We all admire the courage with which he fought his fatal illness, and extend our sincere sympathy to his widow, Mrs. George Brady, and his many friends on our railroad.

\* \* \*

WILLIAM DAVID GOOD  
HARRY JOSEPH KELLY

• "Bill" Good recently moved from Winterset, where he was night roundhouse foreman, to Elko, where he now holds down the hot spot as day roundhouse foreman. Bill, who was born at Meekling, South Dakota, joined our ranks as a machinist on February 18th, 1928.

"Too" Kelly moved from Elko to Stockton as day-roundhouse foreman at the latter point. Joe was born at Beatrice, Kansas, on November 24th, 1883, and entered WP service as a machinist on January 5th, 1930.

Our congratulations and best wishes to them both.

\* \* \*

PORTOLA RAILROADERS  
WIN; LOSE

• In two games played at Portola on May 27th and Decoration Day, the Portola Railroaders defeated the Fallon Naval Air Training Station 10 to 9 and the Tonopah Army Air Field 5 to 4 in ten innings. The Railroaders came from behind to win both games, with some four to five hundred spectators at each.

George Swartzley's slinking single to left-center scored Johnnie Luce from second in the last half of the ninth to beat Fallon. Al Sorenson, who pitched the 18-year-old Wall, who went the route for Fallon, performed creditably on the mound, hand-capped as they were by

a wet ball. It rained almost steadily between the fourth and eighth innings! Bill Howell's more or less casual steal of second, while Pitcher Wall and Second Baseman De Vanzo talked things over near the mound, Chet Lockwood's, Maurice Story's and George Hettiger's initial sack and injuries to Carl Hettiger and Logan, the Fallon catcher featured the game.

On Decoration Day, Al Sorenson, with only a two-day rest, went the route for the Railroaders and allowed only five hits. Tonopah took a one-run lead in the first half of the tenth, but the Railroaders took advantage of loose play in the Tonopah infield to push over two markers in the last half of the inning to register their fifth win in six starts. Chet Lockwood topped the winning run on Tonopah Pitcher Lloyd's wild pitch.

Since then, without the support of two of their ablest spectators (I—Jack Duggan and Walter Mittelberg—the Railroaders have dropped two, a return game with Fallon 18 to 8 (wows!) and to Mather Field 5 to 7. In that game George Hettiger pitched 2 homers. Wallace E. McDaniel, switchman at Portola, also advertising manager of the Portola Reporter and business manager for the Railroaders, adds to his chores by accepting assignment as our sports reporter at Portola. He will cover future baseball games, relieving the editor for other duties.

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## CLARENCE ANDREW CAMERON

• Was appointed Local Agent at Turlock for the Tidewater Southern Railway on June 9th.

"Cam," or "Father," whichever you prefer, is a native Californian. He was born at Bodie in October, 1877, and entered Western Pacific service as a clerk on October 2nd, 1914. Prior to his recent promotion, he was serving as freight traffic agent for the WP at San Francisco.

Congratulations and best wishes to you, "Cam."

\* \* \*

## LATE FLASHES

From Capt. Don L. Burgess (somewhere in the South Pacific), who has been working long stretches, with little sleep, comes word that he has 85 points on his head! Don adds the current jest about "rotation," namely, the unjust decision that if a man dies while waiting to be placed on a "rotation squad" it's assumed he doesn't desire "rotation!" Maybe those 85 points will get Don home soon, we hope!

And T/S Donance H. Miller, 3914023 (Co. C, 787th Ry. Oper. Bn., APO 74, Camp Pendleton, San Francisco), former WP fireman, tells the editor from the Philippines with the news that we failed to mention the railway battalion in those lands in our April editorial. This merely proves that even our editor does not know all!

RETURN POSTAGE GUARANTEED

THE WESTERN PACIFIC CLUB  
526 Mission Street  
San Francisco, 5, Calif.

**ELKO ECHOES**

By Peggy Phillips

\* A luncheon, held at the Commercial Hotel June 23rd, announced the forthcoming marriage of **Helen Hachquet** to Lt. George L. Turcott, Jr., who has returned home after a year in Stalag Luft 3, a German prison camp. Our best wishes to the happy couple.

**Barbara Cavender's** husband is now with the Navy in the Philippines. Barbara is stenographer for Assistant Superintendent **Lynch** and Trainmaster **Yoe** (as such, she has the editor's complete sympathy!).

**Mitzie Lani**, secretary to Division Engineer **Hollenbeck**, is very happy these days, since her husband, Lt. Archie Lani, is home after completing his mission overseas. Mitzie plans to spend the next couple of months with her husband before returning to her work.

Our sincere sympathy to **Jane Littlefield** and her family in their recent bereavement. Jane's mother died June 11th, after a lengthy illness. Jane has been attending the University of Nevada at Reno the last two years, working for us during the summer months. She came back with us early last month.

**Adolph Moldenhauer** has returned to Elko from San Francisco, resuming his position as signal supervisor. It's good to have "Moldy" back. In turn, **R. M. Compton** returned to Oakland, his headquarters before coming to Elko.

Congratulations to Mr. and Mrs. **Norman Vaughan**, who are the proud parents of a baby girl, named Janet Claire, born June 8th. Norman recently came to Elko from Herlong and is employed in our timekeeping department.

Anyone knowing the whereabouts of "**Rusty**," WP mascot, please report same immediately to the superintendent's office, Elko. Rusty has been sorely missed by the office force for considerably more than a month and it is feared someone "dog-napped" him!

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**WILLIAM STAPP DIES**

**William Stapp**, for many years our master mechanic at Elko, died at Elko on June 16th after a brief illness. He was born at Fort Smith, Ark., on October 20, 1869, came to the WP in 1920 and retired in 1940.

**WENDOVER WHISPERS**

By Marchetta McDuffie

\* **Pfc. Frank M. Rankin**, former brakeman, was wounded on April 27th in the fighting on Luzon. No further details are available at this writing.

**Lucille Marian Connelly**, roadmaster's clerk, Salt Lake City, resigned June 10th to join a rehabilitation group and will leave shortly for Germany, where she will assume duties as a stenographer for the Government. All her friends join in wishing her best of luck.

**H. E. (Harry) Baker**, passenger conductor, is vacationing with his parents at Moberly, Mo. **J. J. (Jim) Hefferon** is filling Harry's assignment on 39 and 40 during the latter's absence.

**T. W. (Tommy) and Flo Jones**, yardmaster and yard clerk, are vacationing at their home in Tallulah, Louisiana. **Bill Fenton** is acting as yardmaster while Tommy is gone.

**Harold Sinz, Jr.** has returned to Wendover and resumed his duties in the hotel.

Welcome to Carman **Daniel R. Fairce**, who transferred from Portola, and to Car Inspector **Thomas W. Saige** and his son, Carman Helper **William H. Saige**, who transferred from Elko.

B&B Gang No. 3 is in Wendover making minor repairs to the roundhouse. One more boiler explosion and Wendover will need a new roundhouse!

One of our conductors is wondering why Shafter seems so interesting to Brakeman **K. F. (Kenneth) McNeill**. Explanation, Kenneth?

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**PORTOLA RAILROADERS WIN AGAIN**

At Carson City, June 17th, the Portola Railroaders trounced the baseball team representing the Nevada State Prison 18 to 7.

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**A NEAT TRICK**

"A daughter was born to Mr. Carlin at the Elko general hospital today. The baby weighed 5 pounds 12 ounces. She is the Kalton's first daughter and their third child, the first two children having been boys."—Elko Daily Free Press, May 25th.

Congratulations, Mr. Carlin!

**HARRY JONES BEEM**  
**APPOINTED VP&GM, NEVADA**  
**NORTHERN RY.**

\* **Harry J. Beem** was appointed vice-president and general manager of the Nevada Northern Railway on May 19th. He had served as general manager since October, 1941.

Harry is a veteran Western Pacifier, having joined our ranks in July, 1910, as a brakeman. In some 10 years he had become superintendent of the Eastern Division. He held that post until 1934, when he was transferred to Sacramento as superintendent of the Western Division. In 1937 he left us to become assistant general manager of the Nevada Northern and was appointed general manager in October, 1941. He was born at Effingham, Illinois, on October 12th, 1886.

For his many friends on our railroad, we extend congratulations to Harry Beem, with best wishes for future success and happiness.

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**FROM HOMER BRYAN**

(Continued from Page 5)

what not—of what value is the captain without the first baseman, second baseman and the rest on the field? There must be not only a team, but team work. If we went to a ball game and when the ball was batted to the second basemen the shortstop stood in his position with his hands on his hips waiting to see if the second baseman got the ball, we'd never again spend a penny to get into the ball park. But the shortstop doesn't do that. He gets behind the second baseman and backs him up so that if an error is made he can return the ball without too much damage being done. Backing-up the other fellow, that is the very essence of team work—yes, and the essence of sportsmanship.

The people who patronize the ball park are the same people who patronize the railroads—the people who furnish the money to pay the players in both games. They patronize the ball park and the railroads where team work is displayed.

The Association of American Railroads groups the Class I roads into six groups according to reasonably comparable conditions and rates them on their safety record. We are in Group C. In this group are twenty-one roads and we are in fifteenth place. After thirty-six years on the Western Pacific, I can't believe that we are a fifteenth place team. Maybe we are not capable of being pennant winners, but, by golly, I feel that we should be and can be in the first division.

