



Christmas

1945





*O Star of Wonder, Star of Night
Star with Royal Beauty bright,
Westward leading, Still Proceeding,
Guide us to Thy perfect Light.*

"We Three Kings of Orient Are"
—Rev. J. H. Hopkins, Jr.

EDITORIAL

* This is the first Christmas in five years that we can wish our friends a Merry Christmas and, later, a happy New Year, without the guilty feeling that such thoughts were really out of place. It's a grand and glorious feeling to know the strife is ended. How about concentrating on keeping the Star of Peace in its ascendancy? As we think, so do we act. Think peace . . . and we'll maintain it. Not realistic? Don't you believe it! There's no truer realism. The people of this nation can *will* peace in the world, but to accomplish that we must give a

**CHRISTMAS
1945**

much better indication that we want to get along with *all* people. If we badger other people, we must expect the same treatment. The Christmas season, when most of us at least

lessen our dislike of others, is a good time to begin some right thinking!

Now is a good time, too, to think of the magnificent work being done by our officers and employes . . . men and women, who are performing prodigious feats keeping the railroad open since the war's end. We're handling fleets of main trains and the number of freight cars moved has decreased little, if any, since August 14th. A machine is as strong as its weakest link. Luckily we've many strong links. They are doing a wonderful job.

And before we get away from the Christmas season, we want to remember Judge A. F. St. Sure and Sidney M. Ehrman, who, along with Trustee Schumacher and President Elsey, saw us through our reorganization days. Just in case they think we don't remember them, there are many carmen, crew callers, sand-house laborers, boiler washers, train and enginememen, roundhouse foremen, clerks and mechanics to whom we'd like to wish the greetings of the season personally.

OUR VICTORY LOAN QUOTA

is a big one . . . about \$100.00 per person on the average. Our payroll allotment is included in this individual quota. Many of our workers have already doubled their payroll allotments for November and December; many others are purchasing extra bonds for spot cash through our treasurer; and still others are purchasing extra bonds through outside sources. It is the latter group upon whom we must depend for advices covering such purchases in order to attain our quota. If YOU make such a purchase any time prior to December 31st, PLEASE ask for the form on which you can show the number of the bond, etc. Then hand or mail the form to your supervisor, or to your nearest Government Bond campaigner. By doing this, you will help to boost the Western Pacific, Sacramento Northern and Tidewater Southern worker showing in this last organized Government bond drive—The Victory Loan.

* Supt. Glenn Curtis' staff has finally moved into the new handsome office building at Sacramento. Old 1904 J Street is now deserted. Apparently no decision has yet been reached as to disposition of the old building. Maybe just

**WHY NOT A
W P MUSEUM?**

now it falls into the category of an eyesore, but a few dollars judiciously spent for paint and a little carpentry could convert this historic landmark into an attractive

Western Pacific museum and library to house our historic documents and relics. Then, to complete the job, a driveway might be installed from J Street, curving away from the depot, continuing by the entrance to the old division building and exiting into 19th Street. All of which could probably be accomplished at reasonable expense. The beautiful flowers and stately trees are there. Why not take advantage of the situation to modernize our facilities and complete beautification of the area?

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager



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**BUY
VICTORY
BONDS**



* We are indebted to the Don Spencer Company, of New York City, for permission to use the handsome Christmas cover.

CHRISTMAS GREETINGS



THOMAS P. BROWN



WALTER MITTELBERG



JACK HYLAND

The editorial staff of The Headlight wishes all readers a very merry Christmas and a happy and prosperous New Year. May the divine brilliance from the Star of Bethlehem light the way for all the peoples of the world to peace forevermore.

★ After four war years the words "Merry Christmas and Happy New Year" are once again appropriate and I take pleasure in so expressing myself in the December issue of "The Headlight" to the Western Pacific family.

Looking back over the events preceding our two Victory Days, it is most natural that we view with great pride the part played by our Western Pacific men and women—both those in the services and those who kept the railroad running. Nor do we forget the debt we owe to those represented by the gold stars in the "V" which "The Headlight" has carried month by month.

We also realize that we still have a big job ahead of us—a job which will require teamwork. That teamwork will be all the more essential when we put our streamlined trains into service this coming year, but judging by past performance under severe strain, I am confident that our fine organization will be equal to the task.

★ The Yuletide Season approaches and with it goodwill toward men. May goodwill, in full measure, be yours to gather and give throughout the year.

★ As the close of this year approaches, we can look with optimism and eagerness into the year stretching before us, something that has not been possible at the end of the past several years.

We, in the Americas, have been spared much of the destruction and misery borne by our Allies, and we have real cause to be thankful for our good fortune.

There is good reason, therefore, for my sincere wish that the employes and their families of the Western Pacific Railroad and its affiliated lines enjoy a most Merry Christmas and a Happy New Year.

★ Christmas of 1945 is, of course, going to be a much happier one for most American people than has been the case for the past four years. With the cessation of hostilities in both theatres of war, with many of our boys and girls already home, and many more scheduled to return before the holidays, there is just cause for happiness and celebration.

In our joy over the turn of events and the thrill of having loved ones again with us, we must not overlook the homes that will not share in this great happiness because of those who will not be returning. To these latter go our heart-felt sympathy and best wishes for the future.

Our railroad has done a marvelous job in handling of both freight and passenger traffic this year and everyone along the line has risen to the occasion in fine shape. The days have been pretty long and trying at times, but results show the effect of the cooperation and willingness all have displayed. Everyone connected with the Western Pacific can take real pride and satisfaction in the accomplishments and record of the last four years.

I want to take this opportunity to wish each and every one of you and yours a Very Merry Christmas and a Happy and Prosperous 1946.

★ The past four years have been the most difficult years any railroad within the United States could have experienced due to the tremendous needs of the armed forces and our home front, but we of the Western Pacific Railroad can rightfully feel proud for our railroad fulfilled its transportation task, and with a minimum of manpower. Similarly, our Western Pacific Club, which was organized four years ago (September 1941) has experienced four difficult years, but, again, we came through with flying colors . . . somewhat duplicating the feat of our fighting men.

However, this year the war is over and it is with a very happy feeling my Season's Greetings can be extended to our remaining service men and women in the European and Pacific areas, to our Club membership, and to employes of the Western Pacific Railroad, whether they be "white collar" workers or "roundhouse hostler helpers," for theirs was a job . . . well done.

Hy-Lites

By JACK HYLAND

★ We just learned that, by direction of the President, **Major Paul Shelmerdine** (Trans. Dept) was recently awarded a Bronze Star Medal by the Commanding General, Philippine Base Section, for meritorious achievement at Manila, P. I., during period March 19th to July 2nd, 1945, in direct support of combat operations against the enemy. Paul also wears the unit citation for superior performance of duty, maintenance of high standard of discipline and outstanding devotion of duty. Our congratulations are extended to you, Paul, and I'm sure your wife, **Evelyn**, is also very proud of your achievements . . . but we all hope you'll soon be returning to San Francisco and especially . . . "566 Fell Street."

During the past month a great number of our service men returned to the good old Western Pacific . . . those I heard of were: **Forrest Mote** (Car Record); **Frank Rowe** (formerly AF&PA but going into Traffic Dept.); **Ted Travins** (Auditors); **Connie Murphy** (Car Record), who incidentally was with Gen. Patton's tank outfit in the "Battle of the Bulge" in Germany; **Frank Bedient** (Traffic); **Frank Zitzelberger** (AF&PA), who is now on leave to attend the Univ. of Sou. Calif. under the GI Bill of Rights; also "**Sid**" **S. W. Williams** (formerly Stockton, etc.), now in Car Record, and **Richard "Dick" Gollan** returning to Traffic Dept.

On November 14th at 7 o'clock in the evening, **Doris Wetmore** (AF&PA) repeated the marriage vows in a double ring ceremony at St. Mark's Church, 59th and Telegraph Ave., Oakland, Cal., and thereby became the wife of **Charles Roeder**, a Coxswain in the U. S. Navy. After a reception at the Wetmore home, the bridal couple, Doris and "Smokey," dashed away to Los Angeles for their honeymoon. Our very best wishes are extended to them for continued happiness.

Then we learn **Cpl. Anthony Quill** (Car Record) has been transferred to Orlando, Fla., where he is "sweating out" a release from the Army, hoping to be home by March . . . which is a very important month, for that's when he expects to become a "father." Keep us informed, Tony . . . a "little noise" is news.

During the early morning hours of November 6th **Arthur Allen's** (Traffic) father-in-law passed away quite suddenly after having retired in seemingly perfect health. As the interment took place in Butte, Mont., understand Arthur, together with his wife, **Laura**, and her mother, drove by automobile to attend the final rites. Our deepest sympathy is extended to the family.

Overlooked it last month, but our belated congratulations are extended to the **Seveys** . . . **Howard** (Treas. Dpt.) and his wife, **Doris**, for last October 23rd they celebrated their "9th year" of wedded bliss. Their two youngsters, **Nancy** and **Sally**, have added to their happiness.

We also heard something which may be a scoop . . . but when **Mrs. Dorothy Baker** (AF&PA) resigned from the company last November 16th, she indicated she was expecting her husband to be released from the Navy sometime during December, but what she didn't mention was that she is also expecting . . . a little youngster . . . sometime around December 14th.

From **Johnnie Prise** (Oakland-Carmen) we learn that **Pfc. Alvin Burborow**, who saw action with the 2nd Marine Division at Guadalcanal and Tarawa, has been working for the W. P. on the repair track and doing a fine job. However, due to injuries received at Tarawa, he had to return to the Oak Knoll Hospital, Oakland, Cal., last October 28th for further treatment, but the "boys" and **Ed Moss** all hope for a speedy recovery and a quick return.

Lt. Thomas Conway (Frt. Accts.), previously in Italy, etc., wrote **Harold Heagney** (AF&PA) that he is back in the United States, but this is questionable for he was sent to Camp Plauche, New Orleans, and is now at the Rossford Ordnance Depot, Toledo, Ohio. Anyway, we'll assume Tommy is glad to be back and any place within the U. S. A. is perfectly agreeable to him, even though it isn't California.

Last November 10th a group of girls from the Treasury Department held a luncheon at St. Julien's Restaurant in honor of **Marie Skovbo** (who incidentally changed her name to **Mrs. Emil Seppa** on Nov. 24th, but more about that later). They presented her with a lovely gift . . . which I understand was for "evening wear" providing she remained . . . indoors.

News from our Local Freight Office at 8th and Brannan Sts. is that . . . **Ann Osdoba** is now working in the Signal Engineer's Office . . . **Frank Hatfield** (Bill's son) is a Gen. Clerk, having received his discharge from the Army last Nov. 6th after three years overseas duty . . . And a suggestion that **Bob Barrett** (Agt.) should either change his pipe or the tobacco, or possibly rejuvenate the ventilation system . . . **Walter Bryant** was promoted to Chief Clerk on Oct. 15th . . . **Andy Murphy** promoted to Asst. Agent at the Water Front (same date) . . . AND that **Bill Hatfield** has a new "TIE," yellow birds and brown pussy-willows on a blue background which we understand is very lush, lush and lush. (Bill doesn't wear the tie on bowling nights . . . wonder why?)

After 18 years service with the Western Pacific, **Roy Campbell** (Traffic) bid his many friends an "adios" last November 24th to join the staff of the Reconstruction Finance Corp., San Francisco, as Traffic Examiner. Roy has held many positions in Traffic Department which should fully qualify him in his new endeavor, but we add our sincere best wishes for continued success in his new venture.

SPORTS REVIEW

By Jack Hyland

★ After completion of the "tenth week" we find the Western Pacific Bowling League team standings nearly the same as last month's issue, but with only four more weeks remaining in the "First Half" the boys will be pouring it on, in order to come within the first four places which will earn them a share in the "prize fund" awards.

Although the Auditors are out in front by three full games, the next five teams are closely bunched with only two games separating the second place Traffickers from the sixth place Transportation unit. The complete team standings are (as of Nov. 8th, bowling for Nov. 15th and 22nd being suspended account City Association Tournament and Thanksgiving):

	Won	Lost	H.G.	H.S.
Auditors	20	10	923	2471
Traffickers	17	13	928	2503
Freight Accts.	17	13	844	2494
Oak.-Carmen	16	14	857	2385
Freight Agents	16	14	843	2464
Transportation	15	15	863	2444
Pass. Traffic	12	18	926	2451
Engineers	7	23	840	2397

The Traffickers have retained their high team series of 2503, and in addition have acquired the high team game of 928 during the past month's play, with the Freight Accounts 2494 and Auditors 2471 still next in line.

Rintala-Sevey Still Maintain Lead

During the past month Axel Rintala has been listed as a regular, instead of an alternate, and while his 175 average is tops, the "Book of Rules" still recognizes 21 games as an official average, so we must continue Howard Sevey as our league leader. Bill Wilkinson took a complete nose dive and dropped from 181 down to 164 during the past two weeks. The complete list of "Big Ten" bowlers show the following:

	Gms.	Avg.	H.G.	H.S.
Rintala	15	175	243	605
Sevey	30	171	237	579
Dooling	27	169	203	537
Brown	30	168	205	552
Corven, Joe	30	167	213	549
Hudkins	30	166	211	609
Craig	27	166	203	545
Wilkinson	12	164	223	551
Heagney	30	162	225	540
Hyland	27	161	201	519

Last month we mentioned Joe Corven as being our first regular bowler to return from the Armed Forces, and this month we add another, **Connie Murphy**, who incidentally will replace **Ken Stoney** on the Traffickers team. The bowling league extend their best wishes to **Ken**, who has been transferred to Chicago, where we understand they have some "real bowlers" . . . so you better stay out of any "pot games," Junior, until you learn to pick off the "10" pin.

WHAT'S IN A NAME?

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

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HAWAIIAN ISLANDS — The "Eight Isles"; the "Cross Roads of the Pacific"; the "Paradise of the Pacific"; the Sandwich Islands. As we open up on this subject, that being "by request," we would like to strike a theme-note by quoting a definition of the Hawaiian greeting: **Aloha Oe** (or Aloha nui). This is the refrain of the song known all over the world. The words, we understand, were written by Queen Lydia Kamehaha Liliuokalani, although the music as shown in "Mele Hawaii," played by the Royal Hawaiian musicians of King Kalakaua's time, was written by H. Berger. The definition of Aloha Oe, which we garnered from the novel entitled "The Rose Door," is:

"Aloha means everything that is kind and nothing that is not. It means 'Good day!'; it means 'Good-bye!'; it means 'I love you!'. But, unlike the word love, it can be sent through any third person from anyone to anyone, because it signifies whatever the receiver interprets it to say, with the certitude that only kindness is intended."

According to one authority **Hawaii** (spelled Owyhee in earlier days and a name of a river in Nevada and Idaho, also name of an Idaho county) means, in the native tongue, "The Big Island," that is, the largest of the "Eight Isles." Our source is "How's Your Hawaiian?" by George T. Armitage, who refers in turn to the Lorrin Andrews Dictionary as revised by Henry H. Parker and published by the Advertiser Publishing Co. of Honolulu, 1943.

Perhaps we shall have to delve further into the subject inasmuch as Miss Mabel Ray Gillis, California State Librarian, Sacramento, has directed our attention to a work by Charles M. Skinner entitled "Myths and Legends of Our New Possessions," published in 1900. We quote:

"One of the oldest legends of the Hawaiians relates to finding of the islands by **Hawaiiiloa**, a great chief and great grandson of Kinilauamano, whose 12 sons became the founders of 12 tribes. Guided by the Pleiades, he sailed westward from America, or northward from some other group—doubtless the latter—and so came to these pleasant islands, to the largest of which he gave his own name, while the lesser ones commemorate his children."

The name **Sandwich Islands** is an English appellation, given to the islands by Capt. James Cook in honor of his patron, John Montagu, fourth Earl of Sandwich and First Lord of the Admiralty. This was on Captain Cook's third voyage, his ships being the "Resolution" and the "Discovery," in 1778.

Through the courtesy of Miss Dolores Cadell, reference librarian, San Francisco Public Library, we have extracts

from the Hawaiian Annual for 1923, the gist of which is that the "term 'Sandwich Islands' was never accepted by local authority or had official use," and that "the first official application of the name **Hawaiian Islands** is in a letter addressed by Capt. Finch of the U.S.S. Vincennes in 1829 to Kamehameha I," the Conquering King.

HOBO HOT SPRINGS, Kern County, Calif. When we began writing these articles for *The Headlight* we said there is a story behind every place-name. And so, having received a letter officially postmarked by Uncle Sam with this name in the circle, we queried Mr. W. P. Gregory, engineer, Bodfish, California, as to its origin. Following is his reply:

"Previous to 1879 this place was known as **Clear Creek Springs**. In that year a water wheel or 48-inch turbine of 200 horsepower was installed in Kern River at this point to drive an air compressor to operate a 20-stamp mill and drills at the Warrington mine at Havilah, four miles distant. The place then became known as **Compressor Springs**.

"About 1886 a miner went on a rampage, burned three stamp mills at Havilah, then went to Compressor Springs and burned the plant. Along about 1900, when a power company was constructing canals and generating plants, the custom was to pay off once a month through a store in Kernville, the A. Brown Co., and so if a man quit or was 'fired' he would have to wait until payday.

"As a result, men would camp at Compressor Springs and while there would 'annex' hogs, etc., to provide the piece de resistance for mulligans while they waited for payday to roll around. The men would greet one another as 'Hobo,' and so the place became known as **Hobo Hot Springs**.

"In 1928, John Hooper, now 76 years of age, and one of the surviving pioneers, moved from the vicinity of Kernville to Hobo Hot Springs, built a small hotel and erected a 10-stamp mill and cyanide plant. His son, Marion Hooper, now owns the hotel.

"Within recent years the U. S. Forest Service has equipped a free camping ground with camp stoves near the Hoopers. Persons come from near and far to drink the water (soda and sulphur being the principal ingredients) and to benefit by the hot sulphur baths, either at the springs or the hotel. During the summer months from 300 to 400 persons are in the camp at one time, but they are permitted to stay in camp only two weeks at one time on account of space limitations."

Our apologies to Editor Walter C. Mittelberg for this bit of promotional copy but history is history and facts are facts. We add that the story of Hobo Hot Springs has been told in verse and we treasure in our archives the stanzas telling how the name was confirmed.

PORTOLA MEN'S & BOYS' CLUB

★ Sparked by Dory Detton and, we understand, sponsored by the local Rotary Club, this new athletic club has been installed in the renovated ground floor area of the Odd Fellows' Hall on Commercial Street in Portola.

Dory Detton, Western Division engineer, and Quon Soohoo, employed at our Portola roundhouse, with an assist from Conductor Floyd Seaton, did the back-breaking work of applying a liberal coat of paint to walls and ceiling, brightening the general appearance. Al Joy, local contractor, furnished all the necessary equipment to do the renovating. Further improvements will be made and a California Army Air Field has promised athletic equipment for boxing, wrestling, tumbling, volley ball, badminton, table tennis, weight lifting and exercising.

Though his brother Dean Dutton is monopolizing current professional wrestling headlines for the Detton family, Dory has a considerable reputation as a pro wrestler. But Dory, too, has had considerable experience as a boys' athletic instructor, having worked with Cal Farley at the Amarillo (Texas) Boys' Ranch.

Dory states the new Portola club is principally for boys, the idea being that the men of Portola will sponsor boys for membership, paying nominal dues for both. All the afternoons and most of the nights the club will be available to boys. Later, it is planned to set aside one night for men and one night for girls and women for the enjoyment of these athletic facilities.

This is a wonderful project and we hope it—and Fr. McGoldrick's Boys' Club—will be properly supported by the citizens of Portola. THE EDITOR

★ ★ ★

ACCIDENT PREVENTION

★ During the year 1944 we killed eleven of our employees. So far this year we've killed five. If we can prevent fatal accidents during the remaining few weeks of this year, we will have on our road six employees who would have been dead, but who, instead, will enjoy Christmas with their families because we reduced the number of fatal accidents this year.

Who are these six employees? They may be any of you who read this article. There is nothing spectacular about saving the lives of these men, but the knowledge that they have been saved should be an inspiration to better things during the months to come.

May an earnest desire to save the lives and limbs of our fellow men be our guide throughout the year, as the Star of Bethlehem was the guide of men long ago. A Merry Christmas and a Happy New Year. HOMER BRYAN



J. Bass

C. C. McMullen

LELON WAGNER

★ Fifty-three years of railroad service ended October 31st this year when Lelon Wagner, mechanical engineering accountant in our GO engineering department, retired.

"Wag," born at Golden, Colorado, February 17th, 1875, began his long railroad career in 1892 with the Denver, South Park & Pacific R. R. at Como, Colorado. Subsequently, he worked for the Santa Fe, Prescott & Phoenix R. R. at Prescott, Arizona; the Union Pacific at Cheyenne and Denver; the Rio Grande at Salida and other points; the Colorado & Southern Ry. at Trinidad, Colorado; the FW&DC at Childress, Texas, and the Southern Pacific at San Francisco. On October 20th, 1920, he became valuation clerk for us in our auditor's office and on June 24th, 1929, joined our engineering department, where he remained until his retirement.

We will miss "Wag" and wish him great happiness and good health always.

★ ★ ★

ARTHUR GARFIELD WHITTLESEY

★ Arthur G. Whittlesey, retired Portola switchman and operator of the Portola Hotel, passed away October 29th.

Born at Eagleville, Modoc County, California, on Christmas day in 1880, the son of Steve and Sarah Whittlesey, pioneer ranchers of Surprise Valley, Art Whittlesey began his railroad career with the old Boca & Loyalton Railroad. Five years later he joined the SP as assistant yardmaster at Watsonville; then worked for the Calpine Railroad a short time before coming to the WP in July 1925.

Art retired from WP service a few months ago, but continued his operation of the Portola Hotel. He was widely and favorably known by Western Pacific men and women. They have lost a friend and Portola has lost a respected citizen.

WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ O, joyous day! The ultimate has been achieved! With the installation of the long-hoped-for temporary radiators, Saturday, November 10th became VOONQ (Vacating Old and Occupying New Quarters) DAY for the Division office force. Our new address is 1025 19th Street.

Steno-clerk **Lillian Bowles** surprised us by becoming the bride of **M/Sgt. Hubert K. Woods** at a quiet ceremony in Reno on October 29th. Members of the office force presented her with a lovely glass-top coffee table, with accompanying gadgets, as a wedding gift. All of us join in wishing the happy couple a very happy and prosperous future.

Glad to see **Marian Selders**, our efficient PBX operator, back on the job after a severe attack of pneumonia.

Pfc. Van Davison certainly surprised everyone recently by suddenly appearing from nowhere. Van has been in the Army for six months and just got a furlough home. He expects to be stationed permanently at Ft. Belvoir, Virginia.

Perley G. Roberts, recently joined our dispatchers' staff at Sacramento. Dispatcher Roberts was with the Union Pacific at Las Vegas, Nevada, before joining us.

Dorothy McCarthy and **Joe Anderson** are new employes. Dorothy is assisting Personal Record Clerk **Dorothy Knoles** and Joe is assisting **Wanda Anderson** in the mail room.

Floyd Copeland, formerly agent at Blairsden, is our new asst. car distributor, succeeding **Ed. Hughes**, who was filling the job temporarily. Ed. will go to Spring Garden as agent early in December and **Roy Campbell** took over as agent at Blairsden late last month.

GEORGE "GI" MARTIN ENACTS DRAMATIC ROLE IN SAVING LIFE OF GERLACH'S VIOLET PHILLIPS

★ *Emergency, perhaps life or death, depends on getting Mrs. Jack Phillips to hospital by plane.* That was the first sentence of a message from Gerlach, Nevada, to our Reno office just prior to closing time Friday, November 2nd. Not much more than four hours later, Mrs. Phillips was in Reno's Washoe General Hospital, but what a story those four hours would make in the hands of a competent writer!

"GI," a veteran telegraph operator (now our general agent at Reno), went into high gear immediately upon completion of the message. Working with the Civil Air Patrol, he had, at 5:30, completed arrangements for Capt. Walter E. Stewart, of CAP, to take off immediately from the Reno Army Air Base in an AT6 advanced trainer. Then "GI" tapped out instructions to Gerlach on arrangements to be made for Capt. Stewart's arrival.

The pilot expected to land on the dry lake south of Gerlach and north of the Portland cement factory. Unable to locate lights, he flew over Gerlach nine times (which will probably stand as an all-time record!). Finally, someone lighted a fusee, waved it in a westerly direction; then drove out of Gerlach, with the fusee stuck out of the window of the car, toward a dirt landing strip six miles west of Gerlach. Sounds easy, but it was possible only because "GI" constantly stood by the telegraph key and the phone to the Reno Army Air Base, who were in touch with the pilot by radio.

Capt. Stewart found the dirt strip marked with automobile lights and landed safely. Mrs. Phillips was wrapped in blankets, the cockpit of the plane cushioned with pillows and the return trip began at 8 P.M. When "GI" received that flash from the Gerlach operator, he closed up and drove to the landing field of the United Air Lines, where Capt. Stewart landed shortly before 9 P.M. An ambulance from the Reno Army Air Base met the plane and again "GI" was helpful. Being the tallest, he helped Mrs. Phillips out of the plane and, with others assisting, placed her in the ambulance. Then "GI" returned to the key and told Gerlach to assure Jack Phillips his wife had a good trip and was safely in the hospital. Then he called it a day!

Condition of the road from Gerlach and the nature of Mrs. Phillips' illness made it impossible to take her to Reno by automobile.

"GI" really saved two lives! Violet Phillips and baby are doing well!

THE EDITOR

RANDOM

★ A deluge of changes and promotions in the freight traffic department effective last month saw **F. B. (Bert) Stratton** appointed asst. to freight traffic manager; **Kenway R. Stoney** appointed eastern foreign freight agent, headquarters Chicago; **William B. Cook** appointed TF&PA at Twin Falls, Idaho; **John D. Still** appointed commercial agent at New York; **Charles N. Tackett** appointed traveling freight agent at Spokane, Washington; **Frank M. Rowe** appointed FTA and **James A. (Al) McNamara** chief clerk at the Oakland general agency; and **Ed. P. Jagels, Jay A. Barbeau, Charles W. Van Zandt, Leslie H. Stoltzman** and **Harvey J. Jenkins** were appointed freight traffic agents in our San Francisco general agency. In addition, **Helen Decker** was appointed chief of our solicitation bureau at SF; **Lloyd B. (By) Larson** was appointed chief of our rate bureau; returning war vets **Richard C. Gollan, John P. Skinner** and **Arthur M. Allen** took over jobs as head clerk, general adjustment bureau, division clerk and rate clerk-local, respectively. The first of this month **Bert Hazlett** returned to Elko as TF&PA, while **Francis E. Bedient** came back from the wars to take over his old post as TF&PA at Keddie. We almost lost **Dave Copenhagen** in the shuffle (a practical impossibility!). Dave was appointed FTA at Oakland.

At Stockton, saw machinist **Jack C. Trunnell** back on the job after 4 years, 3 months and 28 days in military service! That must be a record for the WP!

Lt. Wilbur Amlin, fireman, was released October 20th after service in Iceland, England and Europe. He enjoyed his visit to Berlin, but says he's glad to be home!

Congratulations to brakeman **Harley A. Surret** and **Myrle Raburn**, operator at Quincy Junction, who were married at Roseville October 14th. They spent several days honeymooning in San Francisco and are making their home at Portola.

The Stockton Traffic Club, whose beginnings were chronicled in our August 1944 issue (Random), is growing. **Julius Gaedtke**, commercial agent for the Missouri Pacific is president. They held a railroad night November 27th and **Rex Kearney** was the speaker. This information courtesy of **R. H. (Bill) Moody**, a charter member of the club! Or maybe the editor just listened to things!

John L. Saxon, whose resignation as our commercial agent, New York, we reported last month, is now secretary-treasurer of the United Shippers Association, Inc., New York. John says his firm operates consolidated cars to 17 key cities.

On October 23rd the Wendover roundhouse boasted of 5,232 days without a reportable injury! That's a fine record. More power to them!

Brakeman **Doss H. McNinch**, eastern division, claims he did not miss a day for 26 months at the H. J. Kaiser Richmond Shipyard No. 2. He has a ring to prove it! Another fine record.

Presumably to vary the monotony of the bond campaign at Stockton Yard or maybe just because he had never seen the door window so clean, Yardmaster **Jack Maddox** tried to walk through same the afternoon of November 15th. He only nicked himself slightly but caused havoc with the window! While in Stockton, we'll report that **Velma Mikolash** has taken **Al Evans'** place as trainmaster's clerk and **Virginia Rich**, steno-clerk, is now working for Trainmaster **Phil Prentiss**. Also, we heard that Roundhouse Foreman **Frod. Morgan** was at Dameron Hospital, Stockton. We hope he is out and improved now.

A pleasant sight . . . though noisy . . . was the installation of concrete floors at the Portola roundhouse. At GO, another pleasant sight was the fall house-cleaning in our roof lounge. In addition to the general clean-up, the room was redecorated in pastel . . . seafoam green. Sue me if I'm wrong, but it looks good!

Thanks to **Bill Boebert** and **Gene Teaverbaugh** for the use of their office at Elko during the Victory Loan Drive there.

Cliff Norden (engineering dept.), who in war-time served as district captain of Alameda's auxiliary fire department, has a handsome certificate in appreciation of the services rendered. This may not sound like adequate compensation, but it's a lot better than forgetting with not even a thank-you the men and women who prepared themselves for all emergencies!

We hear that Engineer **Art Heckala** has received his honorable discharge and is returning to work; also that **S/Sgt. Claude A. Huntsman** will shortly return to his duties as an operator at Portola.

Eastern Division employes at the Elko station, having to climb those mountainous stairs daily, are suggesting: 1) installation of an escalator, or 2) installation of ground floor offices. After a few days at Elko, the war bond chairman was in favor of either!

Last September, **Alex** and **Robert Fraser**, the 12 and 13-year old sons of **Thomas R. Fraser**, hostler helper, Stockton, were seriously injured in an automobile accident. Their legs were pinned under a concrete watering trough which slid off their father's trailer. Alex lost both legs and Robert suffered a crushed foot. **Pauline Lawless**, crew clerk for us in the Stockton office, soon after started a collection for the boys. WP employes responded by contributing \$248. The idea of a Fraser fund grew; Southern Pacific employes contributed \$102 and eventually the collection became city-wide. In mid-November, total collections had exceeded \$1,700, including \$500 from the Stockton RECORD. Alex Fraser had been a carrier for the newspaper. We think Pauline is to be congratulated on her thoughtfulness and she must get much satisfaction in the growth of the fund which insures proper treatment and the needed artificial limbs for the Fraser boys.

THE EDITOR

ELKO ECHOES

By Peggy Phillips

★ **Y2/c Ona Tellaisha** paid her respects to the office staff on October 27th while spending the week-end at Elko. Ona, who formerly was our Bond clerk, is now stationed at Treasure Island.

General Clerk **Virginia R. Smith** became the bride of **Dr. Paul Del Giudice** on November 10th, giving up her business career for that of a housewife. We hope she'll be very happy.

S/Sgt. Frank Oldham has returned from 21 months spent in New Guinea and the Philippines. Frank was asst. acct. when he went into the service in August 1943 and he expects to return to his old job in the near future.

Other returning veterans are . . . **Cpl. Steve Hernandez**, who returned the latter part of October from the European theatre, and **John Etchebehere**, brother of **Jackie** (chief dispatcher's steno) who returned November 2nd after 18 months spent in Panama. WP employes who left their desks and work to enter military service are gradually returning. It's good to have them back.

Switchman **Claude Van Horn** was recently called to Grand Junction, Colorado, because of serious illness in his family.

T/5 Romano Lopez, brother of **Evelyn** (relief steno), has also returned home after 40 months overseas. Romano served with the famous Buckeye Division.

Loren W. Ames, chief clerk to the superintendent, who transferred to the Western Division at Sacramento, was presented with a gold fountain pen by the Elko clerks in appreciation of his service there.

★ ★ ★

VICTORY CLOTHING COLLECTION

★ Beginning January 7th next and continuing through January 31st the Victory Clothing Collection for Overseas Relief will campaign for serviceable used clothes, shoes and bedding for the millions of people in liberated lands.

This campaign will be similar to the United National Clothing Collection of last spring. President Truman has said the urgent clothing needs of these impoverished people makes imperative a second nation-wide clothing collection.

If you are planning to discard any of the used items mentioned, please don't throw them into the incinerator . . . contribute them to this worthy cause.

Train and Engine Books Suggested As Christmas Gifts For Children

* **Mr. Tootwhistle's Invention** by Peter Wells (John C. Winston Co. . . \$1.25). . . Mr. T. owned one of the first railroads in America. Cows got on the track and made the train late.

Mr. T. invented something that made the cows like the fields better than the tracks. **Little Choo-Choo** by Helen Sterling (Franklin Watts, Inc. . . \$1.00). . . This little engine, one fine spring day, tried other kinds of tracks, and even no tracks at all! **I Like Trains** by Catherine Woolley (Harper & Bros. . . \$1.00). . . Trains, engines, cars, people who work on trains and passengers are pictured and described. **The Streamline Train Book** by William Clayton Pryor and Helen Sloman Pryor (Harcourt, Brace & Co. . . \$1.00). . . Nancy often traveled on the train with her daddy. Once their guest was a little boy who always waved when the train passed his house. **Little Blacknose** by Hildegard Hoyt Swift (Harcourt, Brace . . . \$2.00).

. . . It was an exciting day for everyone, especially for little Blacknose, christened the DeWitt Clinton. Today Blacknose is on display in Grand Central Station, New York City. **The Story of Steam** by Anne Coolidge and Anthony di Bona (John C. Winston Co. . . 60c). . . How does an engine work? What makes the wheels go 'round? We start with steam from a kettle and see the development of the "kettle-engine." **The Wonderful Locomotive** by Cornelia Meigs (Macmillan Co. . . \$2.00). . . Nels worked in his spare time repairing the rusty, creaky engine. Nobody thought she'd ever run again. Peter was the only person who knew Nels had made up his mind the engine would some day run from New York to San Francisco. She did—in three days time—with Peter at the throttle. **The Little Engine That Could** retold by Watty Piper; pictures by Lois Lenski (Platt & Munk Co. . . 60c) . . . This little locomotive pulled a trainload of toys over the mountain when the regular engine simply stopped running. **Choo Choo** by Virginia Lee Burton (Houghton Mifflin Co. . . \$1.50). . . The story of a little engine that ran away and lost herself! **Railroad A B C** pictures by Denison Budd (Franklin Watts, Inc. . . 50c). . . "A for All Clear as the signal goes up, B for the Baggage including the pup" is the way this story of the railroad alphabet begins. **The Story of Casey Jr.** . . Walt Disney Productions (Garden City Publishing Co. . . 50c). . . This little engine stepped right out of Walt Disney's motion picture "Dumbo." **The Red Caboose** by Marie Ahnighito Peary (Wm. Morrow & Co. . . \$1.75). . . Admiral Robt. E. Peary's daughter, famed as "The

Snow Baby," writes this engaging story about the red caboose—her father took from the Erie Railroad to northern Greenland. **The Happy Little Choo-Choo** by Laura Harris (Wm. Penn. Pub. Corpn. . . \$1.00). . . Light-hearted

and gay was this little toiler as he pulled freight cars laden with coal and pigs and lumber, with oil and chickens and automobiles, from town to country and back again. **Pogo's Train Ride** by Jo and Ernest Norling (Henry Holt & Co. . . \$1.25). . . The conductor of a freight train invites John and his dog Pogo to ride in the caboose on an overnight trip. **Choo-Choo, the Little Switch Engine** by Wallace Wadsworth (Rand McNally & Co. . . 50c). . . This little switch engine wanted to grow up—and did! **Clear Track Ahead!** by Henry B. Lent (Macmillan Co. . . \$2.00). . . Tells something about the duties of the men who run both freight and passenger trains. **Ivan, the Iron Horse** by Albert E. Rohmer (Albert Whitman & Co. . . \$1.25). . . Ivan was no ordinary locomotive. He could spell his name in whistle language! By a railroad man well versed in the lore and tradition of the rails! **The Train Book** by Jeffrey Victor (Madison Square Pub. Co. . . \$1.00). . . Reviewed in our November issue. **Randy and the Crimson Rocket** by Margaret Friskey (Albert Whitman & Co. . . \$1.00). . . Randy liked the old freight train and its engineer. One day Randy and his pony, Ginger, had a chance to help the freight train. **The Flying Locomotive** by William P. du Bois (Viking Press, Inc. . . \$1.00). . . Strange adventures befell Toto, the little Swiss locomotive, who wanted to fly. **Bob and the Railroad** by Sanford Tousey (Doubleday, Doran & Co. . . \$1.00). . . Bob's father was a surveyor for the Union Pacific. His family moved west with the track-laying. Bob witnessed the ceremony at Promontory on May 10, 1869, marking completion of the first Pacific railroad. **The Little Train** by Lois Lenski (Oxford Univ. Press . . . 75c) . . . Engineer Small brings his shiny black engine from the roundhouse. Fireman Shorty helps get it ready. Conductor Little calls "all aboard" and they're off from Tintytown to the big city. **Smoky, the Lively Locomotive** by Lois Donaldson (Albert Whitman & Co. . . \$1.00). . . Little "Smoky" lived in Germany. He felt very important because he carried people and letters and packages. On one trip he developed an ache in his right front axle, but he kept on running. He later wished he hadn't. **The Story Book of Trains** by Maud and Miska Petersham (John C. Winston & Co. . . 75c). . . Tracks were

used before there were trains. The first locomotive was invented by an Englishman. The book describes early locomotives, some of the first railroads, tracks, headlights, signals and freight trains, each illustrated in color.

