



WESTERN
PACIFIC
RAILROAD



**WESTERN PACIFIC'S NEW DIVISION HEAD-
QUARTERS BUILDING AT SACRAMENTO**

*Life is but the pebble sunk;
Deeds, the circle growing!* —GEORGE MEREDITH

EDITORIAL

* In our columns, from time to time, we've delivered verbal posies to groups and individuals rendering distinguished service to their company or to their nation. A group which has done both, under trying circumstances, is our Medical Department. Dr. Alson R. Kilgore, Chief Surgeon, and Dr. William B. McKnight, Division Surgeon in charge at our Portola Hospital, performed back-breaking jobs during the war years with under-manned staffs. Dr. Glenn F. Cushman, associated with Dr. Kilgore, and Dr. James D. Coulter, associated with Dr. McKnight, along with 17 other Western Pacific Staff doctors, served in the armed forces. With their return, the task of those who remained will be lightened, though it is a strenuous life at best. Later, it is our intention to offer a comprehensive picture of the Medical Department's activities on the Western Pacific Railroad under the guidance of Dr. Kilgore. We believe too few of us realize the debt we owe to so few men who very faithfully take care of our physical ills. So, thanks and our gratitude to Dr. Kilgore and his entire staff, including the patient nurses . . . and Anne Crowder.

**ALWAYS
ON HAND**

* The management of the Western Pacific Railroad has assured the United States Treasury Department that the payroll savings plan, for the purchase of Defense, War, Victory and now U. S. Savings Bonds, will continue in operation to assist in the six billion dollar goal set for such sales in '46. There will be no drives or campaigns. It is left to the individual to see the importance of the fight against inflation and, at the same time, provide a greater measure of future security. There have been several cancellations of bond accounts by WP people since January 1st. The names of some of those cancelling do not surprise the ex-War Bond chairman, but other names were surprising. Let's not delude ourselves. Many of us learned a fine lesson in thrift during the recent war . . . and are so much better off for having so safely invested a portion of our earnings regularly. Figure out where you'll stand five years from now if you continue regular purchases . . . and then cancel your account!!

**PAYROLL
SAVINGS
PLAN**

* The Davis Cup, symbolic of the tennis championship of the world . . . and currently held by Australia by virtue of its players' victory, by 3 matches to 2, over the Americans in 1939 . . . was so named after the American statesman who offered the cup for international play in 1900—the late Dwight Filley Davis, one-time Secretary of War and, later, Governor-General of the Philippines. In William Tatum (Bill) Tilden's heyday, the American players fought off various challengers during the years 1920 to 1926 to keep possession of the cup, but it has been in foreign hands since then, except in 1937 and 1938. This year, America will undoubtedly challenge, but will no doubt find it necessary to wade through several other challengers for the privilege of taking on the Australians.

**DAVIS CUP
CHALLENGE**

What has this to do with us? Well, the Tom Brown, Jr., who won the La Jolla Beach and Tennis Club tournament on January 14th, is the son of Western Pacific's Publicity Manager . . . and our columnist . . . Tom Brown. Hope they forgive us for this dissertation, but we're awfully tired of hearing about the poor American tennis prospects, particularly in connection with the Davis Cup challenge. Not once have we seen any mention of Tom Brown's name when our team's players are discussed. Admittedly, Tom's Army service didn't permit his as much tennis as needed, but, since his return, he has run through all opposition and his practice has indicated a return to top form. We nominate Tom Brown for singles and Tom and his very capable and towering partner, Harry Buttmer, for the doubles in Davis Cup competition . . . and we challenge the USLTA to produce better!

THE HEADLIGHT

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ARE WE "BIG" ENOUGH?

Fondly do we hope, fervently do we pray, that this mighty scourge of war may speedily pass away.

ABRAHAM LINCOLN

* Whether or not one is a member of the Roman Catholic Church, the Christmas message of Pope Pius XII and his views, as presented by Cardinal-designate Francis J. Spellman, should be welcomed by peace-loving people. Quoting the Pope, "... into the hands of America, God has placed the destinies of afflicted humanity," and, urging Americans to kindle the flame of brotherly love in our hearts, he declared "The American people have a genius for splendid and unselfish action." He called for a "... return to unity, a unity not restricted to any one people, but a universal solidarity established on the foundation of mutual interests and common destinies of all peoples" as the only way "... of escaping from the mesh in which war and hate have wrapped the world."

This is a plea not alone to the members of one Church. It's a plea which may well be heeded by all peoples, regardless of race, color, or religion. It is a message to which Americans ought to give deep thought. A world places its trust in us ... while many of us are mouthing opinions (and some of us even seem to relish the idea!) concerning the inevitability of a third World War. What a nauseating attitude in the light of more than one million American casualties in World War II, the far greater casualties suffered by most of the major powers in that war and the brink of bankruptcy upon which all the nations of the world are standing!

The Pope further points out that the gravest obstacle to the unity of the world is the disruption of the family caused by war ... "In these homeless masses is the yeast for revolution and disorder." He calls on women especially to "... help reconstruct the family, resanctify the home, restore society, re-establish peace." Cannot all peoples ... regardless of their faith ... rally behind these words? The spiritual leader of a large percentage of the world's population offers hope. May we Americans awaken to the greatest essential ... maintaining the peace! May we quickly understand that another World War will surely annihilate the civilization we know ... imperfect though it may be, it is far better than barbarism!

How often in these columns have we groped for the right words which the Pope puts so simply ... "World peace will not by itself be born. It must be born of the Spirit. It must be rooted, nurtured, guarded and preserved in the soul of man." We recommend to you a reading of the Pope's viewpoints appearing in the January 5th issue of COLLIER'S.

All this does not mean we should ignore the lessons of the past two or three decades. The great so-called democracies should strive for true democracy; meantime, maintaining powerful national defenses as a hedge against any contingency. Powerfully constituted

as we are, can we not well afford to set an example of genuine tolerance toward all peoples? We can and must if the grim spectre of war is to be relegated to the background, if not entirely liquidated.

This month, we celebrate the natal anniversary of a great humanitarian ... Abraham Lincoln. Based on what we know of Lincoln, we believe, were he alive today, he would actively support Pope Pius in his plea for world peace, tolerance and unity. Let's shed our bigotry and intolerance and prove we are "big" enough for the job. Let's justify the confidence placed in us by the rest of the world! THINK it over!

THE EDITOR

PREVENT MOUTH CANCER

* Cancer rarely occurs in a clean mouth. Women have better mouth hygiene than men, which may account for the fact that there is less mouth cancer found among them. Here are some sound measures to observe in the prevention of mouth cancer:

1. VISIT YOUR DENTIST FREQUENTLY:

Have him smooth down teeth with rough edges and fill or remove decayed teeth. Bridges or plates which do not fit should be repaired or discarded. Have your teeth cleaned by him at least twice each year.

2. KEEP TEETH AND ORAL CAVITY CLEAN:

Avoid picking teeth with abrasive objects such as toothpicks; use dental floss instead. Brush your teeth and gums regularly.

3. AVOID LIP AND TONGUE IRRITATIONS:

Rough, hot pipestems have caused many cases of lip and tongue cancer; avoid irritation by this source. Keep the lips from chapping due to overexposure to sun and wind, by protecting them with some bland ointment such as vaseline or cold cream.

NOTE: The Editor was chided ... a little ... for the suggestion, in the "Cancer Quiz" on page 3 of the January issue, that, for further information, one might address the American Cancer Society in New York. For the record, we make it clear that no surgeon ranks higher, in our estimation, for his ability to treat cancer or any other human ailment, than does Dr. Alson R. Kilgore, our chief surgeon. For policy reasons, we reproduced the Cancer Quiz as furnished by the American Cancer Society. Personally, should we ever require surgery of any kind, our best hope is to be placed in Dr. Kilgore's skillful hands.

THE DIZZY HEIGHTS

*Are what Western Pacific Railroad earnings climbed to in the year so recently ended. Compared to our 1938 earnings, they look unbelievable. In that year, our freight earnings totalled \$13,895,346 ... in 1945, the total was \$46,676,600, an increase of 236%.

But it was the passenger earnings which really zoomed. In 1938, they were \$337,552 ... in 1945, \$9,637,400, an increase of 2775% !!!

That ought to be some sort of a record.

We shudder to think what the company's income tax bill will be!

* * *



Comdr. Glenn Ford Cushman

*In October 1942, Dr. Glenn F. Cushman, of Western Pacific's medical staff in San Francisco, reported for active duty at the Mare Island Naval Hospital as a lieutenant-commander. From August 1943 to June 1945, he served overseas ... through the New Georgia and Peleliu campaigns and one month at Guam during the Iwo campaign. Duty at Stockton, Calif., completed his service and his terminal leave began December 28th. We heartily welcome Dr. Cushman back to the old stand.

* * *

TRAFFIC SCHOOL

*Recognized by those who know as the West's outstanding school of traffic training, the School of Traffic of Golden Gate College, San Francisco, last month inaugurated its 24th year of traffic courses. Four courses were offered prospective students, including one covering ICC and CRC Practice and Procedure. G. I. note: The school is acknowledged by those in charge of education for returning vets as the best of its kind west of Chicago.

Three Western Pacific men are serving as instructors ... Assistant General Freight Agent **T. P. (Tux) Wadsworth**, who is also Dean of the Traffic School; Attorney **John E. Hennessy**; and Commerce Assistant **John L. Amos, Jr.**

Hy-Lites

By JACK HYLAND

pected sometime during July. In departing, Grace will leave behind a great many friends, all of whom will greatly miss her, but join with me in extending our premature congratulations . . . and I must add, hope it will be "a girl," and best of luck.

A few news items from **Marie Libbe** (Chicago) discloses two of their girls appeared at work a short time ago wearing diamond engagement rings . . . **Emily Sisco** and **Lois Horning**. (I recall seeing Lois in San Francisco about a month ago, but she never told me.) Now that **Ken Stoney** and **George Wenig** are pal-ing around again, Marie should have a lot more news items from "Chi."

It was a very special and a "Happy Birthday" for **Elynor Lowrey** (Treas. Dept.) on January 10th, because upon that date she reached the definitely matured age of "twenty-one." Incidentally, we just heard **Lou Jean Keller** (Treas. Dept.) also reached her "21st" birthday on December 17th.

Shortly after securing his release from the Army, **John Skinner** (Traffic) decided "two could live as cheaply as one," so at 11 a.m. on December 22nd, at the Bethaney Lutheran Church, Berkeley, Calif., he and **Helen Vennese** became husband and wife, in a double ring ceremony. Following a wedding dinner at "Solari's," San Francisco, they dashed away to Monterey, Calif., for their honeymoon. Their marriage culminated a friendship which began two years ago on Christmas Eve, 1943, in Bari, Italy. Extend our best wishes to the newlyweds for continued happiness.

During my discussions with **Harold Heagney** and **George Welch** looking for news from the Aud. Frt. & Pass. Accts. office, learned that **Howard Jaeger** had returned to the W.P. last January 14th after considerable service in the European area; also that **Kenneth Thompson** who recently returned from Italy to the W.P. on November 16th decided railroading wasn't his line, for on January 12th, Kenny left the Company and is now in the lumber business in Marin County.

Instead of the familiar phrase, "The Marines have landed," the Traffic Dept. has a slightly different theme song, for the Army and Navy have about taken over. Starting the year off right, **Roland Sebring** came back on January 2nd; then **Robert (Bob) Searles** returned on January 7th; **Hal Nordberg** reported for duty on January 8th; next came "Smilin'" **Don Burgess** on January 14th, and we now learn **George McDearmid** will be working at his old desk job starting February 4th. Anyway, aside from all the confusion, we add our "Welcome home, fellows."

Kenny Baird, husband of **Muriel Baird** (Treas. Dept.), sailed out on his first ship (as an Ensign) last January 28th. We hear Kenny was able to choose his destination, which will be Hong Kong and Shanghai. (Wish I could talk a little Chinese, but maybe Kenny will help me when he returns.)

Since **Bill Banyard**, our former Club secretary, has transferred to Stockton to become Trainmaster **Henry Stapp's** clerk, our tiny, small but effervescent **Beth Deatherage** (Law Dept.) has taken over the secretarial duties of the W.P. Club.

Returning to the office on January 14th, **Mary Genoar** (Treas. Dept.) proudly and nicely passed out chocolates as she announced her engagement to **Earl Preece**, an Ensign in the U. S. Maritime Service. Understand the official engagement date was January 13th, and the wedding date . . . (no date set), but Mary assured me it will be **JUST AS SOON** as Earl secures his release from the service, which is expected sometime during the latter part of this year. Congratulations, Mary, but surely you didn't forget to save me one little piece of candy.

Golly, another Merchant Marine service man for the Treasury Dept. This one is **Charlie Rathburn** and is expected back in town sometime during February or March, after having sailed the high seas for about eight months. Oh yes, the young lady particularly interested in his return is . . . **Mary Tanner**.

We do not intend to make humor out of an unfortunate incident, but it seems our good old friend **G. I. Martin** (Gen. Agt.-Reno) hit the news items again, in fact he actually hit the sidewalk, for he slipped and fell on the icy pavement in front of his home on Christmas night, breaking two bones of his left wrist. We were all very sorry to hear of your accident, G. I., but we're positive some one must have tripped you . . . any suspects?

"It was the day before Christmas" . . . and although most everyone felt happy, the Treasury Dept, secretly hid a sad feeling, for on December 24th, **Caroline Condit** (Secty. to Roy Larson) terminated her services with the Western Pacific. We extend to Caroline our very best wishes for the future.

Lt. Everett Lamphere (Traffic) dropped into the office last January 9th, advising us he would be returning, but, of course, not until after he had enjoyed his "90 day terminal leave." Incidentally, I must publicly and officially report . . . the **CIGAR** which "Frenchy" had promised me nearly three years ago when announcing the birth of his son **has now been received**. No, the cigar wasn't three years old, so evidently he purchased another one.

Local Frt. Office scoops obtained through courtesy of **Frank Rauwolf** (Frt. Claim) are: Two ex-service men returned to 8th and Brannan . . . **Walter Harper** (formerly Army) and **Eugene Macomber** (formerly Navy); **J. R. Brown**, ex-waterfront office, now at "8th & B"; and that **Alvin Johnson's** new little son named "Gerald" arrived on December 20th.

SPORTS REVIEW

By Jack Hyland

At the conclusion of the fourth week of the Western Pacific Bowling League's second half schedule, we find the Traffickers entrenched in first place with 9 wins out of 12 games—with the next three teams fighting it out for second, third and fourth place . . . the Freight Agents, Oakland Carmen and Freight Accounts each having 7 wins and 5 losses. The Auditors (the first half winners) are in fifth position with 6 wins, but give promise of giving the top teams a run for their money and shouldn't be counted out as a strong contender for the leadership.

The team standings, including games of January 17 are as follows:

	W.	L.	H.G.	H.S.
Traffickers	9	3	837	2417
Freight Agents	7	5	864	2409
Oakland Carmen	7	5	836	2339
Freight Accounts	7	5	810	2289
Auditors	6	6	835	2342
Transportation	5	7	788	2301
Engineers	4	8	797	2139
Passenger Traffic	3	9	767	2243

Trio Share Leadership

The second half schedule (with new averages) has given our column some new names for the top men in our "Big Ten" list . . . and after the fourth week, the three top men all have the same average although rightfully Bill Wilkinson is listed first, because of his 12 games, with Joe Corven and Hal Norberg shown next in line—having 9 and 6 games respectively. As of Jan. 17th the first ten bowlers are:

	Gms.	Avg.	HG.	HS.
Wilkinson	12	174	206	579
Corven, Joe	9	174	230	572
Nordberg	6	174	213	539
Casey	12	167	204	565
Heagney	12	165	201	506
Lewis	3	163	186	489
Potter	12	162	205	551
Brown	9	162	210	520
Murphy	12	161	190	513
Hatfield	12	159	224	515

Over the week-end of Feb. 23rd-24th the Southern Pacific will stage their "6th Annual Handicap Bowling Tournament," which is to be held at Downtown Bowl—and bowlers of the Western Pacific League have been extended an invitation to participate. Last year we entered six teams and although none of them placed, many of our individual keglers won some of the coveted prize money. This year, let's get in there and . . . BOWL.

WHAT'S IN A NAME?

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

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★ **L A K E C H A R G O G G A G O G G M A N - C H A U G G A G O G G C H A U B U N A G U N G A - M A U G G .** Webster, Mass., of which we wrote in the March, 1944, issue of The Headlight, again is in the headlines.

From Miss Louella B. Everett of Boston, who often answers queries regarding poetry in the Sunday feature page of the "New York Times" conducted by Miss Hazel Felleman, we have a clipping from the "Boston Globe" which reprints a poem written by Mr. R. P. Harriss for the "Baltimore Evening Sun." The poem advocates that this beautiful lake with its 45-letter Indian name be considered second choice (second to Baltimore, although our first choice would be San Francisco) for the meeting place of the UNO.

As advised by the "Webster Times" we explained that this name summarizes a treaty between Indian tribes, which had clashed over fishing rights, and means "You fish on your side, we fish on our side, nobody fish in the middle."

In its foreword to Mr. Harriss' poem, the Boston Globe translates the name: "Let us in unity abide, each tribe on its own side, fishing peacefully together." Continues the Globe: "Obviously, the unity which this place records was achieved through a primitive sort of United Nations Organization."

Heroic in character, though not in meter, Mr. Harriss' verses tell of the Indians "fighting each other in total war over riparian rights"—one can almost hear the Redskins yell as in "The Last of the Mohicans." Then coming down to the settling of the disputes, and we quote in part:

"So they all sat down
On a whittling log
And agreed to share
Each fish and frog
Turtle, tadpole and pollywog.

"And they named the lake
Chargoggagog . . . (see above).

★ ★

"Maybe that's the place to go.
Where the redskin tribes
Sat down on a log
And got rid of diplomatic
Fuss and fog."

With enthusiasm that is pardonable and appropriateness that is obvious, Mr. Harriss breaks up the name into a rousing college yell that reminds of the Frogs of Aristophanes. With similar versatility, the poem closes with a toast:

"Gentlemen, we give you—
Chargoggagog . . . (see above)."

R. L. S.—Following a meeting of the Roxburghe Club of San Francisco in November, 1941, which was devoted to this beloved foster-son of the "City By the Golden Gate," the late Charles P. Cutten, distinguished attorney of Humboldt County, Calif., and of San Francisco, wrote us:

"Stevenson was baptized Robert Lewis Balfour Stevenson—Robert for his Grandfather Stevenson, the lighthouse engineer, who still has his place in the 'Britannica,' and Lewis for his grandfather, Rev. Lewis Balfour, his mother's father.

"The subsequent change from Lewis to Louis was due solely to aggressive paternal prejudices. Thomas Stevenson, his father, was a stern and unbending Tory. It chanced that there was in Edinburgh at the time a 'stern and unbending Liberal' who supported Gladstone and his 'Anti-Tory Gang!' His name was 'Lewis.'

"Hence the child's name must be changed. **So Lewis was transformed into the Louis that the world knows.** For the sake of brevity, Balfour was dropped. Also, there had been Balfours named Lewis but never had there been a Louis. Mrs. Stevenson (his mother) regretted an omission which seemed to cut off the entire Balfour connection, but she was powerless to hold 'Lewis' as part of the name and was compelled to acquiesce."

We note that the Samoans, among whom R. L. S. spent his closing years, acknowledged him as a chief and called him **Tu-si-ta-la:** "Teller of Tales."

PLATO, whom we mentioned in our January article along with C. J. Caesar, M. J. Brutus, M. T. Cicero, John Paul "Jones," et al, must be very popular judging from responses. One letter came from President John Ohleyer Moseley of the University of Nevada, Reno. After saying that he reads The Headlight with interest, he writes:

"You are exactly right in saying that 'Plato' is a nickname, like 'skinny' or 'fatty.' However, I believe you have gone slightly far afield in saying that it was because he had broad shoulders. The word 'plato' means 'flat' and the chances are he was called that because he had a flat head. The letters 'P' and 'F' are interchangeable as pointed out by Grimm's Law which had to do with the first consonantal shift. You can see the working out of the Indo-European root in such words as 'plate,' 'flat,' 'plateau' and the like—'platter,' 'platform,' 'platitude.'"

We welcome this interesting version. Perhaps it is the real solution although the "broad-shoulders" theory has considerable support. And now we understand why political flatforms tend to be planked with flatitudes.

The name of Plato's mother, by the way, was **Perictione**. To have raised such a son she certainly must have been broad-minded.

HOUSEKEEPING ON OUR RAILROAD

★ If the prospect for an increase in manpower materializes, we should soon be able to improve housekeeping generally on our property. It is one of the most important factors in accident prevention; it favorably impresses our patrons; and it yields a large measure of satisfaction to our employes themselves. Men trip over loose objects on floors, stairs and platforms; they get hit by articles falling from overhead; they fall on greasy or dirty floors; they run against poorly piled or placed materials; they tear hands and puncture feet on projecting nails. Nails left projecting when kegs, barrels or boxes are opened constitute definite invitations to injury. Even more so do nails in planks or boards. Nail punctures are serious indeed, as lockjaw may result. Nails should never be left projecting. Pull them or bend them over and if bent over in kegs or boxes, be sure they are hammered into the wood.

Housekeeping combines cleanliness and order. A place is in order when there are no unnecessary things about and those that are necessarily in use are in their proper places. Aisles should be kept as clear as possible and where practicable should be marked; electric light bulbs should be kept clean; machinery and tools should be kept free of dirt and grease; rocks around switches and switch leads that are used regularly should be cleaned up; replacement brake shoes in yards should be kept up to the rail, and old brake shoes should be taken away frequently; waste material should be kept in proper containers as they are a constant fire hazard; racks and holders should be provided for tools and equipment to the greatest extent practicable.

Supervisors should see that good housekeeping is maintained as a fundamental of each day's work. It must be practiced continuously—occasional grand clean-ups are not sufficient.

And finally, every employe should wish to do his part, keeping his place of employment in order. If each will do his part, he will share in the large measure of satisfaction that will come to all.

HOMER BRYAN

★ ★ ★

FEBRUARY

Birthday anniversaries . . . **Abraham Lincoln, George Washington and Thomas A. Edison.** Other birthdays this month . . . **Thomas A. Schumacher** and two of my nephews, **Bruce** and **Neal Bentel** Anniversary (miscellaneous) of first meeting United States Supreme Court, **John Jay** wielding the gavel. Special attractions: Ground Hog's Day and Boy Scout Week.



Jos. Athenour

B. J. Bunting

J. C. Parker

C. O. Robblee

ELKO ECHOES

By Peggy Phillips

★ The Christmas party, held at the IOOF and FAM Banquet Hall, for Elko office employes and their families, was a huge success, with some 85 people in attendance. "Hell" was the diversion of the evening. For this game, each participant needs a deck of cards (now we understand the reason for the name . . . editor). After a delicious pot-luck supper, many lovely prizes, or presents, were given away.

T/3 Carl Pacini returned January 11th from three years of military service, one and a half years spent overseas in France, Germany, Luxembourg, Austria, Czecho-Slovakia and England. Carl, former yard clerk at Elko, expects to return to that spot.

Sgt. Tom Clark, former assistant chief clerk at Elko, received his military discharge December 31st, having served 28 months with the armed forces in France, England and Germany. Upon his return, Tom saw his baby daughter for the first time. She was able to walk out to greet her daddy. Tom expects to return to work within the next month or so.

Fireman **Arthur E. Biggs** has also returned from two years' military service in the European theatre and has resumed his duties out of Winnemucca.

On January 2nd, the dispatchers' office was illuminated by the rays of a "sparkler" on the third finger, left hand, of **Jacqueline Etchebehere**, stenographer, received over New Year's from **Leo Redant**, machinist at our roundhouse. No date has yet been set, but the couple certainly have our best wishes.

Ruth Johnson, timekeeper's stenographer, has been ill with the "flu" and unable to be at her desk for three weeks. We hope, when this is in print, she is fully recovered and back at work.

Electrician 1/c James O. Van Benthussen, USN, has been released from the armed forces and is now working at Keddie. He previously worked on the Eastern Division.

WENDOVER WHISPERS

By Henry J. Wallock

★ **Lloyd A. Darnell** has been appointed storekeeper here. Previously he had been store helper at Oroville. Welcome to our quiet little village, "Lad."

Boilermaker **James A. Manahan** has been on the sick list for some time. We all hope for a speedy recovery, Jim.

Our little one-man bull gang, **William J. Sullivan**, is in the Portola Hospital to undergo a major operation. Good luck, Sully.

Victor Martinez has returned to work as stationary engineer after three years in the armed forces. Welcome back, Vic.

The Wendover restaurant is getting a face-lifting . . . red concrete floor, new and better cooking appliances, etc. The men are indulging in the great American pastime of eating at the Western Service Cafe, managed by **A. H. (Harold) Sinz**, one-time manager of the W.P. restaurant.

Electricians from Sacramento have been here making arrangements for getting power from the Wendover Air Base while the W. P. generator goes in for a general overhaul, after giving faithful service for the past eight or nine years.

The new locker room for the engine-men is being constructed in the roundhouse back-shop. It will be equipped with 100 steel lockers. By the time this is published, it should be completed. Bully for them there guys.

After tearing down the old lockers and cupboards in the roundhouse, we found some of **Tom Hannigan's** relics from the past 20 years!

Machinist **William A. Warren** is back on the job after a minor injury to his eye.

John J. McGraw, night roundhouse foreman, went to Salt Lake City for a seeing-eye dog, but on arrival decided it would be better to get a good pair of glasses. How do they feel, Mac?

EDWARD ELMER MUNSON

★ After almost twenty-six years of loyal and faithful service, "Eddie" E. Munson, asst. supt. of the Dining Car and Hotel Department, retired on January 15th.

Born at Lafayette, Illinois, on July 15th, 1879, Eddie came to the Western Pacific on March 29th, 1920, as a dining car steward, having previously seen service in the DC&H department of the Union Pacific. In early 1943, he was appointed assistant to DC&H Supt. Harold Wyman.

Since he has now decided to bask in the sunshine and enjoy the finer things of life, Eddie's many friends on the railroad, and particularly in the dining car department, wish him good health and plenty of that sunshine for many years.

★ ★ ★

EASTERN DIVISION ENGINEERS CASE, GOUDIE, LORENZ AND McKENNA RETIRE

★ Engineer George Andy Lorenz, born in Germany June 20th, 1879, retired August 28th, 1945, after more than 35 years of Western Pacific service. He began as a fireman April 8th, 1910, and was promoted September 11th, 1917.

Engineer Gavin Moutat Goudie retired December 1st, 1945. He, too, had more than 35 years of service, having begun as a fireman January 27th, 1910, and being promoted February 9th, 1917. He was born in Scotland November 23rd, 1878.

Engineer Harry Lewis Case, who entered Western Pacific service as an engineer on March 23rd, 1909, retired on December 31st, 1945, with a service record of 36 years plus. He was born at Harrisville, Ohio, on September 1st, 1874, and worked for the first Eastern Division Superintendent R. M. Ogilvie.

Engineer Patrick James McKenna, born in County Kerry, Ireland, January 6th, 1881, and entering Western Pacific service as a fireman on August 13th, 1906, retired on January 6th, 1946, after completing more than 39 years of Western Pacific service. He was promoted on January 29th, 1907, so had been handling the throttle for almost 39 years. He came to us from Leadville, Colorado, where he was firing for the Colorado Midland Railroad. He was No. 2 on the Eastern Division engineer's seniority roster.

Engineer Case was No. 3, Goudie No. 13 and Lorenz No. 15. The service records of these engineers total 147 years, 4 months!

We wish them all happy leisure.

PEGGY PHILLIPS

RANDOM

We were going to tell you that Comd'r. **Alan F. Williamson**, former division engineer, Western Division, got back from Japan on Christmas Eve, but, since Aggie Welch, in her column, announced Al's return, we won't.

Instead, we'll announce the return of former Headlight editor Major **Paul Shelmerdine**. Minus several pounds, Paul still looked "in the pink" and indicated he would return to work the 1st of this month. His many friends will be glad to have him back.

From Okinawa, we hear that Sgt. **Harry Keith Reese**, former clerk at Oroville, has been promoted to staff sergeant. He is serving with the 485th Anti-Aircraft Automatic battalion and has been overseas since December, 1944.

And **Frank Rauwolf**, of GO freight claims, has heard from Lt. **Guy R. (Bob) Parker**, former yardmaster at Stockton. Bob is in New Jersey, supervising Army operations in an Erie Railroad terminal. It appears he's gotten around New York . . . city, that is . . . quite a bit, yet prefers Washington, D. C., for reasons which he will no doubt, be glad to explain to all inquirers!

We were glad recently to welcome **William H. (Bill) Graham** at GO. Bill is our agent at Warner. He was on vacation. Had motored to Portland, Oregon; then down through the beautiful Redwood country to San Francisco, where he promptly landed on one of **Art Linkletter's** radio shows and did a job of publicizing the WP! Bill returned home via Reno. Come again, Bill!

And speaking of Reno, we heard that "**GI**" **Martin**, our genial general agent there, had broken his left arm. We're glad to know it's knitting satisfactorily, GI!

Tal Kelly tells us that on January 16th **Junius A. Roberts**, platform inspector, was promoted to ass't. to the sup't. of dining cars, succeeding Eddie Munson, and that **John D. Perkins**, former steward, is now platform inspector. Good luck to both.

At the Christmas party of our Western Pacific Club, held at the Ariel Club, near Fishermen's Wharf in San Francisco . . . and incidentally, the party was a huge success . . . a relative of **Arthur Peterson**, of the office of auditor of freight and passenger accounts at GO, did a wonderful job of sandwich making. Pete says she is Sally Fritz, his son's mother-in-law! A collective bow to Sally for her wonderful help.

Dory Detton, no stranger to these columns, is now a former WP engineer. Dory has gone to Amarillo, Texas, to help direct athletics in the boys' clubs and possibly dabble in wrestling promotion. He has our best wishes for success.

A happy birthday to our retired Trustee and former Chairman of our Executive Committee, **Thomas M. Schumacher**, who celebrates his 84th birthday the 16th of this month. His numerous friends on our railroad wish him good health and many happy returns of the day.

From Ass't. Chief Dispatcher **A. J. (Andy) Piers**, Portola, we've some interesting comparative figures on the number of trains by Weso, Nevada, the western terminus of the WP-SP paired track. In 1933, there were 7,158 trains, or an average of 20 a day; in 1944, 18,088 trains, or a daily average of 52; and in 1945, 20,518, or 56 trains a day! In another column of this issue, we mentioned the growth of WP earnings during the past 7 or 8 years. We are still marveling at the miracle accomplished by our transportation department in handling the tremendous tonnage and the enormous volume of passengers during the war years. Our hat is still off to them!

We've two letters from RT 2/c **Orren K. Prentiss**, former Western Division brakeman, one from Taku, China, and the other from Shanghai. Orren's last note was a happy one, for it seems he's through transporting Japs here and there and will be back in the States about March 1st. His father, Trainmaster Phil, ought to get a liberal education on the Pacific and the Orient, for Orren has really covered plenty of ground, or should we say water?

Marjorie Hoyt, the editor's amanuensis, has left for the old homestead at Aurora, Illinois, to visit with her family for a month or so. While Marge is slogging through snow-drifts and skidding on the ice, we will be left to the tender (?) mercies of **Dura Chesley** and **Edith Carter**, the amanuenses of AGFA **Bill Fauntleroy** and AGFA **Tux Wadsworth** respectively. If you know the girls, you will not sympathize with but envy us! THE EDITOR.

* * *

MILTON ROBERT ROWE GEORGE EDWARD SYLVA

Effective January 1st, M. R. (Milt) Rowe was appointed assistant trainmaster for the Sacramento Northern Railway, headquarters Marysville. Born at San Francisco, May 9th, 1904, Milt started with the SN as a clerk on January 26th, 1923 and was joint agent for the WP and SN at Marysville prior to his latest appointment.

Succeeding Milt as joint WP-SN agent at Marysville, is **George E. Sylva**, who, prior to this appointment, served as chief clerk to the agent at the same station. George was born at Grass Valley, Nevada, January 24th, 1907 and began his service with the SN on October 23rd, 1925, as a clerk.

Our congratulations to Milt and George.

WESTERN DIVISION WHITTLINGS

By Agnes Welch

*Comd'r **Alan F. Williams** has returned from Japan and is now visiting with his mother at Pasadena. We're hoping he will come up this way soon to see his old friends.

Ass't. Acc't. **Sam Long**, who has been away on an extended leave due to illness, has returned to his old job and all of us join in heartily welcoming him back with the old gang.

Clarisse Doherty, who joined our ranks early in 1942 as steno-clerk, was later appointed file clerk, then severed her connection with the company in '44 to join her husband, is again back with us for a few weeks. She's taking **Jean Miller's** place while Jean is on duty for a short time to rejoin her husband returning from foreign shores soon.

June Naygrov, steno-clerk in the engineering department, is taking a short leave from her daily routine to be with her husband who recently returned from overseas. **Vaden Edwards** is filling June's spot.

From Section Foreman **Frank Cutright**, Clear Creek Junction, we hear that S/Sgt. **Wallace Norton, Jr.**, of the 255th Infantry, recently returned from the European theatre after 4 years of Army life. Before enlisting, he was a track-walker at Robber's Creek. He resumed service with us on December 20th last as assistant foreman of Extra Gang 5. Wallace served in Europe and the Pacific. Frank also tells us of the return from Japan of S/Sgt. **Ralph Borgen**, radio operator with the 5th Air Force, and holder of the air medal and 4 battle stars. He's enjoying a furlough before returning to work on his old job as track-walker at Clear Creek Junction. We're glad to hear these boys made a safe landing and extend a sincere welcome to them.

Transportation Clerk **Harry Alders** asked me to figure this out, but it's not the inside or the outside of Pullman windows this time, it's this . . . Undoubtedly there are two ends to a train, the head end and the rear end. Usually the engine is on the head and the caboose on the rear; however, suppose a train were backing, would that make the caboose on the head end and the engine on the rear, even though their positions were not changed, or would the caboose be on the rear ahead and the engine on the front behind? The fact that the caboose is ahead of the engine in the reverse movement would, it seems make it ahead. Sounds something like the train ahead being behind which prevented the train behind from coming ahead!

Who's head's spinning now?—mine, both of them!

GOVERNMENT BOND DRIVES END

* Though the Victory Loan sounded the swan song of Government Bond drives, the payroll savings plan will continue in operation on the Western Pacific Railroad to permit us, if we wish, to maintain our plan of systematic savings.

Total payroll deductions for Defense, War and Victory Bonds, from August 1941 through December, 1945 were \$4,244,119.65. Cash purchases through the company treasurer were \$453,768.75, for a grand total of \$4,697,888.40. For almost two years, right up to the finish, our payroll deductions represented a little more, or a little less, than 9% of our total average monthly payroll. Since U. S. Treasury Department officials calculated that a 7½ to 8% subscription on a railroad was equivalent to 10% in practically all other industries, it becomes apparent that Western Pacific-Sacramento Northern-Tidewater Southern workers combined did a magnificent job in supporting the Government campaigns. A pat on the back to all of you who responded to the call of your Government and regularly subscribed out of your earnings for the purchase of Government bonds.

Many of our people devoted much of their time in the midst of the nerve-wrecking job of keeping our railroad "fluid" during the war years, to the several bond drives. Asst. Supt. "Jim" Lynch was principally responsible for the Eastern Division's fine showing throughout. Supt. "Jack" Duggan and Trainmasters Bill Howell, Irving Kilgore and Harry McGlothlen must be credited with fine assists, as must Conductor Floyd Seaton, Engineer Clair Donnenwirth and Fireman Gil Knutson. Ona Tellaisha, Jane Littlefield and Caroline Wolf performed faithfully and well in handling the accounts at Elko.

On the Western Division, Engineers Howard Parker, George Love, Stillman Lampley and Harry Spradlin; Conductors Russell Rolfe, Andy Stene and Ernie Peninger; Switchmen "Baldy" Hughes and Dominic Goodmann; Yardmaster Frank King; Agents Bill Moody, George Keyes, Jim Dillon, Bob Barrett and Milt Rowe; Roadmasters Chet Barry, Bruce McNeill and John Connelly; Trainmasters John McNally, Art Taylor, Henry Stapp and Phil Prentiss; Asst. Chief Clerk Ed. Hennessy; Chief Clerks Andy Murphy and Harry Glatt; Asst. Supt. Elton McDonald and Supt. Glenn Curtis, all worked indefatigably to improve the Western Division's showing.

In the Mechanical Department, Ross Kelleher, at Sacramento, Shops, did an outstanding job in keeping a large group of our workers at or near the top of his department (which was always at or near the top!). "Barney" Barnes, head timekeeper at Sacramento Shops, is certainly entitled to an assist. Other fine bond campaigners in the mechanical department were Henry Wallock at Wendover; Ben Coomes and Henry Quigley at Winnemucca; Jack Weddell at Portola; Otto Beard at Keddie; Jack Dudley, Claude Wilson, Ed. Eager and Charles Hickok at Oroville; Joe Nash, Ed. Moss and Bill Wilkinson at Oakland; and Carl Johnston at San Francisco. To Master Mechanic Leo Morris goes most of the credit for sales at Western Division points other than Sacramento. Without his tireless, enthusiastic help it would have been much different.

For the Store Department, Dan Irwin and Bette Elliott were the stellar performers, doing most of their fine work in other departments!

On the Sacramento Northern, "Rody" Rodebaugh and Harold Mulford carried the ball and on the Tidewater Southern, Rex Kearney did the heavy work.

At the General Office, Dan Costello, Jack Hyland, Harry Stark, Agnes McInerney, Margaret Pedrotti, George Vedder, Vernon Geddes, Frank Ferguson, Emmett Dillon, Dick Beltz, Pearl Mayfield and I. F. "Jeff" Jeffrey performed nobly. Asst. Freight Traffic Manager Frank Steel, member of our General Committee, helped the cause no little in his supervision of traffic department drives. Other members of the General Com-

mittee were Chief Engineer Tom Phillips, Auditor of Freight and Passenger Accounts; Tom Kearns, Assistant to General Manager Henry Fegley; and General Chairman Clyde Whitman (BLF&E), Elmer Meyers (BLE), George Carson (BRT), Dick McCarthy (BRC), Bill Jones (ORC), Paul Werner (ORT) and Dominic Goodmann (SUNA).

Howard Sevey (treasurer's office) and Dick Fox (General auditor's office) and later, Ben Romaine, in the same office, were the men behind the scenes in handling the bond accounts and issuance of bonds with an amazingly small incidence of error. Congratulations to them—and to Janie Hyland, Nelda Blocke, Eleanor Lowery, Betty Kelleher, Mary Genoar and Madelyn Blanchflower, the faithful assistants for many months and years.

Congratulations to all WP-SN-TS people who played a part, no matter how small, in the success of our efforts. Without you, it could not have been done. Your Government owes you a vote of thanks.

And the same to the Western Pacific Railroad management. No war bond chairman could possibly have received more sincere and complete cooperation than ours from President Charles Eisey. It cost many thousands of dollars to set up the war bond organization in the general auditor's and treasurer's offices and the results achieved are proof of the competence of those handling the work. Too, our railroad bought a total of \$12,933,000 in U. S. Government securities during the last six bond drives!

Last, but not least, our war bond chairman pays tribute to the U. S. Treasury Department's Railroad Unit of the War Finance Division. Headed by James Houghteling, who had the able assistance of Walter O'Brien, Frank Switzer, Harold Walker and Michael Hall, this group evidenced a thorough, practical knowledge of the railroads' bond riddles, lent receptive ears to all constructive suggestions and toward all our problems, displayed a rarely equalled sympathy and understanding. Because of these men, a difficult task was made easier.

Our final report for the month of December 1945 looked like this:

	December Deductions	Per cent of Quota
Eastern Division	\$ 26,479.74	10.5
Mechanical Department	29,194.66	9.6
Western Division	35,777.51	8.
General Office		
Employees	9,012.57	6.
Officers	2,996.15	9.1
Store Department	834.89	6.5
Sacramento Northern	4,642.64	5.8
Tidewater Southern	451.28	5.4
DC&H Department	355.00	1.3
Total	\$109,744.44	8.3
Cash Purchases	12,806.25	
GRAND TOTAL	\$122,550.69	9.3

Our Victory Loan figures disclose that our payroll deductions for Victory bonds totalled \$223,339.33, cash purchases through our company treasurer were \$42,075.00 and advices covering purchases through outside sources aggregated \$36,506.25, for a grand total of \$301,870.58, or \$54.10 per employe . . . a better than average showing. Of the larger groups, Mechanical Department employes made the best showing, achieving 65% of their quota, with the Eastern Division's 56.5% taking second place. Only one group over-subscribed its quota—our officers. Though their quota was set at a substantially higher level than other groups, they went over the top with 117.7%.

I am saddened by the realization that a pleasant association of almost four years is ended and I feel personally indebted and grateful to each member of the WP-SN-TS family of employes previously named, who, at all times, generously offered their services in our War Loan campaigns and were responsible for the success we achieved.

WALTER C. MITTELBERG