

# The Headlight

Volume 8

JANUARY, 1948

Number 1

JANUARY							MAY							SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3							1				1	2	3	4
4	5	6	7	8	9	10	2	3	4	5	6	7	8	5	6	7	8	9	10	11
11	12	13	14	15	16	17	9	10	11	12	13	14	15	12	13	14	15	16	17	18
18	19	20	21	22	23	24	16	17	18	19	20	21	22	19	20	21	22	23	24	25
25	26	27	28	29	30	31	23	24	25	26	27	28	29	26	27	28	29	30		
							30	31												

## THIS IS THE YEAR

FEBRUARY							JUNE							OCTOBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7	1	2	3	4	5							1	2	
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
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29							27	28	29	30				24	25	26	27	28	29	30
														31						

## OF THE NEW

MARCH							JULY							NOVEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6		1	2	3					1	2	3	4	5	6	
7	8	9	10	11	12	13	4	5	6	7	8	9	10	7	8	9	10	11	12	13
14	15	16	17	18	19	20	11	12	13	14	15	16	17	14	15	16	17	18	19	20
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28	29	30	31				25	26	27	28	29	30	31	28	29	30				

## CALIFORNIA ZEPHYR

APRIL							AUGUST							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3	1	2	3	4	5	6	7				1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30		29	30	31					26	27	28	29	30	31	

# 1948

*I shall pass through this world but once. If, therefore, there be any kindness I can show, or any good thing I can do, let me do it now; let me not defer it or neglect it, for I shall not pass this way again.*  
 —attributed to ETIENNE DE GRELLET

# RANDOM... Views and Reviews

by The Editor

★ In the spirit of our quotation above—and in a small effort to prove we really believe in it, we're using our first paragraph in this column to correct a slight (!) omission in the same space last month. It was about the railway magazine editors' convention. We quoted the resolutions committee expressing appreciation here and there, but overlooked the railroad which, in recent years, has been one of the most progressive—if not, indeed, THE; the railroad operating probably the largest fleet of modern passenger trains in the world; the railroad which offered such fine encouragement to the editors in the early planning stages of their convention . . . **the Burlington**, a major link in the best (personal opinion!) transcontinental route. The Burlington's ARMEA member, **Walker Stockton**, labored diligently to make the meeting the success it was. The convention chairman was and is indebted to the Burlington and Walker Stockton. Having silenced the voice of our conscience, we can carry on in a happier vein.

**Ivan Coppe's "Great Northern Goat"** carried a feature article in the November issue on new GN boxcars "scotchlited" for safety. If you know what this is, maybe you can find something interesting on another page, but for those, like us, to whom this is new, here's the "dope": A highly reflective material, turned out in tough, flexible sheets (we're quoting the "Goat"), composed of more than 50,000 glass beads per square inch (!), throws light back to its source. When a motorist approaches a grade crossing at night, the goat emblem, along with other lettering and trim on the new GN boxcars, leaps into brilliant color and warns the driver that a train is in his path. This certainly is another step forward in promoting safety, but we hope the GN will forgive us if we see a little clever advertising mixed up in these reflectorized boxcars!

Note on destruction of our natural resources: **Regional Forester P. A. Thompson**, U.S. Dept. of Agriculture, tells us that California had an unusually long and hazardous fire season last year. The record to October 31st shows a total of 6,700 fires burning over 420,000 acres of forest, watershed and range lands in the national forests and in areas under the protection of state and county agencies. Several million dollars worth of timber and other resources were destroyed by these fires—and three men lost their lives on the fire lines. When you're inclined to get a bit careless with fires and matches, remember the lives that may be lost and the trees (lumber) that may be destroyed. It's just as easy to be careful as careless!

Our sincere sympathy to **G. W. (Bill) Crossen**, retired district passenger agent, whose wife, Margaret, passed away in San Francisco December 8th last; to **K. R. (Ken) Stoney**, our eastern foreign freight agent at Chicago, whose mother passed away last month.

**Dr. Alson R. Kilgore**, our chief surgeon, and **P. R. (Pat) Tobin**, foreign freight agent, at this writing are in St. Joseph's Hospital, San Francisco, for attention. Our best to them and we hope they'll be back in circulation soon. **Bob (R. L.) Runge**, our TF&PA at Stockton, is also at St. Joseph's, following an automobile accident near Modesto, in which Bob was rather seriously injured. We're all pulling for him to make a complete recovery.

**Operation "Hiatus"** . . . Noah Webster would probably define hiatus as a gap, or opening; an interruption. That's what we mean. No warmongers we, but war or peace (and may it from henceforth be the latter), a sound transportation system, we believe, is the very vertebrae of the nation's economy . . . and the ability of railroads to produce is a prime factor in the national transportation scene. And to produce, it may be conceded the wherewithal is necessary. So we view with something akin to alarm the constant hiatus between increased railroad costs and the approval of rate increases with which to meet those rising costs. **Why not a railroad version of the escalator clause to automatically eliminate the hiatus?** We much prefer a return to sanity and a stop to inflation, but, pending that, how about a formula to close the gap?

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## THE HEADLIGHT

**Walter Mittelberg** . . . . . Editor  
**Jack Hyland** . . . . . Associate Editor  
**Frank Rauwolf** . . . . . Associate Editor  
**Bill Stout** . . . . . Business Manager

★

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**WATCH FOR THE NEW**

**DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO**

# California Zephyr

## McEnerney-McGrath

★ Rita Mae McEnerney and William Francis McGrath, both of our Chicago office staff, were married on November 22nd in Christ the King Church, Chicago, with Rita's cousin, the Rev. John A. Ward, celebrating the Nuptial Mass. They honeymooned in the South (and we don't mean southern California!).

Marie Libbe, secretary to ATM McCarthy, tells us the office force gave the happy couple a mixmaster and an electric toaster, hoping that at least Bill will get good griddle cakes and unburned toast! That's what Marie said, Rita! It wasn't our idea! Rita and Bill were also lucky in securing a nice apartment in a good neighborhood. We hope they'll be very happy. Wish we could reproduce the newspaper picture of Rita and Bill for they certainly make a handsome couple.

Marie adds the office is now back to normal, with Bill back on the job after the honeymoon! —W.C.M.

## Manhattan Murmurs

by "Phantom of the Subways"

★ (The nom-de-plume appearing above is that of the substitute reporter for this month's column).

On November 7, **Rosamonde Edwards**, lovely wife of Jack, presented him with a healthy and, although we have not seen her, we know she is, a beautiful 7½-lb. girl. The event took place in the Good Samaritan Hospital, Suffern, New York.

Jack is one of those New Yorkers who lead a double life—in this case it is a triple life. He works in New York, lives in Mahwah, New Jersey, and if he overruns his house by about two first downs on the way home, he is back in New York state again! It sounds like running around in circles, which is how it must seem to Jack, as it does to all of us back here at times. As the man on the subway remarked when told he was reading his paper upside down—"Do you think it's easy?"

Jack, for the benefit of our readers, already has one boy, John, 4½, so now he has the ideal combination, a baby daughter and a big brother to run interference for her.

Now a last word about Rosamonde, in case some might think the adjective "lovely" was tossed in as an editorial platitude. It definitely was not—she is one of the most charming persons we know.

## William Woodman Nelson Retires

★ Tracing the career of William W. Nelson, who retired as Sacramento Northern Railway superintendent of transportation on December 16, is much like sketching the history of electric railways in the Sacramento Valley.

Born in that valley—at Chico, November 27, 1882, Bill completed his schooling at Chico State College, after which he went to Los Angeles and worked for the Los Angeles Transit Company. After a year or two there, he went to Hawaii, working



as a street-car motorman and in the power plant. Because of his father's serious illness, he returned to the States a couple of years later, about the time the first electric line (part of the Northern Electric) was being built in Chico, and eventually served as a motorman on that road, which was later extended to Oroville; then to Marysville; and finally into Sacramento in 1907. "Bill" Nelson was the motorman on the first Northern Electric train into Sacramento for the opening of the State Fair in that year.

Recognizing Bill's ability, the Northern Electric promoted him to traveling motorman; then trainmaster and, in 1918, to superintendent of transportation. He continued in that position through the transition from Northern Electric to Sacramento Northern. Following consolidation of the Sacramento

Northern and the San Francisco-Sacramento (Sacramento Short Line) in 1929, he was appointed superintendent.

Bill Nelson handled the SN end of operations over the San Francisco-Oakland Bay Bridge in 1939 and was on the first Sacramento Northern train operated over the bridge, though this time not as a motorman! It was in 1939 that he was appointed SN's sup't. of transportation, the post he held until retirement.

With Mrs. Nelson, their three children and eight grandchildren, plus a wood-work hobby, we expect Bill will thoroughly enjoy retirement. He has a fully equipped shop in his garage, with many of the latest power tools and a wide assortment of hand tools. With these, Bill has become a master craftsman, turning out attractive decorative furniture and outdoor lawn furniture.

He is being honored by his associates at a dinner this month. Though we don't have all the details at this writing, we predict a farewell dinner that will gladden Bill's heart. Having been fortunate to know Bill personally the past few years, we think he deserves that—and we think there are many who agree with us.

We're indebted to SN's Harold J. Mulford for so ably assisting us in the preparation of this . . . our testimonial to Bill Nelson, a capable railroader and a good friend. —W.C.M.

## Western Pacific Railroad Employee Retirements

Baker, Wade Phillip	Conductor	Salt Lake City
Barton, Walter Samuel	Conductor	Oroville
Brusco, Amilcare	Carman	Sacramento
Gilbert, John Allen	Switchman	Oakland
Hedges, John Wiles	Boilermaker	Oakland
Johnson, Charles Carrol	Switchman	Stockton
McLanahan, James David	Painter Helper	Sacramento
Perkins, George Albyn	Telegrapher and Agent	Pulga
Secor, Harry Edmund	Carman	Sacramento
Woodin, Avery George	Carman Helper	Eastern Division

## ADDED STARTERS . . .

**Norman W. Menzies**, superintendent of our telegraph department, is confined to St. Joseph's Hospital, San Francisco, with a rather serious ailment. It's our sincere hope that Norman's recovery will be sure, if necessarily slow.

The **Delaware & Hudson Railroad** has added to the off-line representation in San Francisco by appointment of General Agent **G. C. Seaman**. We feel this is further recognition of northern California's growing importance.

# Hy-Lites

By JACK HYLAND

★ On December 17th—**Boyd Sells** (Traffic) left San Francisco aboard Flight 801 of the **Pan American World Airways for Honolulu**, where he will spend Christmas and visit the islands of **Oahu, Maui, and Hawaii**. Boyd (the air minded traveler) is loaded with plenty of color film and two cameras, and while proclaiming to be an

amateur at picture taking, he hopes to secure some good shots of the paradise isles. We hope Boyd has a great vacation and doesn't "over-expose" . . . either at taking pictures or while swimming.

**Lynn Perry** (AF&PA-retired) dropped into the General Office during November saying "hello" to all his friends, and talk . . . railroading. He is now residing in Santa Cruz and despite a recent fall which resulted in four broken bones of his foot . . . is really enjoying life and its "freedom" away from a daily routine.

An office memo to **Ruth Dorsey** (Traffic), who is looking for an apartment, indicated she should call a certain telephone number—asking for a Mrs. Fish in regard to an apartment. Ruth made the 'phone call, but the number disclosed she had called the **aquarium**. Some practical joker's trick . . . and we're sure we could name the culprit.

Recently learned that **Emery Bates** (our Treasurer) had the misfortune of placing his burning cigarette too close to his nice fountain pen, just before the holiday season . . . and it wasn't the cigarette that "went" up in smoke. Because Santa Claus wouldn't have been able to make any delivery before December 25th, a new one had to be purchased.

Although normal "colds" start out as such, they usually end up with something more serious to the patient . . . and our editor **Walter Mittelberg** (Traffic) had most of us slightly worried last month, when we learned the doctor had ordered him to a hospital. While Walter returned to the office on December 16th after being away for nearly a month, we hope for a quick recovery and a return to his "usual" self.

**Frank Rauwolf** (Freight Claim) bounced out over \$20.00 for a new bowling ball and bag a couple of months ago, and while the ball seems to be alright (despite a slight amount of sore thumb trouble) . . . he hasn't knocked down a single bowling pin with the "bag" as yet.

The Oakland Roundhouse automobile parking lot is having a siege of "things missing" from the parked cars. "**Andy Anderson** (Boiler-washer) lost his coffee thermos around December 2nd, and then on Dec. 12th someone stole his automobile radio; **George Smith** (Diesel machinist) had his lunch box stolen on Dec. 6th, and **Ernest Knox** (Hostler) had his lunch kit taken on December 9th. Maybe **Arthur Thatcher** (Chief Special Agent) could spare a man for a few days to watch the parking lot . . . for these men like their lunches at noontime (but in their cars).

After being invited out for Thanksgiving dinner, **Paul Meyer** (Traffic) and wife, **Betty**, had considerable difficulty in actually getting started . . . for first, the roasting pan was too small for the turkey, then after securing a larger pan, the oven was too small for the bigger pan. So . . . the roasting pan (with turkey) was carted back to Paul's house and cooked there. Anyway, everything turned out alright . . . and a good dinner was enjoyed by all.

On November 30th . . . **Bill Tussey** (sect. to VP&GM) became the proud father of a baby girl, weighing 5 lbs. 12 oz. . . . who will be known as "**Janis Mae Tussey**" for at least the next 18 or 19 years. Understand mother Edna and daughter are doing nicely—and even Bill is alright (now).

We hear from very good authority . . . **William (Bud) Taber** (Hostler-Oakland) is kind of that way—about a certain young lady timekeeper. We only hope that in knowing this much, Bud will let us know when "it's" official and we can announce the date.

Last December 19th . . . **Tom and Edith Kelley** arrived by plane from New York City for the express purpose of enjoying the Christmas and New Year holiday with their daughter . . . **Edith Carter** (Traffic). Understand this reunion will be the first time in nearly five years that . . . all three have been together.

We noticed **Robert Bell** (Manifest) has been walking around . . . on air, and with his chest all puffed out since last November 29th . . . and now we find out that was the day his little son arrived at the Peralta Hospital, Oakland. We believe the arrival of "**Michael Allen Bell**" will qualify Bob (a father at 17 years) and **Marilyn** (a mother at 16 years) as our youngest Western Pacific parents.

It was so-called "youngster day" for the Treasury Dept. on December 6th, when former employe . . . **Marie Seppa** proudly introduced her young son "**Dean Seppa**" to the office force; and later **Betty Mason** dropped in with tiny daughter "**Nancy Mason**" (age 5 months to the day). All four looked in the best of health.

Just found out that newlywed . . . **Frank Nichol森** (Freight Claim) and his bride, **Terese** (since Nov. 7th) departed from the Bay area on December 18th for an extended visit in Austin, Minn., for the purpose of spending the holiday season with the . . . "old folks at home."

Our San Jose men seem to be doing great . . . for we learn from **Martin Kidd** at a recent meeting of the San Jose Passenger Association, our good friend **Winton Hanson** (TF&PA-San Jose) was elected president for the ensuing year. **Carl Nipper** (TF&PA-San Jose) is a former president of this association which was organized in 1940.

## Saga of the 708

★ "The Saga of the 708 Railway Grand Division," history of the rail transport unit that supported the United States forces during the critical Battle of the Bulge in World War II, has just been published by the Baltimore & Ohio Railroad, which sponsored and staffed the unit at the time of its formation.

The author is Major Andrew Grant Gregory, of Pontotoc, Miss., and he was aided by Carroll Bateman, public relations representative of the B&O, in preparing the book for publication.

The 708th Railway Grand Division, under the command of Col. Wm. S. Carr, now superintendent of the Boston Division of the New York, New Haven and Hartford Railroad, served throughout the European campaign. It went into action to reconstitute the rail lines behind the advancing Allied Armies shortly after the invasion of Normandy, and was under heavy fire at Liege during the Battle of the Bulge. Not a carload of freight entrusted to this division was lost to enemy action during the war!

At various times in Europe, the 708th Headquarters was responsible for supervising the activities of sixteen different operating battalions, each corresponding to a division of a U. S. Railroad, and five different shop battalions. The 708th was the first Railway Grand Division to arrive in the European Theater, and the first to operate trains into Belgium, Holland, Luxembourg and Germany as the U. S. and British forces advanced.

It established a record by delivering 30 trains of ammunition to General Patton's Third Army during the critical battle of Le Mans, in the drive for the liberation of Paris. Members of the headquarters are entitled to wear four battle stars, and the unit was awarded the "Meritorious Service Unit Plaque."

Originally sponsored by the Baltimore and Ohio Railroad at the request of the War Department when the military railway organization first was set up, the 708th eventually came to include among its personnel the representatives of 27 other railroads.

If any Western Pacific employes are veterans of the 708th, they may want copies of this book. The tariff is \$5.00 and our editor will be glad to send orders through the proper channel.

## Ben Frank Coomes Killed In Accident

★ We record, with deep regret, the death of Ben Coomes, assistant car foreman at Stockton. He was killed early last month when he fell under the wheels of a moving freight train in Stockton yard.

Ben, who was born at Owensboro, Kentucky, September 27, 1888, began his WP service in March, 1937, as car and wrecking foreman at Portola. Subsequently, he was transferred to Winnemucca as car foreman; then to Oakland. He had only recently moved to Stockton as assistant car foreman.

We liked Ben and we'll miss him.

## The New Look in Japan!



From Yokohama, Japan, came this picture with holiday greetings from Major Robert G. Youngblood, former WP employe, and Fran, Bobby and Barbara. Bob says it only LOOKS as though they've gone native! His address is Maj. R. G. Youngblood, 029423, HQ. 3d TMRS, APO 503, San Francisco.

## Winnemucca Winnings

By Doris Cavanagh

★ For a person who handles telegrams all day long **John Hamilton**, yardmaster, certainly gets "wire fever" when handed a message via Western Union. "Great Day," (that was mild) he exclaimed, fingering the envelope gingerly, "I hate these things." Soon afterward, however, his mind and pocketbook were both considerably lighter. Son Bill needed some money to tide him over a scant period at college because the federal allotment failed to arrive!

**Bill Brown**, day yard clerk, was forced to have all his teeth pulled because of a bone defect. The trainmen felt sorry for Brownie losing his grinders while so young. They brought him a gift one day all wrapped up in an envelope. You guessed it. A set of new teeth!

Although **Troy Thompson**, second shift yardmaster, isn't forever chasing rainbows, he can spin a good color yarn occasionally.

Big sweepstakes at the freight depot center around the color of the flowers in the diner on No. 39. One morning the men, Cashier **Thel Lewis**, Warehouseman **Val Martin** and visitor **Herbie Breier** (his father, John, is a retired WP engineer) bet pink carnations, the roadmaster's clerk, **Doris Cavanagh**, bet red. Everybody lost. There were none!

Agent **Carl Grauvogel** was so taken with the charms of **Yvonne DeCarlo**, in "Slave Girl" that he went to the cinema two nights in succession just to see the gal!

While installation of a light in the PBX room was underway, Operator **Dimitrios Michaels** joined the "hats on"

## Quick-Freeze Is Absorbing Millions of Pounds of Fruit and Vegetables

In our October, 1947, issue we ran a story about the cold storage facilities available at Yuba City, in connection with which we mentioned the quick-freeze plant of the A. D. Atterbury Company, both served exclusively by the Sacramento Northern Railway.

Here we offer the story of the production job being done by the A. D. Atterbury Company, one of the pioneers in the quick-freeze industry.—EDITOR

★ A stream of garden and orchard-fresh vegetables and fruits destined for nationwide consumption as quick-frozen delicacies, the greater part of which are being grown in Yuba and Sutter counties, flow through the new A. D. Atterbury Company plant in Yuba City.

President A. D. Atterbury promises inspection will reveal one of the most modern quick-freeze enterprises in the nation, with a program calling for processing and distributing 8,000,000 pounds of fruit and vegetables. Operation will be virtually on a year-round basis with a payroll of about 300 persons at the peak.

### LATEST EQUIPMENT USED

Construction of the new plant was started Jan. 2, 1945, and is now complete in all details, from the attractive general business offices of the company, through the new processing rooms to the freezing tunnels, comprising a straight-line production arrangement.

To the original 55 by 110-foot freezing plant, the company has added the office structure and processing plant, covering an area of 100 by 160 feet. The new structure, planned for maximum sanitation and drainage, houses the latest equipment for preparation and packaging. It is directly attached to the freezing tunnel and zero freezer room. After preparation, fruit and vegetable products go directly onto cars to be rolled into the tunnel where freezing is done by transverse air blast, driven by four 1250-cubic-feet-per-minute blower type fans.

### CHERRIES PROCESSED

First production is in cherries, grown locally as well as in Placer county and the Lodi-Stockton district. The company is continuing its large scale brining and barreling of cherries to serve a volume market which it has supplied for several years. The new operation puts pitted sweet cherries, as it does other products, into 30-pound institutional containers as well as one-pound consumer packages. Nearly 40% of the total output, not only in cherries, but in other commodities, is processed in the small packages to be distributed throughout the nation.

### PLUMS, PEACHES FOLLOW

After cherries, the company packs Santa Rosa and Satsuma plums from local and Placer county orchards; Royal and Blenheim apricots from the Winters district; Elberta, Rio Oso and Hale freestone peaches from local orchards; baby lima beans from Sutter county; brussels sprouts from Santa Cruz county; broccoli from Auron and cauliflower from Sacramento River basin. This year the company is rounding out its line with mixed vegetables, succotash, peas and carrots and cut-corn.

Much local production has been booked by the company as, for instance, in lima beans. In this connection, it is revealed that Sutter county produces about 20,000 acres of baby limas, of which production about 600 acres are put through the new plant for quick-freezing. Limas are expected to produce an average of a ton to the acre. Heretofore most limas have been grown for the dry bean trade, but as earlier harvest time cuts down grower risks of loss, the beans are finding their way in increasing volume into frozen food outlets.

### INTEREST SHOWN

In its enlarged operation the Atterbury Company freezes 8,000,000 pounds of fruit and vegetables a year with present capacity. Carryover crops keep the plant in operation until the next spring, when it proceeds without interruption into such additional lines as broccoli and asparagus, the former produced largely in Sutter county and the latter in the Sacramento River area. Growers here and elsewhere have shown much interest in the possibilities of growing other fruits and vegetables, particularly cane fruits, for extension of the company's line of production.

The Yuba City company, which also operates a branch citrus products plant at Ontario, Calif., is headed by **A. Don Atterbury**, who for more than 20 years has been in the fruit business in northern California, having been for 18 years in the Yuba City area.

The company believes that, being in one of the richest agricultural producing areas in the state, it will be in an advantageous position to meet production and marketing of the immediate future.

union to avoid having his hair resemble a French wig because of falling plaster. Electrician **Konquest**, of Sacramento, and **Andy Roberts** did the work.

Turkey feathers were being solicited from WP employes to fashion a new duster for **Carl Horton**, janitor. The remnants of his brush could hardly be rated as pinfeathers on a holiday bird.

Puzzle of this period was **Ruth Smith**, roundhouse clerk, scurrying around the station one morning with the remark

that she was late for work. If sight were not deceiving, Foreman **Leonard Williams** was waiting in her car, so it looked as though she had the situation well in hand.

**Sam Colletti**, section foreman at Winnemucca, made a quick trip to Boise and visited one day with his son, Tony. He rode all day in a new Mercury crate and upon his return complained of hot feet. Imagine!

**Manuel Villa**, at Pronto, learned the

hard way not to trust a bunkhouse partner by paying all the grocery bill. Another example is **Fred Davis** and **Henry Enox**, of the Winnemucca section, who "bach" together. Fred tells Henry the largest check each payday should go to the tallest man, even if Fred does take time out occasionally to go see his wife in California. The Elko timekeeper apparently overheard the remark for he really sheared Enox while on vacation.

While applying in the roadmaster's office for a pass to the Cholona section, **Juan Trevino** called attention to a baby mouse that popped out of a small hole in the floor. He probably expected the clerk to jump over the desk. But she merely reversed **Bruce Stilwell's** bright saying that appeared in the Sacramento shop notes. "Some gals are not scared of mice, but might be afraid of the wolves they ride uptown with."

After hearing **Mrs. Cliff Beason** talk, why should anyone want to pardon her southern accent? She's the section foreman's wife at Venado.

**Martin Miller**, at Weso, paid for the flowers only when his daughter **Eldora** was married at Sonoma Inn. Because she was the first one married in the Rose Chapel, the Winnemucca hostelry stood all the expenses. Besides, she was the office secretary!

Six cats at Bliss are owned by **Claude Jones**, section laborer, who affects a fur-trimmed cap, red kerchief and mittens when he comes to town. He's not Indian but he talks Piute to the felines. A train killed one of his pets, which plunged Claude into deepest mourning.

One way to solve a non-elastic household budget, says **Jim Jenista**, section foreman at Krum, is to put all family members to work.

Theme song of **Les Noble**, water service foreman, during December was "I think I shall never see, a chance to get a Christmas tree." Some of the rest of us could have joined in the chorus.

Best Christmas present of the year came from **Frank Delaney**, laborer on **Mike Nannini's** and **John Keith's** sections. Before he left for California, he brought a two-pound box of Renown chocolates to the station in appreciation of people who draw no color or creed line.

## On The Sacramento Northern

by Glen McDaniel

★ **Stacy Stephen Long** was appointed superintendent of transportation to succeed **William W. Nelson**. Stacy joined the SN family July 21, 1934. During his service with the SN, he has held positions of brakeman, dispatcher, yardmaster and trainmaster and on December 16th, was appointed to his present position. Congratulations, Stacy, and our best wishes.

**Joseph Clyde Obenchain** was appointed trainmaster at Oakland to succeed Stacy Long. Obie joined the SN family in September, 1919, and has served the company for 28 years in the positions of brakeman, conductor and yardmaster prior to his recent appointment.

A group plan for hospital, surgical and medical expense insurance for em-

## Clarence Robinson Brown Retires

★ Clarence R. Brown, of our Chicago staff . . . affectionately known to them as the "General" . . . retired the 4th of this month after almost 47 years in the service of railroads and railroad executives.

He was born in Hart county, Kentucky, January 4, 1878, and for several years, after graduation from high school in Kansas City, worked for one of the Armours. From February 1, 1901, to October 1, 1920, he served as business car porter and steward with B. L. Winchell on the Firsco, Rock Island and Union Pacific and through the period of Federal control of the railroads.

In October, 1920, Clarence became the business car steward for Arthur Curtiss James and Thomas M. Schumacher, if memory serves correctly, on El Paso & Southwestern business car 1914. He continued with them when Messrs James and Schumacher came into the Western Pacific picture and the car became Burlington 100—and, for a short time, Western Pacific 100. On September 1, 1932, he joined the staff of our traffic department organization at Chicago, where he remained until retirement, though he continued, until the early 1940s, to make the business car trips with Mr. James and Mr. Schumacher.

If there ever was a business car emergency to which Clarence was not equal, we're not aware of it. And out of his tremendous wealth of travel experience, having explored, by railroad, practically every nook and cranny in the United States, Clarence could—and would, when his labors abated, regale you with interesting yarns for hours, or at least until the next stop! We were there . . . and we retain many fond memories of those days!

As he endeared himself to us, we believe he has endeared himself to all his Western Pacific associates with whom he came in contact and, with them, we join in wishing Clarence many years of happiness and contentment in retirement—W.C.M.



## Shades of Yesteryear!

Possibly you recognize the members of this powerful aggregation of Western Pacific diamond stars of twenty (!) years ago. To make it easier though:

Standing, left to right . . . John Clements; Ned Power; Lee Brown; Dave Charlebois; Al Davis; Ralph Schmidt; and Spen "Red" Lewis.

Kneeling, left to right . . . Paul Meyer; Justin Stevens; Hank Goobisch; Bill Racine and Ed Coffey.

ployes and their dependents was put into operation on December 1st. This group plan was arranged by the **Marsh & McLennan Company**, of San Francisco, and was enthusiastically received by a majority of the employes.

**Milford E. Parker**, asst. valuation engineer, was elected president of the SN Benefit Association of the Brotherhood of American Railway Employees at the annual combination luncheon-business meeting held in the Parks Hotel, Chico, Sunday, Dec. 15th. Congrats, prexy.

1948 Prediction by **Senator Phil A. Buster** . . . a cold winter, followed by a hot summer, which in turn indicates a

rise in commodity prices, together with labor unrest, aides for foreign aid, investigation of Senate investigations, a Senate deadlock on . . . ; A Republican Party split, a split of the Republican Party split, a probable Russian veto . . . followed by a Winchell flash; B. O. Plenty takes a bath and divorces Gravel Gertie; unemployment and a HOT presidential campaign . . . BUT . . . This will all seem trivial to the 30,000,000 Americans who swear off drinking as a new year's resolution . . . only to find the closing of distilleries, to save grain, has made it impossible to buy a drink . . . **Happy New Year.**

## Making the Headlines in "The Headlight"

★ Does it have to be marriage, engagement, or promotion? Maybe a bowling score? Give you one guess more—you're retiring? Yes, that's it. The "Retirement Limited" stands at the station. I'm leaving the little town, where I practically grew up among you; where we worked all these years side by side and hand in hand. My grips are packed; my reservation's made for January 1st on the "Retirement Limited." The conductor signals; the whistle is blown . . . I'm off to The Great Unknown.

There'll be bridges to cross, but not before I come to them. Now I press my nose against the window-pane to catch the last parting glimpse of old familiar places; yes, and the old familiar faces!

The inbound trains over all these years have brought new citizens to our little town . . . the outbounds have taken them away. Some of the travelers didn't stay long enough to become part of us—to appreciate our town of friendship and work . . . our "hellos" or "hi theres"—the true worth of our smiles and gladly given help one to the other. We're truly democratic . . . no "higher ups"; no "under dogs." Some, perhaps, failed to grasp our spirit of cooperation and understanding.

The train is on its way . . . westbound to the golden sunset . . . and so I say goodbye and God bless you all for what you've done for me and what you will always mean to me.



*Yeab, we guess this is the first time Harry grabbed off a headline in The Headlight, but that's not because he didn't deserve one! Harry Mountcastle Ardley was born at Milwaukee, Wisconsin, November 21, 1880, and several years later became pretty handy with his "dukes" . . . and we'd guess he had to because of his good looks and that middle name! We strongly suspect Harry's going to miss us; we know we're going to miss him. We hate these separations, particularly in Harry's case for he's practically Mr. Western Pacific, his original service dating back to August, 1901, as a draftsman. To Harry go our best for good health, much happiness and a successful sports column in print and on the air!—THE EDITOR.*

## PORTOLA FESTIVAL AND PAGEANT

★ Ten months from now, in October, 1948, San Francisco will roll back the curtain of history and play host to the nation. It will be fiesta and pageant time, with all the trimmings, as the gay and colorful Portola Festival and Pageant is presented.

It will be San Francisco's biggest party in recent years, as fun, entertainment and revelry reign. The Portola fete will be this city's way of going all out to honor Don Gaspar de Portola, whose expedition discovered San Francisco Bay in 1769.

What the Mardi Gras is to New Orleans, the Portola Festival will be to San Francisco. It promises to be all things to all people, as a unique program is presented. From championship sporting events, to opera by famous stars; from ballet presentations, to Army and Navy maneuvers; from religious ceremonies to youth participation. There'll be wholesome fun and excitement, parades and pageants, folk dancing, music festivals, and a gigantic carnival where San Franciscans will really let their hair down.

Each district of San Francisco, from North Beach to the Mission; from the Parkside to Nob Hill, will take an active part in the fete, as the city will blazon forth in the colors and banners of Don Gaspar and old Spain. Street dancing, folk festivals and district celebrations will allow spectator and participant alike to join the fun.

There'll be the cultural and historic side, too. Like the re-enactment of Portola's trek up the California coast, to come upon San Francisco Bay that winter morning in 1769. The pomp and pageantry that surround the founding of Mission Dolores will be a colorful highlight. As a finale there will be a dramatic night pageant depicting the historic Spanish era in San Francisco.

President of the Festival group is Cyril Magnin, prominent San Francisco businessman.

*Mayor Bert Long, Portola Reporter Editor Stan Bailey, Trainmaster Bill Howell and our other friends at Portola will undoubtedly be interested in this celebration honoring the famous explorer after whom their city is named.—W.C.M.*

## Sports Review

By Jack Hyland

★ The Western Pacific Bowling League will resume its schedule play on January 8th, after having enjoyed a slight vacation of two weeks during the Christmas and New Year's holiday, and with only three more weeks of play remaining in the first half schedule—it is still an "open field" for most of the top five teams.

After fifteen weeks of competition . . . the Zephyrs are leading the pack into the final stretch, closely followed by the Oakland Carmen (one game behind) but with nine more games to be played—anything can happen. The full team standings are as follows:

	Won	Lost	H.G.	H.S.
Zephyrs	28	17	886	2483
Oakland Carmen	27	18	940	2493
Ducks	25	20	915	2547
Freight Accts.	23	22	907	2446
Treasurers	23	22	872	2435
Engineers	22	23	853	2437
Freight Agents	21	24	916	2563
Traffickers	20	25	947	2487
Transportation	19	26	895	2473
Auditors	17	28	897	2607

While the Traffickers have bowled the highest game (947), and the Auditors the highest series (2607)—both teams are practically out of the running for leadership of the first half schedule— which clearly proves a winner—must bowl well every night, every game and every series.

### Pete Casey League Leader

**Pete Casey** (Oakland Carmen) continues to crash the timber, week after week and rightfully is proclaimed our top bowler . . . with a 176 average after 45 games, **Lloyd Phillips** (Engineers) being a close second with a 170 average for 30 games) . . . and a bowler with a 161 average only rates 17th place in our 1947-1948 bowling group. Our so-called "Big Ten" list reads:

	Gms.	Avg.	H.G.	H.S.
Casey	45	176	210	563
Phillips	30	170	221	564
Hyland	45	169	225	566
Kyle	45	167	231	587
Heagney	39	167	245	562
Wilkinson	45	166	222	622
Lee	36	165	214	543
Dooling	33	165	210	563
Ditty (Bob)	45	164	232	567
Craig	39	164	231	570

A group of our bowlers are scheduled to bowl in Stockton on January 11th in the El Dorado Bowl Tournament; and then most of our league will compete in the S.P. Co. Handicap Tournament in Reno, Nev., over Feb. 21-22 holiday . . . not to mention the A.B.C. competition in Detroit in April. (Guess we should call ourselves a traveling league.)

## Wendover Wires

By Elsie Hart

★ Mrs. Dorsey B. Farris, wife of our car inspector, is doing nicely after suffering a severe heart attack November 17th. **Frances Dorsey**, third trick operator at Delle, is in the hospital at Salt Lake City with a fractured leg. Last reports were that she will undergo an operation on the bone, so it looks as though she is in for a long siege.

**Dick Tryor**, extra dispatcher, stopped in to say hello on his way through. The new Miss Tryor is Doris Lorraine.

**Harry Gibson**, retired conductor, and Mrs. Gibson went through on their way to the coast for Thanksgiving. Also saw **George Lorenz**, retired engineer, on his way back to Salt Lake City November 20th, after having enjoyed the holidays in Elko with his son "Mike" and family. Wonder how these boys do it. They both looked fresh as paint; just like a couple of kids. Being gentlemen of leisure sure agrees with them!

**Charles Gowan**, formerly on "CS" job at Elko, has bid in second trick telegrapher at Wendover. He and Mrs. Gowan are rapidly getting settled here. **Charles Shadad** has been on second trick at Wendover filling the position until Gowan was moved. Of course both the gal operators at Wendover promptly took advantage of having a relief man available to take a few days off and get their Christmas shopping done!

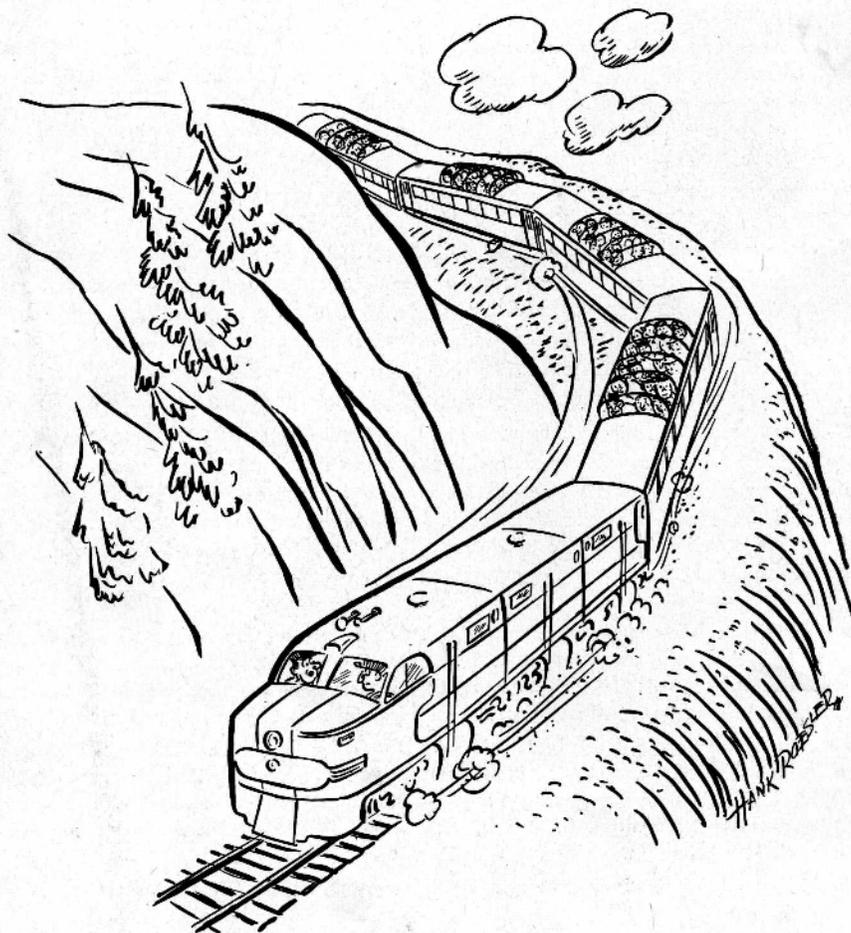
The local boys have organized a basketball team and are trying to gain admission to the high school league. Failing that, however, they will play what games they are able to arrange with high school and town teams nearby. The first game was played November 21st with Montello high school, won by the Wendover boys by a score of 28-13. The army boys at Wendover Field also have a team and the two ought to have some good games. **Ben and Chuck Lambert**, WP employes, hold down guard and forward positions respectively on the local team.

**Frank Holmes, Sr.**, cashier, passed away November 28th after a long illness. The remains were taken to Columbus, Nebraska, for burial. Frank Holmes, Jr., was home for Thanksgiving and accompanied Mrs. Holmes to Nebraska. A collection was taken among the employes at Wendover for flowers. Frank will be missed by his many friends at Wendover.

It's a boy named Douglas Bruce for Switchman and Mrs. **Robert J. Stewart**.

## "Tip Card" Box Score

Name	Occupation and Location	Total Points to Date
Lloyd J. Miller	Brakeman, Stockton	32
Kenneth K. Dunton	Ass't Agent, San Jose	13
Harry J. Sutherland	Tax Commissioner, San Francisco	7
James B. Dillon	Agent, Oakland	6
Karl F. Henrich	Signal Material Stockman, Livermore	5
Dan T. Costello	Commercial Agent, San Francisco	3
Charles E. Renner	Conductor, Eastern Division	3
Andrew A. Crist	Special Agent, Sacramento	2
Harry C. Dustin	Boilermaker, retired, Sacramento	2
Henry J. Madison	Storekeeper, Sacramento	2
William L. Moore	Chief Clerk, freight station, Stockton	2
Boyd C. Sells	Secretary to FTM, San Francisco	1½
Lawrence T. Haggerty	Bill Clerk, Oakland	1
John H. Hyland	Hd. Clk.—North Coast Bur.—Traf. Dept.	1
Frank F. Lemon	Engineer, Stockton	1
Walter M. Samuels	Bill Clerk, Modesto	1
Volney V. Scott	Chief Clerk, freight station, Sacramento	1
Edgar A. Thompson	Terminal Trainmaster, Oakland	1
Earl M. Watson	Machinist Helper, Sacramento	1
Charles Woods	Tavern Car Attendant, Oakland	1
John Young	Waiter, DC&H, Dept., Oakland	1



"All those back-seat drivers make me nervous!"

—Courtesy of Joseph W. Rice, ass't. editor of American Car & Foundry Company's "Wheels".