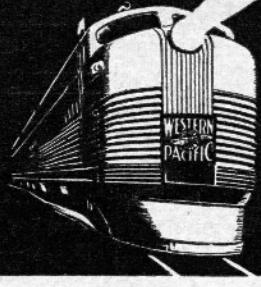


# The Headlight



Volume 8

DECEMBER, 1948

Number 12



*Merry Xmas and Happy New Year*

*God rest you, merry Innocents, while innocence endures.  
A sweeter Christmas than we to ours may you bequeath to yours.*

—Ogden Nash

## Random... Views and Reviews

by The Editor

★ The 1948 Tuberculosis Christmas Seal was designed by Barry Bart, whose small nephew provided the inspiration by quietly slipping out of bed and tip-toeing downstairs to sit before the fireplace, there to await a visit from St. Nicholas. The Seal, produced elsewhere in these columns, is a gentle reminder to help "Protect Your Home" by participating in the 42nd annual Christmas Seal sale of the National Tuberculosis Association.

On October 25, the Chicago & North Western Railway buried a 2-ton concrete time capsule, preserving for 100 years the story of the first century of midwestern railroad transportation, at the site of the first station in Chicago from which the tiny "Pioneer" made its first run out of Chicago. To compare changes in railroad operation during the next hundred years, the capsule will be opened October 25, 2048. Here our interest ceases, except to wonder whether there'll be anything with which to make a comparison in the next '48!

Hearty congratulations to the San Francisco employees of Western Pacific who contributed to the 1949 Community Chest Fund. Contrary to the general trend, their total subscription, with fewer contributors, exceeded the '48 campaign figures. Those who contributed are entitled to a warm inner feeling of satisfaction. The Community Chest agencies do a vital local job and deserve our support.

Last month we were saddened by the sudden passing of Ada Vera Fallon, a fellow-employee in our own department. Vera, a native of Butte, Montana, was only 46. She joined our organization in June, 1945, as a junior clerk and later served as a tariff compiler. Quiet and unassuming in life, so Vera passed into the Great Unknown.

The Railroad Hour's Show Train offers "Girl Crazy" on December 6 and "Sally" on the 13th, on the ABC network at 8 p. m. Fine casts will do the singing. Don't miss YOUR program.

In conjunction with the staff and editors of the American Education Press, the nation's railroads have just issued a new booklet titled "The Railroad Story" (science, research and railroad progress). It's designed for teachers' use in science classes, social studies, geography, history, economics and commercial subjects at the junior high school level. Copies, along with a teacher's manual, are available upon request.

The Pacific Railway Club held its 373rd meeting in Sacramento on Armistice Day. Subject was "Railroad Communication Systems" and three Southern Pacific speakers, led by Sup't. of Telegraph Flanagan, offered interesting papers. Grant S. (Red) Allen, our ass't. trainmaster at Tobin, also spoke on "Rules and Regulations of the Transportation Department." The audience of more than seventy included many SN and WP representatives, among them being "Wesley" Richards, John Sterner, "Bill" O'Neill, Ed. Gleason, Leo Morris, Harold Mulford, George Laumer, Clarence Moser, Frank Pritchard, Fred Justis, Russell Gould, a former WPer Owen Stanley, now with the PUC, and the editor. Wish we could reproduce some of Grant Allen's remarks, but space is really at a premium this month.

Personals which ordinarily might get more prominent notices . . . Lillias Hall, out of Waterbury, Conn., with our freight traffic department the past two years, winding up as secretary to AFTM, ended her service October 31, to take charge at home! Charles Miller took over as ass't. roadmaster, Sacramento, on October 26. Joe (J. C.) Marchand, purchasing agent; and Arthur Thatcher, chief special agent, are recovering nicely after sessions at St. Joseph's. At this writing, Jack Wade just began there. Hope when this meets the eye he'll be well on the mend. Clarence (J. C.) Hoover was a San Francisco visitor on November 16. Angelo Don Prato succeeded "Bill" Moody as agent at Stockton. John Robert Rossi came from Sacramento to be secretary to Ass't. Vice President Munson. Assoc. Editor Jack Hyland won the \$10 entry fee, donated by Henry Golobic to the WP Bowling League, for the Richmond (Calif.) "Automobile" Classic at Uptown Bowl. Hope Jack averages 190 and cops the sedan! Roger Druehl, formerly of our freight traffic department, is now secretary-treasurer of Market Street Van & Storage, Inc., San Francisco. Good! Did you know there were eleven fellers running for President last month? Wanna bet?

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Vol. 8 DECEMBER, 1948 No. 12

## THE HEADLIGHT

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Jack Hyland . . . . . Associate Editor  
Frank Rauwolf . . . . . Associate Editor  
Bill Stout . . . . . Business Manager

\*

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WATCH FOR THE NEW

California Zephyr

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

# Merry Christmas

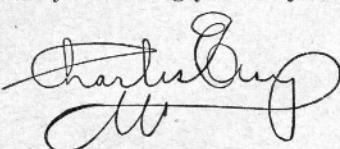
May you crowd every moment with happiness and contentment . . . That is the Christmas and New Year wish for all our readers from The Headlight Editorial Staff . . .

Jack Hyland, Frank Rauwolf and Walter Mittelberg

★ Again the Holiday Season is upon us and I am happy to be able to once more speak to my fellow employes through the medium of "The Headlight".

At the close of this year I shall retire from the service of our Company after many years of pleasant association, so I am particularly glad to be able here to express my deep appreciation of the friendly and loyal cooperation you have extended to me during my tenure. In a great measure, the success of the Company is attributable to this cooperation and help.

I therefore take this opportunity of wishing you and yours a Very Merry Christmas and with a sincere wish that in the years to come you will be happy and prosperous.



"It was always said of him,  
he knew how to keep Christmas well."

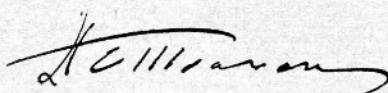
★ and so let us all join the gay spirit of the Holiday Season.

Once again our homes are full of activity in preparation of the full enjoyment of Christmas and the greeting of the New Year. It is a time when our minds are full of thoughts of surprises for the children—of "what" to give the grownups. It is a time when we are preparing to celebrate the joyfulness of the occasion with our friends and neighbors.

My best wishes for your Merry Christmas and your Happy New Year, your long life and your true prosperity.



★ As a comparative stranger in your midst I have already concluded that my stay here will be pleasant. All those whom I have met seem to possess that disposition. I therefore feel that I can join others in extending to Western Pacific employes my very best wishes for an even more pleasant holiday season. May the year 1949 be safe, happy and prosperous.



★ As the year 1948 draws to a close, I take pleasure in extending to everyone of you and your families my sincere wishes for a very Merry Christmas and a Happy and Prosperous New Year.

Also, I would like to thank all those whose hard work and faithful and conscientious attention to duty has resulted in 1948 being one of the most successful years in the history of our railroad. Particularly noteworthy of commendation is the remarkable improvement in our safety record with its accompanying reduction in personal injuries and fatalities compared with previous years.

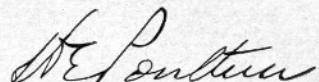
I am confident that the year 1949 will be productive of a still greater improvement in our safety performance with a consequent further reduction in painful injuries and possible fatalities.



★ As the Holiday Season draws nearer, we can all look back over the year 1948 with a great feeling of gratitude for its many benefits and forget some of the anxious moments spent over the problems of the year. I am sure we can count the blessings in greater number than the disappointments, and be thankful.

All of the Western Pacific family has contributed much, collectively and individually, toward making this the good year that it has been for our Company, and the fine spirit and friendly helpfulness displayed by all gives assurance that 1949 will fulfill its expectations.

I wish each and every one of you, and the members of your families, a Very Merry Christmas and an abundance of good health and prosperity throughout the New Year.

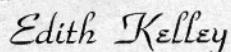


★ As the Holiday Season approaches, we welcome the opportunity to extend greetings to our friends and I am grateful to "The Headlight" for granting this to me.

To all the members of the Western Pacific and associated lines, our wish is "that you and yours" may enjoy Health and Happiness in the year ahead, and that you will find the peace and joy that comes with doing our daily job to the best of our ability.



★ To all Western Pacific Club members on and off-line, a very Merry Christmas and best wishes for a happy New Year. And to all employes of the Western Pacific and affiliated railroads, the season's greetings from the Western Pacific Club's members and officers.



## Hy-Lites

by JACK HYLAND

and lips. Latest reports indicate Don is now all right (except his front teeth), but is still rarin' to play again.

Last month we mentioned the "arrivals" of new cars to **Frank Steel** (AFTM) and a promised delivery to **Joe Corven** (Ass't. Aud. Disb.) . . . but we overlooked mentioning the shining new Chrysler sedan that **Roy Larson** (Treasurer) drove down to the office last October . . . and the "new look" Ford which was parked in front of the building last November 9th, owned by **Walter Van Skike** (Treas. Dept.).

The recent absence of **Eugene "Mac" Macomber** (Trf. Repr.) around the General offices, has been occasioned by his sojourn at St. Joseph's Hospital where on November 1st he underwent an appendectomy. Mac is, however, a real trouper . . . and was out of the hospital within a week, even making an appearance at Downtown Bowl on Thursday night, November 11th.

Surprising practically every one of her office co-workers, **Bette Jane Tobias** (Gen. Auditors) asked for a few days leave of absence . . . and during that time . . . she and **William Moschetti** were married. The ceremony took place on November 11th (Armistice Day), so they should never have any arguments. We extend our very best wishes to the happy couple.

While most of us were home on the night of November 2nd listening to the election returns over our radio, not so for **Frank Schmalenberger** (Traffic), for he spent the night at . . . San Quentin. Technically, however, he and his wife, **Rose**, spent the evening there serving in the capacity of "baby sitters," minding the youngsters of Frank's brother-in-law, who is Ass't. Warden at the San Quentin prison.

The "air of light-heartedness" which normally prevails in Gen. Agent **John Coupin**'s office was noticeably lacking a few weeks last month. We soon learned the reason . . . for as soon as **Johnnie Carroll** (Trf. Repr.) returned (after a slight illness), it was very surprising how his presence and humor "perked" up the entire force.

Just learned **Aurilla Troy** (Trans. Dept.) spent . . . a few days of her vacation in Reno, Nev. trying her hand at some of the 'black-jack' games. The "B. J." game was all right, but her luck was all wrong. We've tried it Aurilla, but . . . there is always another time (we hope) when we'll catch the "gold ring."

Word just arrived (on my desk) that **Mildred Peterman** (Payroll Accts.) became the wife of **Larry St. Cyr** last October 16th. The marriage ceremony took place in Escanaba, Mich. Although tardy, we extend our congratulations.

Understand **Oscar Larson** (CC-Trans. Dept.) intends driving to Texas for the purpose of spending the Christmas holidays. Making the trip with him will be his wife, **Frances**, son **Johnnie**, and mother, Mrs. **Hulda Larson**. Their principal point of destination will be Tyler, Texas, located near Dallas, which is Frances' home town.

Dropped in on the "3rd floor" the other day and was truly surprised, for the "AF&PA" department has taken on an entirely "new appearance"—and there is practically room for everyone. Just inside the entrance door, **Nick Schoeplein** (Ass't. AF&PA) is surrounded by added space; **Bill Racine** and his Passgr. Accts. staff have elbow room, as well as **Leonard Avery** being able to locate his Misc. Accts. force. Noticed a new clerk in **Harold Heagney's** (Revising Dept.) section and learned **Jack Papazian** has been with us since October 13th.

Having noted the non-appearance of **Arthur Petersen** (Stat. Bureau) on the 3rd floor, made inquiries and found both he and **Lee Brown** (Aud. Overcharge) and their respective bureaus had moved to the fourth floor. (We'll soon require a building and floor directory to locate some of our friends—just in case of emergency).

Before I left the AF&PA dept. word came in that **Frank Cattuzza** (Rate Clerk) became a proud father of a baby girl . . . on November 15th. Didn't learn name or weight, because Frank was too excited.

One of our basketball players . . . **Don Johnson** (Ass't. Car Dist.) became a deserter from the "single man ranks" last November 7th, when he and **Irene Beccaria** (8th & Brannan Freight office), who is our official basketball score keeper, became . . . "husband and wife". Know they will be very happy, but we add our very best wishes for many years of continued married bliss.

On Friday morning November 12th, the Traffic Dept. office force received a complete shock, when they learned of the passing of **Vera Fallon**. It seems Vera left the office Thursday evening in usual spirits, and shortly after dinner at home, she suffered a heart attack. We all extend our very deepest sympathy to the Fallon family.

We learned both **Al Potter** and **Harold Heagney** (AF&PA) spent a very quiet (Nov. 12th-13th-14th) week end . . . reading books, etc., because their wives Mrs. **Margaret Potter** and Mrs. **Rhomance Heagney** both boarded the Southern Pacific Co.'s "Owl" for Los Angeles on the evening of Nov. 11th. However, the two wives didn't indulge too much in reading, for we hear their itinerary included "**Ken Murray's Blackouts**".

Our Western Pacific Club held its annual "Thanksgiving Turkey Raffle" and the drawing held on Nov. 12th discloses the winners were: **Vic Swaman** (Employment Dept.), **John Fleming** (Treas. Dep't.) and **Ruth Trimm** and **Catherine Wong** (both Car Record). These lucky people—especially when the price of turkey has jumped from 55 cents per lb. to (your guess is as good as mine).

## East Bay Notes

by HAZEL PETERSEN

★ It is very nice to see **Harvey Naylor**, Fruitvale, back to work again after 13 months sick leave, while we say "good-bye" once again to **Joe Penner** who is on his way to Oregon. Can't understand why he persists in going there when he comes home a living skeleton every time.

We sympathize with **Harry Glatt**, chief clerk, who fractured a bone in his ankle while gardening at home.

Vacations are over for **Mildred Hunter** (DC&H Dep't.) who visited in Oregon; **Isabelle McCleod** (freight station) who made a grand tour of the New England states and **John Gordon** (telegrapher), who has the wires humming again at Oakland Yard.

At San Jose it is rumored that **Penny Hart** was recently wed to **George Montgomery**; **John Haberle** is again firing locomotives and **Ernie Swanson** was not injured in an accident, as reported.

**Jesse Weir** is the new timekeeper at the Diesel Yard, replacing **Bert McCloskey**, who resigned to specialize in hamburgers deluxe and **Roy Anderson** has returned to his own desk in **Ed Moss'** office. Ed, by the way, is vacationing up north.

Working with concrete and landscape gardening seems to be the forte of **Al McNamara**, traffic, judging by his new home in the Oakmore District; wonder if he will be free next weekend?

Seems "**Winnie**" **Hoolan** (round-house) has a talented twelve year old son, who sings over a local station every Saturday night. Sorry I don't know the name of the station.

Talk about corn! You should listen to **Al Rowland**, traffic, who has just returned from Marengo, Iowa, where the corn really grows tall and he paints a very glowing picture, too.

**Eddie Allbright**, steno., is passing out candy and cigars to celebrate the arrival of **Irene Edwina**, November 5.

One of the happiest men in San Francisco is **Fred Thompson**, yardmaster, who is driving a brand new Studebaker, complete with all the trimmings.

We have been informed that **Barbara Middleton**, daughter of General Car Foreman **Gordon Middleton**, has completed her course at UCLA and has surprised her friends by announcing her marriage, which took place some time ago.

We wish to extend our most heartfelt sympathy to Engineer **Douglas S. Brown**, San Jose, on the loss of his wife the early part of November.

## **Rollin Harold Moody**

### **Retires**

★ "Bill" (R. H.) Moody, local agent for the Western Pacific Railroad at Stockton for the past nine years, retired September 30, closing the book on more than 38 years of WP service.

Born at Brentwood, California, September 1, 1886, Bill began his railroad career as an apprentice operator for the Santa Fe at Los Angeles in 1905. Before coming to the WP on July 25, 1910, he saw service as a telegrapher with the Santa Fe, the San Pedro, Los Angeles & Salt Lake railroad and with the Rio Grande.

Bill's first job with WP was as telegrapher-clerk at Marysville and before his appointment as agent at Stockton in October, 1939, he worked, at various times, as telegrapher at Stockton and San Francisco, as car distributor and as a dispatcher at Sacramento, and as agent at Livermore and Terminus.

Genial, capable, hard-working "Bill" Moody did a fine job at Stockton. He solved many vexing problems and enjoyed the full support of his staff, which converted into efficient station operation.

We're sorry his health made it necessary for him to retire. We'll miss him at Stockton, as we're sure many others will. We join all his friends in wishing him improved health and happiness in retirement—and pleasant days at his Twin Bridges home.

## **"Ashes of San Francisco"**

★ Is the title of the new book about San Francisco written by Don L. Burgess, formerly of our GO freight traffic department.

Don's book, written in epic poetry, is a somewhat unusual and altogether interesting approach to the romantic, albeit authentic, history of the city by the Golden Gate. From San Francisco's many early-day fires comes the title.

The Decker Press, Prairie City, Illinois, the publisher, is devoted almost exclusively to the publication of contemporary American poetry and has done quite well by Don. A check for \$2.58 to the publisher will get you a copy. We thoroughly enjoyed it, in spite of the two or three typographical errors, which maybe you won't catch.

—WCM.

★ The Western Pacific Railroad operates the Payroll Savings Plan for the benefit of its employes. Through this plan, recommended by the United States Treasury Department, our employes can save the automatic way through the purchase of Savings Bonds.

## **Gilbert A. Lathrop's Second-Prize Winning Essay . . . Why I Like to Work for the Western Pacific Railroad**

★ "Ownership of a nice home situated on half an acre of productive soil, with a family orchard, some laying hens, a little power garden tractor so I can play at my hobby of being a farmer; those are only a few of the reasons I like working for the Western Pacific Railroad. My job as switchman has made them, and much more, realities rather than dreams.

"Railroad jobs are pretty much the same all across these United States. Our working conditions, agreements, wages and jobs are cut to a pattern. For my money it's a good pattern. It sets us rails right among the aristocrats of American labor.

"On my job I'm not bothered with a boss riding herd on me, looking down the back of my neck. My officials know that I'm competent to handle several hundred thousand dollars worth of equipment every working shift. So they let me do my work in my own way and thereby get a better job done. This makes me feel that I've a working interest in my company.

"If I'm sick or injured on or off the job, I know I'll be taken care of by the best medical attendants. If necessary, I'll be sent to the best of hospitals. We railroaders have had a form of socialized medicine for years. Not only that, but I'll draw enough money in sick benefits to keep the wolf from howling too loudly around my door while I'm

recuperating. This benefit doesn't cost me a red cent.

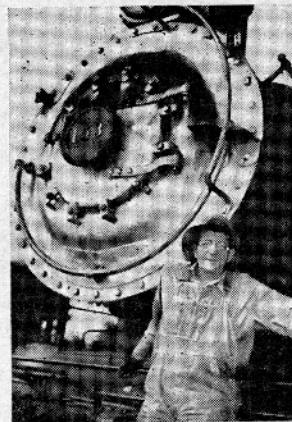
"If I have a yen to travel, I can get free transportation for myself and all dependent members of my family to any place in the U. S. served by a railroad. All I have to do is to fill out a pass request and send to general offices by railroad mail. I don't even have to buy a stamp.

"I'm given a paid vacation each year. And, with the passing of each year, I build up more seniority, which entitles me to a better and better job. I belong to my labor organization voluntarily. We have no closed shop on the railroad. Still we have just about the best working conditions of those enjoyed by the employees

of any industry.

"Finally, we rails have a pension system that ranks alongside that enjoyed by Federal employees. In fact, ours is a federal railroad pension, paid for by us, but supervised by the government. If I'm totally disabled after ten years of service, I can draw my full pension. Railroad disability after twenty years gives me the limit in pensions. Or when I'm sixty-five, I can take my pension. In addition, my railroad company has a second pension system of its own, which will give me a second benefit when I have to take to the old rocking-chair.

"All of which are only a few of the reasons I like to work for the Western Pacific Railroad."



**GILBERT A. LATHROP**

## ***Retirements***

### **Western Pacific Railroad . . .**

Eales, William E. R.  
McBrayer, Guy Nolen  
Moody, Rollin Harold

Machinist  
Yardmaster  
Agent

Sacramento  
Elko  
Stockton

## **"Tip Card" Box Score**

| Name                   | Occupation and Location                 | Total Points To Date |
|------------------------|---|----------------------|
| James B. Dillon        | Agent, Oakland                          | 8                    |
| Harry J. Sutherland    | Tax Commissioner, San Francisco         | 8                    |
| Kenneth K. Dunton      | Ass't. Agent, San Jose                  | 4                    |
| Richard C. Beltz       | Chief Clerk to VP&GM                    | 2                    |
| Leo F. Delventhal, Jr. | Car Service Inspector, San Francisco    | 2                    |
| Orvel Hatfield         | Car Desk Clerk, San Francisco           | 2                    |
| Clifford A. Norden     | Ass't. Engineer, San Francisco          | 2                    |
| Frank J. Rauwolf       | Freight Claims Inspector, San Francisco | 2                    |
| Boyd C. Sells          | Secretary to FTM, San Francisco         | 2                    |
| Jaspar H. Farmer       | Brakeman, Stockton                      | 1                    |
| Joseph J. Hale         | Roundhouse Laborer, Oakland             | 1                    |
| Robert L. Jones        | Ass't. Agent, San Francisco             | 1                    |
| Manuel C. Silva        | Captain, Marine Department, Oakland     | 1                    |

## Beehive State Notes

by Mel Graham

★ **Lavon Q. Kimball**, patrolman, Sacramento Shops, was in Salt Lake City a few days because of his father's illness. He took his parents back with him to Sacramento for the winter. We hope the California climate agrees with Kimball, Sr.

**Charles M. Beem** and Mrs. Beem recently passed through on No. 39, returning from Champaign, Illinois. They had been called east by a death in the family. Charlie is yardmaster at Portola.

**Floyd D. Seaton**, conductor, Portola, and Mrs. Seaton also visited here briefly on their way home from a Seaton family reunion in Missouri (Missouri! That's why Floyd always has to be shown! The Editor).

**Elmer Campbell**, conductor, Salt Lake City, was in St. Joseph's Hospital, San Francisco, when this column was written. Hope he's well on the road to recovery now.

**Charlie Renner**, conductor, Salt Lake City, reports only fair pheasant hunting in Utah this year. When Charlie doesn't get his game and fish, you can be sure something's wrong—and it isn't Charlie.

Of interest in and near Salt Lake City . . . **The Tabernacle in Temple Square** . . . Construction started in 1863 and completed in '67. Designed by **Brigham Young**; architect **William Folsom**; engineer **Henry Grow**. Dimensions . . . 250 feet long; 150 feet wide and 80 feet high. Seating capacity 8,000; largest audience ever counted in the Tabernacle 11,250.

More than a million feet of lumber went into the dome-shaped roof. When first constructed, the lumber was held together with wooden pends and cowhide thongs. The original shingles, with which nails were used, were replaced with metal in 1900. In the summer of 1947, the building was re-roofed with aluminum. The fallery was added in 1870, improving the acoustic properties of the building. The acoustics have always been remarkable . . . a regular straight pin dropped to the floor may be heard as it hits regardless of where you may be in the Tabernacle.

**The State of Utah** itself . . . area 84,990 sq. miles—345 miles (average) north and south; 275 miles (average) east and west. Population estimated at 675,000 in 1948. State emblem is the Beehive, signifying industry. State flower is the Sego Lily. State song "Utah, We Love Thee." State tree is the Blue Spruce. "Utah" is a Ute Indian word meaning "top of the mountains."

## A Better Chance for All

by Joan Younger

Associate Editor, *Ladies Home Journal*

when they do it, they know tuberculosis is all around them—and they come to take it for granted."

But this is the United States of America, I thought. This isn't some uncivilized, uncaring feudal country. This is where the good of one is the good of all.

"Yes," said the doctor, "that is our ideal; that is what we are working toward. But it takes time—and interest."

Things are better in that county now than they were two years ago when I was there. The people are aroused now. The children have a better chance. A tuberculosis association, supported by the sale of Christmas Seals, has been formed and is working with the health department to control tuberculosis in that county. The people have become better informed about this communicable disease and how they themselves can help prevent it.

A new tax-supported hospital is going up. More facilities are available to those who are ill. But they still have a long way to go—just like the rest of us. Because if we really work at it, we can railroad tuberculosis right out of every home in this country, and give every Jack and Sarah and their parents a better chance at strength and health.

The 41 years in which Christmas Seals have been sold have shown us how. In 1907 when the first Seal was sold—accompanied by the ringing slogan "Stamp out Tuberculosis"—TB was the nation's number one killer. Today it's been slapped down to seventh place but it still kills more people between 15 and 44 than any other disease.

And so needlessly . . . We know what causes TB . . . a germ; we know how to deal with it. There is nothing foreordained or inevitable about TB. It is caught, not inherited. At any stage it can be arrested. And if, through regular X-ray examination, it is found early enough, treatment can be begun when it is easiest to cure. Its power lies in sinister secrecy; for instance, there are an estimated 500,000 cases in this country—but only one out of every two of those stricken is under treatment or knows he is ill.

The problem, then, lies in first finding all TB cases. This can best be done by X-ray examination of apparently healthy people. The X-ray can find TB before the victim knows there is anything wrong with him. Treatment can then be begun—and TB can be cured. Seal by Seal, we can all help cut down the threat of TB and the sorrow it causes by supporting an organized movement to control TB. We can spare our children the anguish of the disease itself—and the anxiety all of us have known when someone we love is found trapped by this killer which hides behind rosy cheeks and high excitement, counterfeiting health until the damage is done.



enough clinics, nor even enough doctors. Two years ago we hadn't even an X-ray machine."

He looked away from me, out of the window into the coal-rich hills that walled in the county. I shuddered. This is awful, I thought. Every young person has a right to medical care if he needs it. What if these two were my children?

"What about their parents? What do they say?"

The doctor shrugged. He was neither a cold man, nor a defeated one; but he had lived long enough among the sick to learn patience.

"Many of these people are licked before they start," he said. "It's all very well to tell them to sterilize dishes—but they have to carry every drop of water they use from the pump. They have to build a fire every time they want to boil a drop of it. And even

## Wendover Wires

by Elsie Hart

★ A baby shower was given November 13th in honor of our Western Union messenger girl, **Betty Brown Lambert**, who is expecting that big bird to visit next month. Betty was given many lovely gifts for the new baby and the guests had a grand time getting together for a good visit with Betty, her mother, **Mrs. Mert Brown**, and each other. Among those present were members of the railroad family, former operator, **Pat Brown**, Betty's sister-in-law and Telegrapher **Mildred Barnes**, from Knolls.

**Mrs. Elbert Pittman**, hotel manager's wife, has been ill, but sent a gift although she was unable to attend. She has been trying to have appendicitis . . . or trying not to . . . and has spent several days in bed.

The **Pittman** family went to southern Oklahoma for a nice long vacation in October. They visited Mrs. Pittman's mother and father, Mr. and Mrs. John Smallwood of Purcell, Oklahoma; Pittman's mother, Mrs. Mattie Pittman of Idabel, Oklahoma, and, of course, their married daughter, Mrs. Thurman Parish of Idabel. Miss Ernestine Pittman, twin sister of Mrs. Parish, came home to Wendover with her parents. **Billy Pittman** did some hunting and bagged some of those big red squirrels they have back in that country. They are said to be very good eating.

Fireman **Albert Drake** had a splendid vacation of almost a month. He went back to his home town in Iowa, where he attended the 60th wedding anniversary celebration in honor of his uncle and aunt, who are 83 and 81 years old, still hale and hearty and doing all their own work about the place. This is Drake's first visit home in 36 years and he reports that he found the place considerably changed. He says that country is wonderful, the corn fields really something and the farmers are looking forward to the finest corn crop in many years. That makes good listening for all of us.

**Tom Jones**, yardmaster, is reported improving, after suffering a heart attack. He has been in the hospital at Salt Lake. **Bob Allison**, switchman, has also been on the sick list for a couple of weeks with an eye ailment and expects to undergo surgery on it soon. We called Mrs. Allison on the phone and discovered she has been in bed for two or three days with the "flu." It never rains but it pours. Deputy Sheriff **Bill Russell** has hauled the mail for Bob during his illness.

We would like to know more about the rumor that **Jim Fugett**, engineer, fell in the cinder pit at Elko last October 19, with the temperature standing at 34 degrees above. We heard Jim had to go home and change all his clothes. We don't vouch for that bit of information and are scared to ask Jim about it.

Mrs. "Pete," **Edith Peterson**, second trick yard clerk, is back on the job after her leave of absence, looking as if the rest did her a lot of good. Mrs. "Chunky" **Anderson** relieved her and

was promptly dubbed "Mrs. Andy" for the duration.

**Margith Hellewell**, trainmaster's clerk, finally got those new glasses, complete with ultra modern frames. Very nice looking, too.

We had a brief vacation ourselves the latter part of October. We went to St. George, Utah, to visit Mr. and Mrs. E. L. Patten, who took us sightseeing in that territory. Notably, we visited Mt. Zion National Park and Cedar Breaks, truly breathtaking scenery. Riding around in the Patten's new Buick wasn't bad either. Mrs. Patten is Engineer **Clyde Hart's** mother.

Telegrapher **George W. Gaskins** relieved at Wendover during our absence.

Our deepest sympathy to retired Engineer **George Lorenz** and to young George, road foreman of engines, whose wife and mother passed away in Salt Lake City.

## Kenneth V. Plummer, Jr.

★ Kenneth V. Plummer, Jr. was appointed supervisor of WP perishable service, headquarters San Francisco, on November 5. He comes to us after more than twelve years of service with Pacific Fruit Express Company in many capacities from iceman to general foreman of icing platforms.

Born at Alameda, Calif., June 6, 1914, Kenneth received his public school education at Carson City, Nevada, and Alameda, followed by two years at Sacramento Junior College. During World War II, he served as an Army parachutist with the 82nd Airborne Division and was a "guest" of the Germans for eleven months following the Normandy invasion!

Just prior to his WP appointment, he was serving as general foreman of the PFE Sparks (Nevada) ice deck.

## WP Orders Cars; Rail

★ The Western Pacific Railroad last month placed orders for 250 gondola cars and 70 track miles of 115-lb. rail. The gons will be built by the Greenville Steel Car Company, of Greenville, Pa., and the rail will be furnished by the Colorado Fuel & Iron Company, Minnequa, Colo.

The cars . . . fifty 65-ft. and 200 52-ft. . . . will be utilized primarily in moving steel products from the Geneva, Utah, steel mill to Pacific Coast points; fifty-eight miles of the rail will be laid between Sacramento and Oroville, the balance for curve renewals.

## Elko Echoes

by Nevada Michelson

★ **Charley Forseth**, division engineer, reports a delightful vacation . . . eating fish all the way from Canada to Mexico. No comments!

**Mary Lamberty**, secretary to the chief clerk, is back from a vacation in Los Angeles, looking rested and refreshed, while "Scotty" **Duncan** needs another vacation to recuperate after long sessions with her dentist and days of shopping for furniture and accessories for her new home. However, she enjoyed her visit with her folks in Denver.

**Barbara Buckley**, who is on leave of absence from her duties as steno. in the timekeeping department, has a baby boy born about the same time as the baby boy born to Princess Elizabeth. While millions of people were awaiting the birth of one, a mere handful awaited the birth of the other. The one was born to royalty . . . the other to common, ordinary, freedom-loving people. The one will be raised in the strictest seclusion, yet with millions comprising an empire watching his progress, while the other will be raised in the happy, carefree, wide open spaces under the watchful eye of a mother and father who will give him an abundance of love and gentle care. The one will grow up with the probability of becoming the king of the British Empire . . . the other will grow up with the possibility of becoming the President of these United States. And to what does all this add up? Well, to our way of thinking . . . the poor little rich boy and the fabulously wealthy little poor boy!

**Bob Stenovich**, assistant special agent, has taken unto himself a wife, and, we might add, a very lovely little wife. Having had the privilege of knowing Shirley through our association in Rainbow Girls we can truthfully say she is as sweet as she is beautiful. Also, having known both Bob's and Shirley's mothers for a long time, we would like to predict that this union will not be plagued by "mother-in-law-itis."

We've heard a lotta "fish" stories. This one is a duck story! **Joe Gennette**, former electrician for the Western Pacific, went duck hunting on the Ruby marshes. Bang, duck number one; bang, duck number two and then . . . oblivion! Duck number one fell on Joe's head. Your shooting's okay, Joe . . . but your ducking's a trifle slow!

And now the "Poor Butterfly" is the garbage man at Reno!

## The Stockton Grapevine

by Eugene A. Trace

★ WP freight office employees were well represented at the COP-San Jose football game at Lodi, California, November 6th. Comment about the game by **Greta Starr**: "It was a sluggish affair," not meaning fisticuffs! By the way, Greta, is that a romance in the blooming stage between you and Jimmy Lang, local orchestra leader? If so, couldn't happen to two nicer people.

The yard office misses that semi-southern drawl of Conductor **Lloyd B. Spencer**, who left for an extended 60-day trip to the East Coast. Our sympathies are extended to **Gladys** and **John Evans** at the loss of Gladys' grandparent. Gladys and John made a hurried trip to Pittsburgh, Pennsylvania, in order to attend the funeral. More woe! When Gladys reported back to work November 8th, on her first trip out someone ran into the crew caller's car (Gladys is the crew caller) and now Gladys is at home recuperating from a shaking up.

**Bernice Parks**, genial file clerk, who had been taking care of two orphan kittens at the yard office, graciously donated her calico kitten to yours truly, to replace his daughter's kitten, which was taken away by Hallowe'en pranksters . . . Thanks Bernice, Judy loves it.

PBX Operator **Evelyn Erickson** came "busting" into my office and let out with a barrage of chatter and kept going until I calmed her down and asked

her what it was all about. After untangling her conversation, I found out that "Kenny," her spouse, gave her a new radio-television set. After being invited to see it, I can understand her excitement.

Ass't. Trainmaster **Grant H. Evans** spent an anxious Sunday, November 14th, waiting for a telegram from his daughter-in-law, who went to join her husband, **Al Evans**, formerly of the superintendent's office, now working in Alaska. Young Mrs. Evans was flying to Alaska with her daughter and promised to wire immediately upon arrival. It wasn't until 10 p. m. that the Evans' in Stockton could breath easy. The plane that was carrying young Mrs. Evans and daughter landed safely in Anchorage, Alaska, and all is well . . . Saw **Velma Prentiss** the other day and asked her how she felt . . . she said fine . . . that she could hardly wait until next March when little "Baby Prentiss" is due.

Hear our cashier, **Eileen Meyers**, had a super deluxe birthday in San Francisco. A suite of rooms at the Mark Hopkins, orchids, etc. Congratulations, Eileen, many happy returns, even though they are a little bit belated.

We are glad to see that **Robert C. Pratt** is back on his feet again after a long period of illness.

Second Trick Operator **James E. Bryan** is no longer occupying his usual position at the yard office. He is now telegraph operator at the Stockton Depot.

By the time "The Headlight" is pub-

lished, Thanksgiving will be over and Christmas will be just around the corner . . . and I will be celebrating my first anniversary with the Western Pacific. Truthfully, I can say it has been a year of wonderful experiences and has taught me many things. I'd like to take this opportunity to wish everyone a Very Merry Christmas and Happy New Year.

## On the Sacramento

### Northern

by Ruth Crane

★ October vacationists: **Bill Holt**, **Betty Jones** and **Nelda Del Ponte**. Bill moved into his newly-purchased home on Linda Vista Lane, Betty visited Reno and Nelda spent most of her time at home. **Elizabeth Lefferdink** took over Nelda's duties during her absence.

**Glen McDaniel** has been ribbing the hunters who take a week off to go deer hunting. Glen drove up in the mountains the last day of the season, parked his car and within an hour killed his deer and started home.

**Bill Denny**, retired chief clerk, now living at Paradise, dropped in for a visit. He's feeling 100 percent and keeps occupied with his gardening, duck hunting, etc.

**Jack Kelly** doubled for **Nick Captan**, roadmaster, while Nick was on vacation. Nick's daughter, "Tina," 4 years old, kept him busy and he enjoyed devoting his time to her.

**Sgt. Bill Holt** marched in our Armistice Day parade, National Guard unit.

## LUNCHEON ON NOVEMBER 8 AT THE PALACE HOTEL ENABLING WESTERN PACIFIC OFFICERS AND DIRECTORS TO MEET HARRY C. MUNSON, OUR NEW VICE PRESIDENT—OPERATIONS.

Left to right around the table . . . **Dr. Alson R. Kilgore**, chief surgeon; **Edward W. Englebright**, ass't. to president; **Harry A. Mitchell**, vice president and general manager; **Charles W. Dooling**, attorney; **Stuart Jenkins**, director; **Henry E. Poulter**, vice president in charge of traffic; **Leo J. Gosney**, general auditor; **James A. Folger**, director; **Roy E. Larson**, treasurer; **Harry C. Munson**; **J. Ward Mailliard**, director; **Frederic B. Whitman**, executive vice president; **Charles E. Henderson**, director; **Joseph G. Wheeler**, passenger traffic manager; **Clarence L. Droit**, secretary; **William J. O'Neill**, sup't. of motive power; **Elbert E. Gleason**, ass't. to sup't. of motive power; **Thomas L. Phillips**, chief engineer; **Wakefield Baker**, director; and **Edward T. Gallagher**, sup't. of transportation.

