

The Headlight

Volume 9

FEBRUARY, 1949

Number 2



COIT TOWER AND TELEGRAPH HILL, SAN FRANCISCO

Coit Tower on Telegraph Hill overlooking the harbor of San Francisco. The hill was named in the Gold Rush days when a semaphore on its crest was used to signal to the town below the approach of vessels through the Golden Gate. When the arms were straight out the people knew that a steamer was coming with East Coast mail. This always created a virtual holiday. Many writers, musicians and artists live on the hill. Their homes range from modest cottages to swank apartment houses. Surrounding the hill is the Latin quarter, where live Italian, French, Basque, and Spanish-speaking peoples. Alcatraz Island, a Federal Prison, is seen to the left.

—Photo courtesy John J. Cuddy, Managing Director, Californians, Inc.

**Druzilla Inez Keibler's Honorable Mention Essay . . .
Why I Like to Work for the Western Pacific Railroad**

★ I like to work for the Western Pacific Railroad Company for the following reasons:

1. Many of the officers have come "up from the ranks," with the result that they are familiar, in the minutest detail, with the duties of the employe and are therefore appreciative of the efforts and responsibilities of the employe, and as a result do not expect the impossible. In addition, they are carefully selected for their business ability, reliability, tolerance, farsightedness, courtesy and personality, which makes them practical psychologists in dealing with personnel.

2. Each employe has his own individual assignment, which eliminates his having to carry the load and responsibility of his fellow-worker. This creates pleasant employe relationships.

3. There is a bright future ahead for the ambitious employe who has many opportunities to find his way into the position to which he may aspire and for which he can qualify.

4. The system that permits vacation

with pay compares favorably with industry elsewhere, and in many instances is far superior in that it requires a minimum number of days of yearly employment to become eligible for such vacation.

5. Leave without pay is graciously granted in order to accommodate the employe in cases where at all practicable.

6. Free and reduced-rate transportation over the Western Pacific Railroad, related and foreign systems makes travel not only possible but a pleasure.

7. Salary commensurate with ability, and highly comparable to salaries elsewhere.

8. Medical and hospital services provided at nominal cost, which extends to include the employe

on leave or "cut off" for a period of ninety days.

9. Unemployment insurance provided at no cost to the employe.

10. Retirement system which permits an employe to enjoy his work while looking forward to spending his old age comfortably, enjoying the benefits provided in part by the company.



DRUZILLA I. KEIBLER

Druzilla Keibler was born at Shoala, West Virginia, several years ago (!) and entered Western Pacific service in November, 1945. Presently she is trainmaster's clerk at Stockton Yard.

Retirements

Western Pacific Railroad . . .

Helmick, John C.	Carman	Oroville
Pinkiert, Beatrice Maude	Invoice Clerk	San Francisco
London, Tom Pratt	Conductor	Portola

Riprap At Tobin Pit

by Grant S. Allen

★ The riprapping operation now under way at Tobin Pit is part of the Pacific Gas & Electric hydro-electric development of the Feather River Canyon. In order to protect the Western Pacific right of way, where the waters will be backed into our fills just west of Merlin and east of Camp Rodgers, the Morrison-Knudsen Company opened a new rock pit at Tobin. They load riprap from this pit into trains of air dumps, and these trains, handled by Western Pacific crews, are dumped at the areas which need protection.

Operations began October 1, 1948, with one work train and seventeen cars loaded, hauled and dumped the first day. A second train was added October 20th and, as the contractor has developed the pit, production has risen well above an average of fifty cars per day, and has at one time risen to 99 cars loaded, hauled and dumped in one shift.

It is anticipated that when blasting operations produce sufficient riprap to justify it, there will be an evening shift of two more work trains added to boost production even higher.

There will be about 6,000 cars of riprap required at each of the two dams. As of January 9th, a total of 4,884 cars had been dumped in the vicinity of Merlin, or a total of 146,520 yards (average 30 yards per car).

THE HEADLIGHT

- Walter Mittelberg Associate Editor
- Jack Hyland Associate Editor
- Leo Baker Associate Editor
- Bill Stout Business Manager



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So They Tell Me

by Bill McGrath

★ I've had several suggestions for improving my column. Some were unprintable and others said go back to the Navy! Professional jealousy . . .

Married men . . . If you don't know how it happened, read Leland Stowe's "Advice to the Male Animal" in Esquire, February, 1949. **Single Men** . . . forewarned is forearmed. What are you waiting for? You too, **Fred Sweeney** . . .

Memories . . . **Clarence Brown**, retired on January 3rd, 1948, dropped around Christmas Eve with that speciality of his, holiday cake and sauce. The "Gen" keeps rolling along and we really look forward to his occasional visits. Santa left a scarf and a couple of sharp ties for Clarence at 1300 BB and all of us enjoyed the session. **John Riegel** and Clarence squared off, but after a swing apiece they sat down to get their second wind. I can't understand how John professes poor health each winter and then can go out each spring through the fall and hit that poor little golf ball a mere 300 yards down the fairway. Oh, you traveling men . . .

Understand one of our local stores swapped 37,000 pair of flannel pajamas for an even number of sport shirts from various stores in an unmentioned state, beginning with the letter "C" and ending with the letter "a." Also, see where the champion refrigerator salesman for the Territory of Alaska has been assigned to duty in California. To get away from it all, Californians, why not try the sunny shores of Lake Michigan . . . and leave your long underwear home. In 1849 the "Gold Rush" . . . in 1949, the "Cold Rush."

Made of the Ozarks . . . **Fred Robbins**, our Loop TR., the gentleman farmer, has a lovely home and a fair bit of soil cached away in Arkansas awaiting the day when he retires on his first million. For the many, many years Fred has represented the C&EI and then the WP so well here in Chicago, he always has managed to remain close to one of man's best friends, the Good Earth. Of course, not always in a horizontal position, or, who tripped me, eh Freddie . . .

Out West we hear . . . **Ken Stoney** tells me "**By**" **Larson** is crying in his beer over his recent football bets. "**By**," **George Wenig** and **Ken Rank** are anxiously awaiting you (and your money) this month. Sad to say, yours truly gave "**By**" 20 points on the ND-USC game, but broke even New Year's Day. We have our crosses, too, in the way of some midwestern sports writers, but while the Midwest, through the Big Nine, is proud to be able to participate in your Rose Bowl affair, we would appreciate about an even break from your writers, particularly Los Angeles area—are you listening, Flaherty? You have two of the finest football coaches in the country in Jeff Cravath and "Pappy" Waldorf and it's too bad some of your writers can't see far enough over their noses to give credit where credit is due. Incidentally, you better start digging in now, because wait 'til you see the Minnesota team coming your way next year.

Northwestern only loses two of its starting eleven and Michigan will be no weaker (classic understatement), but even if the Gophers from up North don't finish on top, neither Northwestern nor Michigan are eligible. I hear this from a crony who heard a California die-hard approach one of the officials after the game New Year's Day and ask said official "Where's your dog?" "Dog?," replied the official, "I don't have a dog." "Well," said the Californian, "You're the first blind man I've seen who didn't."

Suggestion Department . . . Chicago has been pretty fortunate over the past year and for the coming year, in lining up some top-flight stage entertainment, namely, the Pulitzer Prize winner "A Streetcar Named Desire," the one and only "Mr. Roberts," the revue "Raze the Roof," which I understand has already played San Francisco, and the sensational musical "Finian's Rainbow." If any of you out-of-towners are going to spend some time in our city, take this for what it may be worth. And don't forget the Railroad Fair will reopen again this summer on our Lakefront, bigger and better than last year.

New Addition . . . Merely glasses to ease eye-strain for **Gerry Coffey**. Six-three, 200-lb. Gerry doesn't need specs for self-defense, so it must be his eyes, although very recently, while walking down Clark Street, he spotted a little number a good fifty feet away and commented, "Wow, what pretty blue eyes she has." Maybe, Ginny, the Mrs. thought glasses would take care of conditions like that!

Signs of our times . . . An Indian walked into a restaurant and asked the waitress to fix him up a sliced chicken sandwich. When the sandwich came, the Chief took a bite and then put the sandwich down, took off the top slice of bread and looked at the chicken (sandwich). The waitress watched him, then came over and asked, "is there anything wrong?" The Indian inquired "you slice chicken?" The waitress replied "Yes." Whereupon, the Chief shrugged his shoulders and said: "You almost miss-um!"

Tidewater News

by Frank Lindes

★ With the new year and President **Rex Kearney** spending most of his time in Sacramento and San Francisco, **Jack Kenady** has a chance to test his shoulders as superintendent with only one day a week or so to shift the load to the president.

Bob Thompson, agent, Manteca, took the first week of January for his vacation and reported plenty of geese and ducks. However, even with the high price of meat they are not his kind of vittles.

Bill St. Joer, roadmaster, got ties aplenty for Christmas and has all his crews busy placing the new wood along the line.

With water pipes frozen every morning, **George Lyons**, agent, Modesto, has been griping about California's usual unusual weather, s-o-o-o, the claim department is sending him back east on a claim case. Yessir, George, nothing

is great or small except by comparison.

The writer had a get-together on 99 Hiway the first working day of the year and it was truly a Western Pacific party. A Chinese boy was in the car ahead and a Japanese in the rear car and your lucky Alfonse was in the middle.

Art Tibbets, agent, Escalon, reports a full larder of ducks, as have practically all the nimrods in this territory.

Joe Lemons, engineer for the TWS, evidently read how the frost has been damaging the citrus and promptly went into hibernation during the cold spell.



CARL R. NIPPER

Whose appointment as WP general agent at San Jose, California, was reported in our January issue.

Carl is a director of the Transportation Club of Santa Clara County and is associate editor of that club's publication, "Transreporter." He is a member of F&AM Lodge 210 and of the Scottish Rite Bodies, both San Jose. Carl is also active in the Boy Scout movement. He owns a ranch at Sunol, California, but makes his home in San Jose.

On the Sacramento Northern

by Ruth Crane

★ The general office welcomes our new president and general manager, **Rex Kearney**, and **Milton Ziehn**, secretary.

One day at noon we listened in on the law department's Christmas and New Year's parties at the Western Pacific, San Francisco, which Milton had recorded.

Merle Taylor, freight office, didn't get to go on his honeymoon last year when they were married, so he and the missus took their delayed honeymoon this year.

Our congratulations to **Harold Mulford** and **Russell Gould** on their recent promotions.

Tony Danos, section foreman, passed away January 1st from a heart ailment. Tony had been with the SN for 18 years.

Maurice Clegg, engineer, is driving a new 1949 Dodge business coupe.

A certain gentleman informed me this morning that he might be passing out cigars in August or September. Congrats! We'll divulge the happy couple's names next issue.

Hy-Lites

by JACK HYLAND

personal value if it can save any one of our loved ones. This year, the drive struck very close to us, for on New Year's Day, attended a gathering of friends which included **Shirley** and **Jimmy Baldwin** (brother of **Tom Baldwin**—Treas. Dept.). The following Thursday (Jan. 6th) Shirley was stricken with the polio germ, and on Sunday next (Jan. 9th), Jimmy entered the hospital with the dreaded polio. In his case, however, the germ was more severe, and on Tuesday his condition required being placed in an iron lung, but even that failed . . . for Jimmy passed away later that same evening (while his wife was, and still is, in the hospital). We only hope it never comes any closer . . . and we extend to Tommy Baldwin our deepest and most sincere expression of sympathy.

Just noticed a very lovely "engagement" ring appearing upon the proper finger of "**Pat**" **Woods** (Frt. Claim) . . . which understand was given and presented to her as a Christmas present by . . . **Don Hana** (2nd Mate) Merchant Marine. Wedding plans are tentatively set for late spring or very early summer. We extend our congratulations.

Retired employees . . . **Ann Shuster** (Traffic), **Louise Larsen** (PBX Operator) and **George Hart** (Traffic) all attended and were heartily welcomed to the Traffic Department Christmas Party held on December 24th. All three appeared in good spirits and enjoying excellent health.

Am happy to report that **Mrs. Ida Knox** (wife of **Ernest Knox**, Stat. Engineer—Oakland) is slowly but surely recovering from a severe heart attack, which took place last January 7th. Her truly wonderful fighting spirit and will to carry on, has previously been called upon to combat serious sieges of illness and, I know (being her son) that she'll beat this one, too.

Frank Rauwolf (Frt. Claim) informed me and we hereby welcome to our WP family group, a new employe as of January 12th to the Freight Claim Dept. . . . who is small, brunette, and single . . . **Audrey McGraw**.

Misfortune repeats . . . but we hope all their ill luck has passed. **Mrs. Lovie DeGraef** (wife of **Frank DeGraef**—Traffic) was in an automobile accident on Dec. 31st, 1947 (New Year's Eve) and the resulting spinal injury required her to wear a cast and be hospitalized for a considerable length of time. After regaining her health, everything appeared to be all happiness again, until just a few days before last Christmas, when Lovie, in crossing the street was struck by an automobile. The accident again injured her spinal column, and in addition she suffered three cracked ribs, which has once more placed her in the hospital. We sincerely hope for an early recovery, at least sufficiently enough to enable her being released from St. Mary's Hospital.

Being of the "old school" and somewhat slow to acquaint himself with our modern appliances is . . . **Jack Hartnett** (Prop. Jack's Palace Diner), for we recently learned, he (slyly) used his son's new electric razor one morning a few days after Christmas, and thought the razor wasn't any good because it didn't seem to be removing any of his beard. However, after a closer inspection, Jack found the trouble . . . the protective cover cap **hadn't been removed**.

Ruth Dorsey (formerly traffic) entered the cherished and coveted state of "motherhood" last December 21st, when her little daughter . . . "**Linda May Dorsey**" arrived weighing 7 lbs. 14 oz. Making a special trip to the Gen. Offices the same day was, "Papa" **Dean Dorsey** to pass out the conventional cigars, etc., and discuss with pride their new arrival. We are sure tiny Linda couldn't have made a better choice for . . . her parents.

We have also learned . . . **Marceline Carey** (Frt. Claim) decided to leave our WP family on February 5th and naturally, we found out the reason. It seems that some time during the late summer, Marceline is expecting to take on the additional task and duties of being a "Mother," as well as a full time homemaker.

We report (officially) that our most jovial Trf. Representative of **John Coupin's** office, none other than **John Carroll** moved his humor, wit and par excellence solicitation ability to the San Jose office as of Jan. 24th, which should (and undoubtedly will) result in greater traffic from and to that area . . . via WP routes. **Tom Howard**, Trf. Repr. (Omaha) has been assigned the task of filling the vacancy in our San Francisco staff. We extend to both John and Tom, our very best wishes for continued success in their new fields.

An almost supernatural occurrence took place last month when **Cali Calomiris** (Law Dept.) lost her handbag somewhere between the Gen. Offices and the East Bay Terminal during the 5 p. m. rush on Thursday evening (Jan. 5th), and what made the incident more tragic, her purse contained in addition to personal valuables, her entire salary received that day. However, the "thrill of a lifetime" came to her on Jan. 6th (the next morning), when her purse was returned (intact) by **Bess McCulley** (AF&PA) who accidentally found it and successfully located the owner. We naturally are very glad Cali had the luck of having a fellow employe find her handbag, and more than happy to extend our praise and great appreciation to Bess for proving that . . . **people** (especially those of our WP family) **are honest**.

Once again that traveler, **Boyd Sells** (Sec'y.—FTM, Traffic) is on the move, but this time it's business . . . for no sooner had he returned from spending the Christmas holidays at Palm Springs, Calif., when **Malcolm Roper** (FTM) advised him to prepare for departure on Jan. 19th for trips throughout the east, which will cover Cleveland, Pittsburg, etc., before they both return to Chicago for the February FTM meeting.

East Bay Notes

by Hazel Petersen

★ About a year and a half ago, a romance began between two of our favorite roundhouse employes, **Ellie LeGreve** and **Bob Morris**, which will culminate in a wedding ceremony February 5th, after which our bride and groom will drive to Yosemite for a few days and then on to parts unknown. After the honeymoon they will be at home to friends in their apartment in Alameda. Ellie is the daughter of the Frank LeGreves, of Oakland, and Bob is the son of our master mechanic at Sacramento, Leo Morris.

Another wedding took place at 4 p.m. New Year's Day, when **Ed Moss**, car foreman, and **Jane Aletha Weeden**, affectionately known as "Bob," said their "I do's" at the home of Ed's nephew, Captain Devine, followed by a buffet lunch, then a reception was given at the home of the newlyweds by their many friends and neighbors. The wedding party later went to the Hotel Claremont, Berkeley, where still another reception took place, which included dancing to the music of Dick Jurgens and his famous orchestra. Jane is office manager for G. Bonora Company, a local produce firm.

Blaine Morrison, store helper, recently bought a new (and I use the word lightly) 1933 car from one of his colleagues. Before he got off WP property that night, lo and behold the car blew a fuse, the lights went out, the clutch broke and it ran out of gas! We are happy to report it has now been repaired and runs as good as a 1934 model.

Lou Evans, car inspector, was happily showing off a choice gift tie to the "boys" the day after Christmas, while they were eating lunch in the mill. One of the "boys" playfully sneaked out his pocketknife and, under the pretext of admiring it, cut the tie off very neatly just short of poor Lou's Adam's apple. Lou spent the rest of the day showing off his new gift scarf.

Buster Maybury made his debut as desk yardmaster in Oakland on New Year's Day. The nice thing about it was that he was wearing the same hat the next day. Congrats, Bus.

Bob Dressen, rate clerk at San Jose, has resigned from the WP to go to Texas and has been replaced by **Ernie Swanson**, of Stockton.

We are glad to see **Tom Jensen**, electrician, back to work after a bad session with the flu.

Cliff Shea, electrician, was the only man brave enough to go to the ice harvest in Carlin, Nevada, for three weeks. Brrrrr!

The last two vacationers of the year were **Roland Rickman** and **Winnie Hoolan** of the car department.

Beehive State Notes

by Mel Graham

★ **Charles J. Fischer**, assistant general agent at this office for the past several years, was transferred to Klamath Falls, Oregon, effective January 1, 1949, as general agent. We will miss Charlie, but we are happy to see him get this promotion and wish him success in his new position. The freight and passenger traffic department at 48 South Main Street, Salt Lake City, with their wives, held a farewell dinner and party at the University Club on December 30th for Charlie and Mrs. Fischer. We presented him with a white onyx desk set.

With December, 1948, and January, 1949, now in the past, it can be told that Mother Nature has been a little rough on this part of the country, as well as other parts of the nation. There has been more snow and cold weather in these two months than we usually have all winter. The deep snows in the Wasatch Mountains, to the east of Salt Lake City, have forced the deer and quail to move into Salt Lake City. The deer have become a problem, as they are eating all the expensive shrubs in the yards. They paid "**Bob**" (**R. E.**) **Gonsalves**, district passenger representative, a visit and when they left they had eaten most of his shrubs. This same thing has been going on for several weeks in most sections of the east bench and avenue homes. The deer have been seen at 17th South and State Streets. These deer had to travel at least five miles in the city to get to 17th South and State.

Historical Explorations of the State of Utah . . . 1776, visited by **Fathers Escalante** and **Dominquez**; 1824, visited by **Jim Bridger**; 1825, visited by **Etienne Provot**, for whom Provo was named, and also by **General W. H. Ashley**; 1842, visited by **Captain Fremont**; July 24, 1847, settled by Mormon pioneers under the leadership of **Brigham Young**; September 9, 1850, given territorial charter; 1861, transcontinental telegraph completed; 1869, transcontinental railroad completed and, in 1896, statehood was granted, Utah being the 45th state admitted into the Union.

The word "deseret," which is used as names of businesses, etc., is a Book of Mormon word, signifying "honey bee." Visitors often wonder what it means.

Wendover Wires

by Elsie Hart

★ I knew I was going to hear from that bright remark of last month about the (ahem) climate at Wendover. We have been having large quantities of climate ever since. So, nobody talks about the weather! Nobody talks about anything but the weather lately, so that for you, **Bill McGrath**.

We are even running a snow-plow engine around Wendover, a very un-

usual occurrence. We have had snow and more snow, below freezing weather and wind blowing great drifts into every ditch or depression. The crew on the snow-plow reports seven-foot drifts in cuts up on Silver Zone hill. **Jack Hampton**, baggageman, says his wife went in to Salt Lake City on a bus and narrowly escaped injury when the bus slithered off the icy highway and had to be pulled back on.

Howard Hellewell, our Marty's husband, who works at the fire-house on the Air Base, was surprised to find a mallard hen duck, blown down by the icy winds, land on the ground near the fire station. Howard took her home and is trying to thaw her out and get her to eat. We suggested Marty give her some water in the sink to spatter in, since our government housing apartments do not have wash tubs, or even bathtubs. Marty took a dim view of this suggestion, however, saying that she might turn the shower on the duck, but that is as far as she is going to go!

So the weather isn't supposed to be news? Hmmm.

The stork seems to get around all right, however, and has been doing a rushing business in these parts. **Jesse C. Picke**, section foreman, Arinosa, had a new grandson born in Elko December 30th. **W. I. "Bill" Marsh**, has a new son of microscopic proportions (4 lbs. 5 oz.), but doing fine, also born in Elko same day.

Betty Brown Lambert has a baby girl, born December 15th in Tooele, and **Pat "Emma" Thompson Brown** has a baby girl, born January 9th. All are doing well.

Barney and **Mrs. Guzenske** have moved to Portola and we have a new lineman, **Earl Brooks**, who bid into Wendover from Stockton.

Gus Snowberger's Christmas was saddened by the passing of his father in Redwood City, California, December 23rd. The old gentleman was 91.

Earl Elliott, extra gang foreman, is on vacation and **Brent Peterson**, our Wendover section foreman, is in charge of extra gang 34. **Les Kizer** bid in a section east of Wendover somewhere and **Leo C. Hart** (no relation that we know of), is in charge of gang 35, now at Salduro. **Cedric Moore** is the new foreman of B&B gang No. 3. At present they are repairing a 20 foot square section of roof which the "climate" blew off the roundhouse.

Thurman Parish, whose wife is the daughter of beanery manager **Elbert E. Pittman**, is now working in the beanery. He and Mrs. Parish are making their home in Wendover.

Mrs. Donna Pitt wishes to thank all

those who contributed to the collection for gifts for her children's Christmas. She was most surprised and pleased with the kindly gesture.

It was nice, as always, to say hello to **Sam Kent**, who was in Wendover on business for a couple of days. Sam is always pleasant to have around and, besides, he smells "purty." Is that *Heliotrope* or *Gardenia*, Sam?

Also nice to see **Tom Fox**, retired conductor, and we much appreciate his coming in to say hello to us. Tom bought a new automobile when he retired a few months ago and has put 16,000 miles on it already. He has spent most of his time in California and up the Pacific Coast, but says they are going to come back to Salt Lake City to make their home from now on. There is no place in the country like Salt Lake City, Tom says!

We just heard that **Chet Barnes**, hostler, won a radio in some kind of a deal at the Wendover Service Station, but have no details on the transaction. Good for you, Chet.

We heard a cute story about **Telegrapher C. D. "Brownie" Brown's** small son, age 18 months. The little boy has blond curls and looks like a little girl. "Brownie" took him up to the toy department in one of the big Salt Lake stores before Christmas. Several sales girls descended upon him with cries of "isn't she darling" and took the baby over to the doll department to see the dolls. Young Brown, however, was having none of that. He pointed a finger at the toy guns and very firmly said "Bang!" They start young, don't they?

Jack Kenady Promoted

★ **Jack Ellsworth Kenady** was appointed superintendent of the Tidewater Southern Railway, headquarters Modesto, on January 1.

Jack, who is 36, began his Tidewater Southern service as a clerk in 1934 and was serving as trainmaster prior to his recent promotion.

His World War II service, as reported in the August, 1946, issue of *The Headlight*, at the time of Jack's promotion to trainmaster, included twenty-three months in India with the 726th Railway Operating Battalion.

Turkish Railway Officials Will Tour WP

★ A Turkish Republic State Railways mission, now in the United States, will make a tour of inspection over the Western Pacific this month. The tour began on the Missouri Pacific and also includes inspection of the Union Pacific, SP, Rio Grande and Burlington, railroads operating over terrain similar to that of the Turkish Railways.

Included in the Turkish mission personnel are **Mumtaz Somer**, secretary general; **Muhittin Ersun**, chief engineer, maintenance of way department; **Cevat Turung**, chief of operations; **Serif Kiran**, inspector of department of operations; and **Sadun Erenli**, technical engineer, maintenance of equipment department.

The Stockton Grapevine

by Eugene Trace

★ **Jim Kennedy**, train desk clerk, approached me and inquired why no mention was made of the yard clerks' Christmas party. I told him the party was held after The Headlight went to press . . . so . . .

On December 22nd, thanks to the efforts of "**O. K.**" **Bones**, relief train desk clerk **Bernice Parks** and many others, yard office clerks gathered in a local hall and with a juke box, movie projector, sandwiches and soft drinks, held their annual Christmas party. The kiddies enjoyed it very much, especially the movies, and grown-ups enjoyed the dancing. A "jolly" time was had by all.

Stockton Yard was bare for a couple of weeks. Trainmaster **W. G. (Bill) Howell** finally got around to taking his vacation. Upon his return he showed me the cutest little spyglass he obtained in Elko and also said he enjoyed the East-West game on New Years Day even though it did rain.

Crew Caller **Gladys Evans** is now the new PBX operator and her husband, **Johnny Evans**, has been off duty ill for the past month and a half trying to cure a stomach disorder. Here's hoping you have a speedy recovery, Johnny.

You should have seen the grin on the face of Ass't. Trainmaster **Grant H. Evans** when he told me he had just received a wire from Al Evans, in Alaska, and that Al and his family were leaving for the U. S. on January 10th. They couldn't cope with the cold weather!

Evelyn Wyatt, chief clerk's steno and Noble Grand of the Rebecca Lodge at Stockton, was guest of honor at a party on December 27th and received many lovely gifts from members of the Lodge.

Congratulations to Conductor **Edmond G. Parrott**, brakeman **Don G. Gaynor**, brakeman **Carson M. McNeese**, Engineer **Odes E. Lyles** and Fireman **Robert W. Turner** for being the first train crew on January 5th to ride through the newly installed AABS signals at Stockton.

Conductor **Peter J. Lund**, who was rushed to the hospital December 26th for an emergency appendectomy, is doing very nicely and expected back to work soon.

Hugh R. Allen, road foreman of engines, had to visit eight department stores before he could locate a pair of galoshes to wear to Keddie where he is working temporarily!

Congratulations to **Angelo D. Prato** and **Robert E. Christy**, who were appointed agent and assistant agent, Stockton, respectively, upon the retirement of **R. H. (Bill) Moody**.

Congratulations to Yardmaster **De-long V. Duncan**, who made the local newspapers recently, when he was drafted to run as one of six city councilmen to oppose present recalled councilmen.

Tip Card Contest

★ "I was very pleased with the results of the last traffic 'Tip Card' Contest since it indicated that persons in all departments were making a sincere effort to solicit business and not just relying on the efforts of our traffic department. I also realize in many instances traffic is secured for our railroad without the individual reporting the fact that the additional traffic moved only because of his or her effort.

"It's good to see that in future contests employes on the Eastern Division will be given a fair opportunity to participate in the contest without directly competing with personnel on the Western Division. However, there is a question in my mind as to whether this point has been brought to the attention of personnel on the Eastern Division as the 'Tip Card' box score in the December issue of 'The Headlight' did not indicate a single name of an individual on the Eastern Division. While I personally know that employes working in the operating department on the Eastern Division have solicited and obtained additional traffic for our railroad, I urge them to report this fact to **W. C. Mittelberg**, general freight agent, San Francisco, either by use of the 'Tip Card' itself, or by letter.

"We all realize that the traffic department cannot possibly know of and contact every person contemplating a trip or the shipment of goods or materials and it will be only through the efforts of each and every employe and officer of the Western Pacific that we will ultimately be able to reach new peaks of traffic handled. If any individual employe desires information on traffic rates or routes of shipment, don't hesitate to contact your fellow employe who is familiar with the information you desire.

"Whether we work in the operating or traffic department, accounting or engineering department, we must all feel a responsibility for soliciting business for the Western Pacific. It is our company, our livelihood, and, most of all, it is to our mutual benefit to see that the Western Pacific plays an increasingly important part in the development of the West."

—**H. A. MITCHELL**

BOX SCORE

Name	Occupation and Location	Total Points To Date
California District . . .		
Orvel J. Hatfield	Car Desk Clerk, Oakland	11
Harry J. Sutherland	Tax Commissioner, San Francisco	11
James B. Dillon	Agent, Oakland	8
Lloyd J. Miller	Brakeman, Stockton	7
Kenneth K. Dunton	Assistant Agent, San Jose	4
James B. Dillon, Jr.	Waterfront Clerk, San Francisco	3
Jaspar H. Farmer	Brakeman, Stockton	3
Raymond L. Ackeret	Assistant Car Foreman, Oakland	2
Richard C. Beltz	Chief Clerk to VP&GM	2
Leo F. Delventhal, Jr.	Car Service Inspector, San Francisco	2
Clifford A. Norden	Assistant Engineer, San Francisco	2
George L. Raab	Assistant Agent, Oakland	2
Frank J. Rauwolf	Freight Claims Inspector, San Francisco	2
Boyd C. Sells	Secretary to FTM, San Francisco	2
Joseph J. Hale	Roundhouse Laborer, Oakland	1
Robert L. Jones	Assistant Agent, San Francisco	1
Manuel C. Silva	Captain, Marine Department, Oakland	1
Nevada-Utah District . . .		
William H. Graham	Agent, Warner	3

As a reminder, credits in our "tip card" contest are given on basis of one point for each carload secured through a successful freight tip developing new business; one point for each successful passenger tip. And a further reminder to the Eastern Division that in the current contest two districts have been established, Portola and east being in the Nevada-Utah district; and west of Portola in the California district. Prizes of \$50, \$25 and \$15 will be awarded to first, second and third places, respectively, in each district as of August 15, 1949.

WP Blood Bank Donors

★ In October last, **Alma Painter**, of our general auditor's office, was a donor to the WP Blood Bank at San Francisco's Irwin Memorial Blood Bank. The following month, several associates of Ass't. to General Auditor **Jack Wade**, who was scheduled to undergo a major operation, made the same trek. They were **Frank Ferguson**, **Dick Fox**, **Joe Lombardo**, "**Jack**" **Morgan**, **Bill Stout**, **Frank Tufo** and **Clifford Warner**. **Colin Eldridge**, of the president's office, was also a November donor.

During December, **Joseph J. Erdmanezyk**, **Glenn Furtney**, **Roderick Davis** and **David Laird**, all of the Oakland mechanical department, came to San Francisco to make blood donations to our "bank."

The Blood Bank tells us that persons having been out of a malaria area and off suppression treatment (atabrine and quinine) for two years are now eligible as donors.

Western Pacific employes who have been helped by the blood donations of their fellow-workers are deeply grateful. **Dr. Alson Kilgore**, our chief surgeon, points out, however, that the need is a continuing one. Now that the holidays are over, please contact **Anne Crowder**, at GO, to arrange for your donation.

And if you cannot work with love, but only with distaste, it is better that you should leave your work and sit at the gate of the temple and take alms of those who work with joy.

—from Kahlil Gibran's "The Prophet"

Random... Views and Reviews

by WCM

★ The quotation from Kahlil Gibran, Syrian symbolist, poet and painter, one of the fortunates born in the nineteenth century who lived to see many of the great transitions of the twentieth century, was used by **Velma Hanson**, of the Tidewater Southern Railway's Modesto office, as the theme of the essay she submitted in last year's national railway employees' essay contest, sponsored by the **American Railway Magazine Editors' Association**. Velma didn't win a prize, but we personally highly regarded her theme, obviously!

And, in the light of certain recent developments concerning the future of our cherished publication "The Headlight," we did some pondering over Gibran's words before deciding we could still do this work with love . . . not distaste. Weighing heavily in our consideration was a deep-rooted suspicion that we would starve to death at the gate of the temple waiting for "alms of those who work with joy"! Are we too cynical? We wonder.

Our crystal ball being somewhat clouded, we can't predict the outcome of discussions concerning our publication's future, but we call your attention to that stalwart triumvirate of associate editors presently handling matters . . . **John (Jack) Herbert Hyland**, **Leo Anthony Baker** and the ex-editor. They will hold the fort pending the momentous decision. One thing we definitely can say is that the ex-editor will not again be the editor!

Among others hospitalized so far this winter were Purchasing Agent **J. C. "Joe" Marchand**, Chief Special Agent **Arthur D. Thatcher**, Ass't. to the General Auditor **Jack H. Wade** and last, but definitely not least Western Pacific Club President **Edith E. Kelley**. We're mighty happy to report they are all mobile again, though it does appear the only member of the so-called "weaker sex" in this group made the fastest recovery!

Lack of space in last month's issue crowded out several items we wanted to mention. One of them was approval of a \$1,250,000 expenditure for installation of a **centralized traffic control system** on the WP between Stockton and Oroville. With the line between Oakland and Stockton, and between Oroville and Portola already so covered, plus our 177-mile paired track block signal system, we're well on the way to complete signalization.

Tom (T. B.) Aldridge, former WP carman at Wendover, recently passed to us the sad news that **Millard F. "Bud" Ringgold** died last June. A most capable and popular railroader, "Bud" was born at Bellevue, Idaho, in December, 1885, and began with the WP as a chainman August 27, 1917, subsequently serving as rodman, assistant engineer and roadmaster at Wendover.

Veterans of the **Military Railway Service** are urged by **Ralph O. Jensen**, Soo Line division superintendent and director general of the MRS Veterans, to join the latter organization. Cost is \$1.00. Those interested should send applications and money to Carl N. Rydin, sec'y-treas. of the organization, P. O. Box 924, Warrenville, Illinois.

Boy Scout Week, marking the 39th anniversary of the Boy Scouts of America, will be observed throughout the nation February 6-12. "Adventure—That's Scouting." For 39 years, Scouting has made an increasing contribution to a better America through a well-planned up-to-date program to meet the interests of boys who've attained the age of 12. The Boy Scouts of America deserve our full support . . . we've a definite responsibility to the boys of America—the Men of Tomorrow. Scouts will hold a huge Scout-O-Rama in the Cow Palace, San Francisco, April 22-23.

Iola Wilsey, who has a second-shift stint in our GO telegraph department, prepared a unique Christmas cake for her fellow-employees. The icing was a pretty fair map of the Western States, showing the WP main line and the Bieber extension, with telegraph poles and wires the length of the road, showing principal telegraph offices . . . UN, WN, KN, WA, KI, B, KD, VI, MS, DS, SN, AK and GO.

(Mrs. W. E.) **Irma A. Gwin**, of 2140 Empire Street, Stockton, California, has an interesting hobby, if, indeed, it's not a full-time business! Says she "I can always use all kinds of greeting cards (whole and uncut), postcards, pictures, novelties, costume jewelry, pencil ends, books, games, stamps, toys, playing cards and gift wrappings (all used or unused)". From the cards Mrs. Gwin makes note paper and package tags for the war-wounded, who also enjoy the playing cards. Orphan homes use the pencil ends and many of the other items. Mrs. Gwin has been doing this for 14 years and has many worthy outlets all over the country. This looks like a project deserving support—and Mrs. Gwin sounds like a person deserving high commendation. "**Jo**" **Bein**, secretary to Sup't. of Transportation "**Ed**" **Gallagher**, gave us this story.

Now comes word from "**Bob**" **Youngblood** indicating he's stationed at Atlanta, Georgia. His address is 437 Lynnhaven Dr. S. W. and last December he was promoted to Lieutenant Colonel. Congratulations, Bob, and continued success.

From Fresno comes word that our general agent there, **Ralph G. Randolph**, was

elected first vice-president of the Fresno Transportation Club for 1949. Congratulations to Ralph, too. Such recognition always reflects credit on the dear old WP.

Another San Francisco, but in Italy! Reports around Christmas time indicated that Pope Pius had made a substantial subscription to a building fund for a village for needy citizens to be located some ten miles west of Rome.

Frank J. Rauwolf, of the GO freight claims dep't., has resigned as our associate editor. Frank has his hands full with WP Club work and doing a fine job. At the moment, for anyone interested, he has a few tickets (at \$1 per) for the club's television raffle. If you want in, contact Frank with one buck.

Apparently running short of bunk for the gullible, some of our fancier demagogues are now beating the drums for **nationalization of our railroads**. Not so long ago, Roumania's Minister of Industry (a Communist) said publicly (!) that his country's nationalized industry is badly managed. No! And Great Britain is toying dangerously with nationalization of industry. Already she is beginning to suffer serious economic distress. People preferring our free enterprise system should think long and seriously before embarking on such lunacy . . . and then forget the whole thing. The danger is in permitting experimentation to continue to the point where private enterprise cannot effect the rescue.

We've sorta been expecting some copy from our Portola staff reporter, **Charlie Alexander**. Lack of same may be partially explained by news reaching us that Charlie was heard singing with the orchestra at the Log Cabin. However, we don't even draw the line at vocalists!

Last month, we reported the retirement of Engineer **John Henry Stapp**. A space shortage prevented us from saying more. His WP service dates back more than 38 years . . . seniority date February 3, 1910. Upon retirement, he was No. 2 on the July 1st Western Division Engineers' seniority roster.

George Arthur Gauby, freight handler for the Rio Grande at Glenwood Springs, Colorado, won the \$1,000 first prize in last year's national railway employees' essay contest. Our ex-editor, then president of ARMEA, went to Glenwood Springs in December to make the formal presentation. The Hotel Colorado, across the river from the town, seems like a grand place for a rest. Vacation plug!

Don Burgess' book "**Ashes of San Francisco**" is now available at the San Francisco bookshops of Paul Elder, 401 Sutter; John Howell, 434 Post; Personal Book Store, Mills Bldg.; Lieberman's, 723 Market; and George Fields, 1419 Polk.

The beautiful 1949 calendar of the White & Wyckoff Mfg. Co. (Holyoke, Mass.) carried a nice acknowledgment

Random . . . (Continued)

to **Thomas P. Brown**, WP publicity manager—retired, for data supplied.

We've more than a little interest in Russia these days, so why not in its railroads? Writing for *The Reader's Digest* (November issue) Sam Welles indicated Russia has 53,163 miles of railroads and that Stalin has said Russia requires five times that trackage (which would still be less than America's). Their current 5-year plan calls for only 4,500 miles of new railroads by 1950. Welles wrote that flying into Russia at 1,500 feet he saw two trains in the 500 miles between the Soviet border and the outskirts of Moscow; and on another low-altitude flight, over 600 "thickly settled" miles between Moscow and Stalingrad, he saw just one train! The Iron Curtain must go straight up into the stratosphere!

March is the month of the annual **Red Cross** fund campaign. You can, and we hope will, help. If you have prejudices, lay them aside. Instead, remember, if nothing else, that this organization has saved many lives through its national blood program; that it has recruited over a thousand nurses for the all-important Polio nursing job; and that it is johnny-on-the-spot when disaster strikes.

A new printing of "**The Human Side of Railroading**," by Carlton J. Corliss, is now available. The third edition of "**Railroads at Work**" is also just off the press. Our guess is that both would be enjoyed by the children, as well as adults. If you want copies, ask *The Headlight* for them.

James G. Lyne, co-editor of *Railway Age*, recently sent us a little pamphlet they prepared titled "Is Railroading a Profession, a Trade or Just a Job?" Very interesting presentation. You ought to ask us for a copy!

The **Thomas Y. Crowell Company** (New York, N. Y.), publisher of **Herbert L. Pease's** new book "**Singing Rails**," says of it "If you've ever ridden on a train, or even seen one . . . you'll eat up this book." We don't recommend eating it, but Pease writes of his actual railroad work on the Alton, Wabash and Missouri Pacific as a telegrapher, ticket seller and passenger agent. Tariff \$3. We predict you'll like it, but, if you don't, pass it to another "rail" . . . maybe you weren't in the proper mood!

Elko Echoes

by Nevada Michelson

★ **Bill Zent** and family report a very happy Christmas vacation at their former home in Oroville.

The employees on the second floor of the depot gathered around the Christmas tree in the office of the clerical forces at the end of working hours on Christmas Eve for sandwiches, cake and coffee and an exchange of gifts. Each one had previously drawn a name from the hat so that the donor knew for whom he was buying a gift without the recipient knowing from whom he received it. Needless to say, many appropriate gifts were received. Our thanks to the wife of Master Mechanic **Bill Parry** for the tray of delicious hors d'oeuvre.

Bob Stenovich, assistant special agent, has been transferred to Oakland and **Frank Hubman**, patrolman at Stockton, has been promoted to assistant special agent at Elko.

Jimmie Lynch, Jr. and **Bob Lynch**, sons of Ass't. Sup't. **Jimmie Lynch**, have departed after spending their Christmas vacations with their parents and little sister "Butch." **Jimmie, Jr.** is a student at the University of Nevada, while **Bob** is midshipman at the naval base at Pensacola, Florida. **Jimmie, Sr.** explains the rating of midshipman as a sailor who is too big for the little ones and too little for the big ones.

Fay Strange, assistant timekeeper, is

building a railroad of his own. The cars are scale models, H. O. Gauge, costing between two and three dollars each. So far, **Fay** has assembled only one, a Western Pacific refrigerator car, spending approximately ten hours. He has on hand, to be assembled, a hopper car (railroad unknown) and a Southern Pacific proto-type caboose.

The Western Pacific has for its representatives in the Toastmaster's Club **Tom Clark** and **Allan Thorpe**. Somewhere we found this definition for a toastmaster . . . "A man who eats a meal he doesn't want so he can get up and tell a lot of stories he doesn't remember to people who've already heard them." That isn't Webster, but it's a good substitute!

Both **Caroline Wolf** and **Jimmie Lynch** have been suffering from laryngitis and neither has been able to talk for several days. It's been heavenly!

While the entire cast of "**Arsenic and Old Lace**" did a superb job of acting, the outstanding performance was that of **Tom Clark** . . . our humble apologies to the other performers, but we had to write that. After all, **Tom** is division accountant and ye scribe is one of his assistants . . . and he beats his assistants !!!

A box of mistletoe received by **Gordon Switzer** from the Western Division contained a note that said, "Can't you get a kiss any other way, **Gordon**?" There also were three distinct lipstick imprints and the signatures of **Jean, Frances** and **Aggie**. Sorry, **Gordon**, but why do people tell us these things?

