

The Headlight

Volume 8

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Number 2



Western Pacific Engine 406 Heading West Out of Wendover, Utah, with Fast Manifest Freight No. 61

Thomas B. Aldridge, Jr., former WP car inspector, took this photograph in 1940, before installation of the Wendover Army Air Field and Wendover's resultant growth.

If told we be looking other people to such if our words need over at office as we suggest—A.W.

RANDOM... Views and Reviews

By The Editor

* The American National Red Cross will conduct its 1948 appeal for funds in March. As with all good-intentioned charitable enterprises, we believe the Red Cross deserves the full support of Americans. Naturally, it has its detractors. What individual, or group, trying to accomplish something, does not? In innumerable ways this organization endeavors to relieve distress. It is asking the nation for \$75,000,000. We hope the answer is an over-subscription.

Lay A. Barbeau, one of our capable freight traffic agents of San Francisco, left us late last month to join forces with the Nickel Plate in the same city. With the many friends Lay has made in and for the Western Pacific, we hate to lose him, but we all wish him the continued success we know he'll enjoy.

Two train-loads of delegates to the 44th annual convention of the **United Fresh Fruit & Vegetable Association**, at San Francisco January 12 to 20, moved over WP's Feather River Route. We understand the special trains were handled on schedule and it's safe to say the delegates were delighted with the prevailing spring weather in San Francisco!

Jeane B. Holmes, formerly freight traffic agent at Oakland, now attached to Oakland's Police Court, was a welcome GO visitor on January 10th.

Issuance of the quarter of a million bond to Yard Clerk **Evert Humphreys**, at Portola last month came only two weeks prior to the completion of six years of Western Pacific Railroad service as an issuing agent for the popular Series "E" United States Savings Bonds. Obviously, Western Pacific employees have invested several million dollars in such bonds during those six years. Even now, well past the second anniversary of the end of World War II, the latest figures show 1,522 (31.4%) Western Pacific employees still payroll subscribing for Government Savings Bonds, with the total subscription running about \$49,000 a month. Western Pacific is continuing to serve as an issuing agent as a convenience to its employees. A substantial number of WP employees continue to take advantage of this easy way to save. It looks like a vote of confidence in our Government's securities! In a week moment, you cancelled your payroll savings account, why not give a little serious consideration to reinstating it now? Ask the fellow who didn't cancel!

On a recent trip of No. 40, confronted with the problem of undelivered baggage for a couple with a baby, Conductor **L. L. (Jim) Wilkinson** wired the chief dispatcher at Sacramento for emergency assistance. . . . a supply of diapers and an infant's feeding bottle. At El Dorado, Jim found the chief dispatcher's reply advising "equipment for both ends be ready your arrival Sacramento." Upon arrival at Sacramento, Jim found not only the diapers, bottle and nipple, but some baby powder! Also a note from Chief Clerk "**Dan**" Irwin indicating these supplies should be delivered with the compliments of the Western Pacific. While we were chagrined over failure to deliver the passenger's baggage, the WP did rise to the occasion!

From **C. M. (Cub) Cobb**, our TPAPA at Dallas, (Texas, of course) . . . "A number of years ago, during the BEA's busier days, an investigation was being held in the GM's office concerning a rear-end collision. The head brakeman was asked for his version and replied, . . . I was riding five high behind the hog. We ran into a flock of red on the main. The headhog bi-poloed her on two strips of sealene and I joined the birds." That ended the investigation. How's that for railroad lingo? It speaks for itself, Gill!

From **Arthur Thatcher**, our chief special agent, we learn that one Sunday morning in January, while we were listening to "This Is Your Home," **Mary Grubbs**, of our general manager's office, was being interviewed by **Dean Maddox** on another radio station's presentation of **Breakfast at the Cliff House**. We understand Mary did a good job of getting in a solid "plug" for dear old WP!

Since we've wandered into the realm of radio, we want to thank **Paul Speegle**, of the San Francisco Chronicle, for his one-man campaign to get "bad boy" **Henry Henry** back on the air (read: to coast, we hope!). As we write this, it appears Henry will be back on January 23. When you read this, Henry will undoubtedly have made his second coast-to-coast commercial radio debut. We agree with Paul Speegle that this is cause for abandoned dancing in the streets (!) and hope many of our readers will agree!

We've encountered no little difficulty in lining up a staff reporter at Portola, but through **Anas Crowder** we're able to tell you that **Dr. James D. Coulter**, division surgeon, and Mrs. Coulter recently welcomed twins—a boy and a girl, making a total of six children.

After the 20-year-old photo of WP baseball players, appearing on page 5 of our January issue, was exposed to public view, we learned that Secretary **Clarence Drott** took the picture in line with our policy of giving picture credits wherever available. This is our credit line for Clarence!

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THE HEADLIGHT

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

A Letter About the Railroad Retirement Tax

This is reproduced as a service to our fellow WP employes. We suggest membership application blanks may be issued from SGA's Harry Warner on request! The Editor

Dear Railroad Workers:

Savannah, Ga., Jan. 10, 1948

You own 100% of the people some of the time and some of the people all of the time but you don't own all of the people all of the time.

On January 1, 1947, when our retirement tax was increased 64%, most of us believed it necessary, and that the benefits would be worth while. The writer, near pension age, made no complaint. But several months ago fellow employes called attention to some glaring defects in the 1946 Amendments to the Retirement Act which opened my eyes.

During the ten years the Act has been in operation, the majority of us had accumulated an equity of a thousand dollars or more, which was payable to our beneficiary in case of death before retirement. However, on January 1, 1947, this saving was wiped out without our knowledge or consent, and the right to name our beneficiary was abolished.

Instead of the return of all taxes paid in case of death, there was substituted a system of dues to members of the families of employes, which sounds well enough until examined. But in order to receive a widow's monthly benefit, which now averages \$29.41, she must be 65 years of age. The benefit for children, averaging \$19.03, is payable only to those 17 years of age or younger.

The majority of us survive until middle age, at which time we usually do not have children under eighteen and seldom have a wife ten or fifteen years our senior. The widow will therefore have to look elsewhere for assistance for ten or fifteen years, even though the husband has several thousand dollars to his credit. The Board may pay a funeral benefit. Of course, it is quite possible the widow may re-marry, get a job, or die, in which case she will receive nothing.

There are many grossly unfair provisions. If a man and his wife both work for the railroad and either dies, the other receives no benefit. Both pay the same tax, but women may retire at age 60, while men must work until age 65, or take a reduced pension. This provision is so discriminatory as to raise serious doubt as to whether the Amendment is even constitutional. If a woman employe dies, even if she were supporting an invalid husband, he receives no benefit. The maternity benefit is also unfair to male employes.

Certain men, with only a slight knowledge of the matter or in an attempt to mislead, have tried to make it appear that because the railroads asked to be relieved of a part of the excess taxes now being collected from them that they are trying to take something away from the employes. The following quotation is from a speech by Hon. F. C. Squire, Member, Railroad Retirement Board, at the Hotel New Yorker, on October 21, 1947:

"I don't want to leave this discussion of the Railroad Unemployment Insurance Act without mentioning the financial status of the system. This program, including the new sickness and maternity benefits, in addition to the old unemployment benefits, is, as you know, financed by a 3% tax on the railroads alone. In spite of these new benefits, the unemployment insurance account is still growing rapidly. It is now approximately \$800,000,000. The account is so large that not only could the 3% tax under the unemployment insurance act be reduced, but it could be eliminated entirely, and we could still continue to pay benefits for 10 years, including high amounts, during a depression. Without a depression, we could go on for several years beyond the 10 years, just on the money we have already accumulated."

We have had seven wage increases, five increases in retirement tax, (with two more to come), but not one cent increase in pensions. Many retired employes are now unable to live on their pensions. On July 1, 1947, the Government owed us \$210,253,000, accumulated under the lower tax rate. What vast sum will accumulate under the new tax rate, nobody knows. Up until now, only about 60% of the tax collected has been required for pensions and expenses. The remainder has been spent for general running expenses of the Government and all we have is an I.O.U. which it does not intend to pay as long as we will stand for increasing retirement tax rates year after year.

Is there any worthy reason why railroad employes should pay six times as much tax and receive only one-third more benefits than those outside the railroad industry? A comparison is given below:

At Salary of \$200 a month	Social Security	Railroad Retirement
Monthly tax collected by Government	\$ 4.00	\$23.00
Benefit age 65—man and wife	68.25	96.59
Benefit wife and one child	56.88	69.07
Benefit wife only	34.13	41.44

Having made extensive investigation of the 1946 Amendment, I have come to the sad conclusion that only ignorance and timidity on our part will prevent the passage of an entirely new Amendment replacing this ghastly blunder.

An application blank for membership in the National Railroad Pension Forum, Inc. is enclosed. Your suggestions and ideas are also welcome and will be considered. Help get additional members.

Sincerely yours,

(signed)

HARRY H. WARNER
of the Savannah & Atlanta Railway,
Post Office Box 1491



CLARENCE R. BROWN

★ Clarence Brown retired on January 4 and we wrote a little story for the occasion which appeared on page six of our January, 1948, issue. This picture was taken of a "farewell" party given the "General" at his home by the staff of our Chicago office. AGFA John Nolan (the "Phantom of the Subways") tells us we failed to mention an important appointment which came Clarence's way in 1936. At that time, Clarence was appointed, by the Chicago staff, as General Passenger Agent, Emeritus, of the Deep Creek Railroad (!) and provided with a desk plaque showing his name and title!

From Marie Libbe, we learn that the party was held December 27 and fifteen of Clarence's WP friends joined in making the occasion a memorable one. Entertainment was provided by Jim Warren, Spence Gibbons and Gerry Coffey. Jack Bouquet (recently of the Waterfront Office) took several pictures, including the one above. They presented Clarence with a gift, together with a card signed by officers and employes from coast to coast. Marie says Clarence "is one of the finest persons I have had the pleasure to know." Those are our sentiments too.

—W.C.M.

Ernest S. Damon Retires

★ Ernest S. Damon, Conductor on our Eastern Division, retired December 31, 1947, after more than thirty-five years of Western Pacific service.

Born in Nevada City, California, December 30, 1892, "Ed" Damon first went to work for the WP as a car repairer at Wendover in July, 1911. His continuous service began on July 4, 1912, as a brakeman. He was promoted to conductor on November 1, 1918. At retirement, he was No. 6 on the Eastern Division Conductors' Seniority Roster.

Hy-Lites

By JACK HYLAND

Potter families disclose there are pointed toe-nails protruding beyond the leg cast for which Edna has received a lot of kidding.

Understand the "Car Record and Manifest Dept." gets put on quite a shower by Patricia Byrnes (Car Record) last month, which was held at Eleanor Madsen's home. Patricia is scheduled to become the bride of Harold Beatty, within the next few months. Harold is the brother of Rosalie Stedden (formerly Traffic).

In the S. F. Chronicle music section we have a character named "Shoulders." and in our Traffic Dept. we also have a "Shoulder," but the name is Margaret Czercova, and the nickname is because of the "new look blouses" which have tremendously large shoulders.

Latest reports are that Harry Ardley (retired C.C.—Industrial Dept.) has recently signed a contract with the Columbia Broadcasting System, and will be on the air three times a week, being heard over station "KQW" with sports items. He also will have a column in the S. F. Examiner—so he isn't going to be too "idle."

Was saddened in learning of the passing of Joseph Dillon (brother of Jimmy Dillon, Oakland, and Emmett Dillon, Auk, Payroll Area), last January [Oh, quite suddenly from a heart attack. Our deepest sympathy is extended.

New faces . . . filling vacancy in Law Dept. resulting from transfer of Olga Cagno to the Traffic . . . is Helen Dodd, a former New Yorker. Understand Helen previously served in the Marine Corps during the recent war. Also Alice Gustafson (previously Treva, Dept.) is now employed in Traffic Dept. handling secretarial duties for Byron Larson.

A note from Marie Libbe (Chicago) informs us Gerry Colley (Chicago) because engaged last Christmas, and while Marie hasn't seen the little lady as yet, she is sure the bride to-be is a **Hot** girl, mainly I believe because Gerry stands about 6 foot 2 inches tall. There aren't any indications of when the wedding bells will toll, but we extend our very best congratulations.

Treasury Dept. friends of Marilyn Fullmer (nee Marshall) were greatly surprised last month when it was learned she had become a . . . mother. We understand the little girl has been named . . . Nancy Marie Fullmer, and spent the school at an even 6 months. We hear that Marilyn and Nancy, and even proud papa "Dad" are doing very nicely.

Received a very . . . "very" beautiful calendar from Reno's lenient Bank Club last December, and didn't know whether to thank, until Frank Bedient (FF&PA-Reno) dropped in to say hello to the Traffic gang, just before Christmas. My old friend G. I. Martin always made it a point to send me one every year, and with his passing last year I found I would be forgotten—but Frank came along to the rescue.

On December 20th . . . Mary Corvan (daughter of John Corvan, Auk, Calif.) was united in marriage to Marty Berk. The ceremony took place in San Carlos, Calif., at the home of John's brother . . . Joe Corvan (Traveling Agent). Following a reception, the bridal couple dashed away on their honeymoon, taking with them the well wishes of their many friends for a very happy future.

Ray Corder (Conductor, Stockton) had the misfortune of slipping from a freight car in the yards last month, marring his leg very badly, which required amputation. Having great courage, Ray quickly applied a tourniquet to his leg and crawled into the caboose to await the arrival of the crew. We are very sorry to learn of Ray's injury, but without his quick thinking . . . he could have lost his life.

On January 20th . . . Barbara "Bobbie" Senior, surprised all her former Treva Dept. friends by dropping in to say "hello," accompanied by her very cute little daughter . . . "Kathy," both looked in perfect health, and very happy.

Lee Brown (Auk Overcharge) boarded a street car one evening last December headed for home . . . but our "wink-moving" transportation facilities, took a quick turn, which caught him unawares and he was tossed from the rear platform of the car into the snow, hurting his shoulder badly enough to require medical aid and prevent his bowing the past few weeks. Lee's wife, Pearl, had already gone inside the street car and was greatly surprised to find that . . . Lee wasn't on the car (anywhere).

While in Stockton, Calif. last January 14th . . . Frank Rowell (Freight Claims) and myself visited the W. P. Ford Clinic and had a nice "chitchat" with G. E. "Bob" Parker, who has now used the universal foot by train, but by air . . . and in his own plane. We "almost" accepted his offer to give us a ride.

Jack Hartnett (proprietor of Jack's Palace Diner) was a spectator of the Western Pacific Bowling League at Downtown Bowl on January 15th, and Jack's appearance was a very friendly gesture—being only overshadowed by his generosity.

Just learned that Rosalie Stedden (nee Beatty, formerly Traffic) became a proud mother last December 18th . . . giving birth to a great big girl weighing 6 lbs. 9 oz., naming her to the name of "Linda Corch." Her husband is in Reno, Nev.

Received a very nice Christmas card from the hand of sugar cane and pineapple— from Edward E. O'Connor (retired Traffic). Many of his former railroad friends may like to know his address, so here it is . . . 2430-C Koo Ave., Honolulu, T.H. When Eddie started to enjoy his retirement—his last trip was to Honolulu, and after returning to the States, we now find he is back again in the Hawaiian Islands.

Third Annual Rail Transportation Institute

★ To meet the needs of young men and women who wish to grow into executive positions in the various fields of rail transportation, the Third Annual Rail Transportation Institute will be attended from March 2 to 31, 1948, by The American University in cooperation with the Association of American Railroads.

The Institute has been planned on lines similar to other transportation institutes which were organized successfully by the University, particularly the first and second Rail Transportation Institutes conducted in March, 1946 and March, 1947. Directed by Professor L. M. Humberger, the full-day curriculum will present an overall view of the nation's rail transportation system, and will broaden the student's understanding by releasing the activities of individual departments in the industry to a pattern of efficient transportation service. The faculty will be composed of outstanding representatives of government agencies and national organizations, executives and other experts in rail transportation.

The program includes courses, with discussions, on current railroad problems in the field of organization, personnel, public relations, operation, traffic and retinalking, law, finance, economics and statistics, maintenance of way and of equipment, new technical developments (signaling, radio, electrification, diesel, new steam locomotives and rural), as well as on current problems of other modes of transportation (truck, water, pipelines and ocean travel).

Field studies of rail, water and air transportation facilities, visits to government and other agencies, and showing of films will augment the classroom work.

On March 30 and 31, the students will participate in a joint program with the Second Annual Convention of the Association of Rail Transportation Institutes, an organization which consists of fifteen students of A. U. Transportation Institutes. Present-day issues will be discussed by several leaders in the railroad world.

Students for the Institute may be selected by their industries. Others may apply for admission by submitting information about their educational background or their practical experience. No specific previous education is required, and there is no age limit. The tuition will be \$125, and veterans may participate under the provisions of Public Law 346. The University will issue a certificate to each student; responsibility completing the course.

Applications for admission and requests for information may be sent to Dr. L. M. Humberger, the American University, School of Social Science and Public Affairs, 130 F Street, Northwest, Washington, D. C. The next registration day will be February 25, 1948.

Western Division Notes

By Agnes Welch

★ Your reporter really hit the 20-penny nail right smack on its head not so long ago, when it was hinted (subtly, I hope) in this column on issue or two back, that it was June in January for a certain enterprising young man in the superintendent's office. Now it can be told: Wedding bells will ring for **Les Morrison** and **Dorothy Myers** in the not too distant future. Dorothy is wearing a beautiful ring and Les is sporting off-fluffy white clouds. Our best wishes go to the happy couple.

Assistant Chief Dispatchér **Ed Hillier** returned to his desk January 14th, after a year's leave of absence. Welcome home, **Ed**! **Bill Wheeler**, who relieved **Ed** during his absence, displaced on the first trick, N.C.E., and will take over the duties of this trick upon return from vacation. Car Distributor **Jimmy Williams** is also taking a well-earned vacation, which he seems to be enjoying thoroughly. **Floyd Copeland** (the nicest man in town so says **Dick Griffin** and why I do not know yet) is taking Jim's place, and **Bob Wagner** is taking "Copie's" place.

Discharge Check Clerk **Jack Radenich**, who was granted a short leave of absence during the holiday season, will return to his desk some time next week, and **Ann French**, who took over Jack's duties during his absence, will relieve on **Jean Miller's** desk for the next two weeks, as secretary to Chief Clerk "Denny" **Irwin**.

Assistant B&B Supervisor **Bob Cox** happily passed around the cigars and

Evert Humpherys Owner of 250,000th U. S. Savings Bond Issued by Western Pacific Railroad

★ Evert Humpherys, yard clerk at Portola, and a regular purchaser of United States Savings Bonds, Series E, through



Delivery of the bond to Humpherys at the Portola station platform. Left to right: Trainmaster William G. Howell, Evert Humpherys, Walter C. Mittelberg (in background), Superintendent John I. Duggan, and Gladys Loggins, trainmaster's clerk.

the payroll savings plan since the first Western Pacific bond campaign in 1942, was the 250,000th bond, issued by the WP as issuing agent, at Portola on January 21st by Eastern Division Superintendent John I. Duggan, with Trainmaster William G. Howell, Trainmaster's Clerk Gladys Loggins, and another WP Bond Chairman Walter Mittelberg looking on.

only on the morning of December 28, with the announcement that a bouncing baby girl had arrived shortly after midnight, December 28th. This little arrival brightened the holiday season for the Cox's and our congratulations are extended to them.

Colleen Whitaker is learning to ski the hard way and had to scotch a few days away from her desk the first part of this week to recuperate from some

Evert, who was born at Ovid, Bear Lake County, Idaho, on April 28, 1902, first entered WP employ September 2, 1929, and for some three years worked as an ironman laborer on the Portola and Carlin ice decks. Beginning in 1933, he worked on an extra gang for a couple of years, then back to the Portola ice deck June 25, 1936. After holding an assignment at Reno for two months in early 1942, he returned to Portola as a yard clerk on June 20 of that year.



This is the envelope in which the 250,000th bond issued by Western Pacific Railroad was delivered to Evert Humpherys.

—Photographs by John C. Searns
WP district special agent.

Evert is Bishop of the Mormon (LDS) Church at Portola and is fond of deer hunting, duck shooting and fishing.

humbles and spills when in the Super Bowl last Sunday. She returned to her desk recently, but has to step very carefully. The little hills come first, Colleen! A Georgia peach floundering in all that California snow must have been a first rate sight!

Here is some news that was really hard to get: **Mildred Griesheimer**, our I.C.C. report clerk, and **Howard Cox** are planning to make it a twosome soon. Understand the new house can be bought now, which will solve a major problem for them. Good luck, Howard and Mildred!

All of us were glad to hear that **Jane Patterson**, formerly of the division engineer's office and who resigned a short time ago to become a permanent member of the State Department, arrived safely in Shanghai about the middle of December. Jane writes that airtripling practically across two continents is a very exhausting experience and that as soon as she recovers a letter will be written to us describing her trip. She is with the American Consulate General's office in Shanghai and no doubt will have a very eventful career with that department. We are looking forward to receiving interesting news from her about life in China.

Some members of the superintendent's office (or least two) were unable to quote the name of the "Man of Tomorrow," but they didn't step forward in time to write this column, though! His name, folks, is **Van O. Davison**, the mayor of Second Street, and so he says, a brand new member of the "A.A."



NEW WP COACH YARD AT OAKLAND

The new Western Pacific coach yard at Oakland, California, with two holding pits large enough to handle an entire California Zephyr train. Other tracks will be used to serve stand-by equipment.

Photograph is by John H. Kaler, of Walnut Creek, a Western Pacific freeman, and obviously a capable photographer!

Elko Echoes

By Nevada Michelson

★ Our humble apologies for failing our readers last month. Ours is a one-track mind . . . we were so busy preparing for the Christmas party we forgot our "Elko Echoes." And about the party! The I. V. Mass Company, through their representative, that very genial Bill Clyde, donated the turkeys and the rest of the food was furnished by the ladies (employers and wives of employees). One hundred seventy-five persons attended the dinner, the majority staying for an evening of songs. Table decorations were skirting snowmen and little snow-balls, and Eskimos and igloos in ice and snow settings. (We understand Elmer Carlson tried to eat that new-fangled snow . . . he thought it was cottage cheese! What did you think the Eskimos and igloos were doing in the cottage cheese, eh?)

Entertainment consisted of a tumbling act by seven high school girls (Norma Lou Moldenhauer, daughter of Adolph Moldenhauer, was the only Western Falls girl in this group); piano solos by Allan Sargeant (Ray's son) and Pat Murphy (Johnny's daughter); a clarinet solo by Mary Todd Michelson (Ivy Scribner's daughter) and an accordion solo by Dolly Jense Clark (Kate's daughter). The entire group joined in singing Christmas carols. Cecil Duck was presented with a birthday cake in honor of his 7th birthday. For some "questionable" reason Ivy Scribner was presented with a gorgeous bouquet of red roses (how did they know our weakness is red roses) and a very lovely hand-bag. When Master of Ceremonies Tom Clark insisted upon our opening that package we were very slow to cut them the "trouped stunk" we talked for in our first "Elko Echoes." The following employees and their families were present: Supt. John I. Duggan, Harry Yoe, Tom Clark, Florence Duncan, Tony Primeaux, Carl Pacini, Frank Oldham, Bob Blair, Ernie and Theda Mueller, Keith Clark, Peggy Gartzel, Leonard Michelson, Fred Egliston, Barbara Buckley, Ray Sargeant, John Murphy, Jimmie Lynch, Loren Ames, Jean Teerburgh, Ralph Harper, George Lorenz, Blanche Alexander, Jimmie Calkins, Annie Domingo, George Nayler, Bill Parry, Bill Marsh, Cliff Fields, Guy Blair, Jim Guisli, Carl Ross, Andy Piers, Cecil Duck, Les Morris, Bill Zent, Elmer Carter, Harvey L. Griffin, Francis J. McConigley, Reed Shaw, George Mann, William Buckley, Willard Cole, Rex Brooks, Bill Lerner, Floyd R. Parsons, Margaret Lesko, Edna Phillips, Caroline Wolf, Elaine Gambrell, Margaret Thompson, Colleen O'Connell, Lillian Corrallo, Alta Rickenback, Jackie Eichensbers, Charles Shaded, Leo Rodant, Cecil Berles, Miller Vaughn, Frank Clawson, Leonard Ford, Frank Wytwalk, Keith Peterson and Steve Hernandez. We were very happy to have Art Carlson, Carl Gorman and Harry Perline

from San Francisco attend our party.

The floral force has a new baby little, Marlin Thorpe, and Alan Thorpe now has the ideal family, two boys and two girls. The rest of the unskipping department can resign any time now. (Alan doesn't need them any more.)

We've always been a firm believer in minding our own business, and after seeing the size and solar of Johnny Echebarrere's nose we knew it doesn't pay to go around poking our nose into other people's business!

About three miles west of Elko near "Doby Doc's Museum," if you hear a lot of laughing and creaking and booping with a few gobbles and nink-cinks thrown in, that would be Gordon Switzer's menagerie!

We have news for the bubble-gum chomers . . . by 1950 you will be chewing bubble gum that whistles! . . . And speaking of bubble gum . . . one day Loren Ames was engaged in very earnest conversation with someone in the hallway when suddenly something went "pop." Rushing into the roommaster's office, Loren began furiously stating Hanna Bowler's typewriter apart to see what had broken. Some time later when the typewriter had been put back together again (with only a few parts left over), in a very few little words Hanna said, "Mr. Ames, if you're looking for the cause of that sudden pop, I think it was my bubble gum." Wanted: Someone to repair the ceiling in the roommaster's office!

Wendover Wires

By Elie Hart

★ We said goodbye with regret on January 11th to Tom Fox, conductor, who is now retired. We are going to miss Tom as he has long been one of our favorite conductors, but we are happy for him and hope he has many, many years of good health to enjoy. Mrs. Fox and their daughter, Mrs. Helen Dehn, accompanied Tom on his last run and we understand we missed a bang-up party in Winnemucca celebrating the occasion. We also saw George Lorenz, (engineer, retired) on the train going down for the party. How that young fellow does get around!

Leuis R. Doman, machinist, also took his pension the first of the year. The boys took up a collection and presented Louis with a beautiful set of matched luggage with appropriate ceremony.

Betty Brown is our new Western Union messenger. Our former messenger, Mrs. C. O. Lorenz, has sold her home to Henry Wallock, northwestern clerk, and gone to St. Paul, Minnesota, to live. Something's going to have to be done about the Brown situation around the telegraph office. Shirley Brown, third trick operator, Ben F. Brown, relief man working second trick and Messenger Betty Brown. Very confusing.

Very young Arthur Vernon Rowe, son

of Dispatcher Carl Rowe, is the latest addition to the WF family. Glad to hear Mrs. Rowe and infant are doing fine.

Dave Altop reports everything is going so smoothly over the "factory" lately it's getting monotonous. He says his prize dishwasher, Pete Haley, is an vacuum which he is spending in Stockton.

The Wendover Hotel employees had a party Christmas Eve and everyone had a good time. The free and free cigars were donated by the manager, Dave Altop, and presents were contributed by all . . . wrapped as much alike as possible and distributed according to number. Needless to say, the results in some cases were hilarious and for once nobody was heard to remark that his gift was "just what he wanted!"

Kendell Byrne went to Ogden Saturday, January 10, to attend the funeral of his uncle, Timothy Kendall, aged 86 years, who was Kenny's mother's brother, and the last of his generation in the family. Funeral services were held at 11 a.m. in Ogden and interment was at Hitch, Utah.

Lloyd A. Darnell is recovering successfully, though painfully, from an attack of blood-poisoning in his hand.

Some people have terminals, but we have electricians. Yes, they are at it again after the holiday lull, this time installing the new switch panel in the telegraph office, and if we survive without a two by four falling on our head we will have a much improved arrangement, as the old switch panel was fast going the way of all things that is falling apart. Good thing nobody got electrocuted on it.

"That man" Jack Dunnigan has deserted us though not in uniformed clothes. Dave Fulton, from Oakland, having taken his place here. Fulton was previously employed by the WP, but is just now returned from an assignment with Uncle Sam's naval engineers. Ernest Border and Jay Kump from Elko are working with Fulton.

Pilot and Garfield telegraph offices were closed the first of the year, displacing Charles Clark and John F. Rowers. Rowers has bid in second trick at Wendover, taking his vacation before assuming his assignment. Clark hasn't "hit" yet, but we understand has his eye on second trick. Shorter, if somebody else hasn't got more whiskers!

Albert Drake, fireman, is back from his vacation. He spent Christmas with his daughter and her family at Green River, Utah, and his sons and family joined him there. Then he went to Los Angeles to visit his two brothers and sister. He says the weather down there is just like summer, doesn't seem like winter at all. We heard the temperature in Los Angeles Christmas Day was 86 degrees, but thought that was just propaganda from the Chamber of Commerce!

Railfans . . . Hidden Assets

★ Under this caption, in the January 1948 issue of "Railway Progress," Thomas T. Taber asks the railfans to recognize their most loyal supporters.

He says few railroad executives know what a "railfan" is; how many of them there are in the United States; and how great a potential source of value to the railroad industry is represented by this nationwide body of railroad hobbyists.

Pointing out that "senior" railfans are the serious students of railroad history and development, who generally know more about, and in their personal collections have more material on the history of the railroads of their choice than does the management of the company, Taber suggests that rail managements should look with a benevolent eye on the railfans' interest in photographs, prints, lithographs, time-tables, passes, tickets, advertising matter, books and documents of all sorts.

There are, according to Taber, 1,500,000 American railroad hobbyists, with a genuine, sincere and abiding interest in our railroads. They, it seems apparent, represent a substantial segment of American public opinion and we believe, with Taber, that such a definite asset as this friendly group has proved itself, should be cultivated accordingly.—W.C.M.

Pacific Railway Club

★ Featured speakers at the 36th meeting of the Pacific Railway Club (in its 31st year), at the St. Francis Hotel, January 15, were William M. Foster, airport of transportation, Western Pacific Railroad, and Ben Colman, vice president, Evans Products Company, of Plymouth, Michigan.

"Bill" Foster discussed the current freight car situation and how to make it fit peak requirements, while Colman, with the aid of some excellent slides, presented a rather complete picture of the part Evans' devices play in improved loading of freight cars, ships and planes.

Leslie Lathrop, of our general manager's office, served as official reporter. Others noted at the meeting were Stacy Lang and Owen Stanley, of Sacramento, Clifford Emerson and The Headlight's editor.

Meetings of the Pacific Railway Club are open to all railroad people. Usually they are not dinner meetings and the speakers almost always present railroad fundamentals and problems in an interesting manner. Why not take in the next one? We believe you'll leave with the feeling that your fund of railroad knowledge had been increased.—W.C.M.

The Train of Tomorrow on the wye at Keddie, California. Train is standing on Western Pacific's main line; other leg of the wye connects with WP's northern California Extension.



Western Pacific Railroad Employee Retirements

Damon, Ernest Sutton	Conductor	Winnemucca
Haroldson, Edwin	S&B Carpenter	Keddie
Karras, George Konstantinos	Section Laborer	Salt Lake City
Kirkland, Charles M.	Telegrapher	Eastern Division
Leener, Frank H.	Carman	Oroville
McCoy, William J.	Sheet Metal Worker	Sacramento
McCubbin, George Alford	Carman	Elko
McKenna, John James	Sheet Metal Worker Helper	Sacramento
O'Connor, Roger	Clark	Oakland
Olin, Albert Morris	Machinist	Elko
Trott, Samuel Edgar	Machinist	Sacramento
Woods, Joseph Edwin	Yard Clerk	San Francisco
Washburn, Joseph Louis	Brakeman	Oakland

The Stockton Grapevine

By Yelma Prentiss

★ The absence of the Grapevine has not been due to lack of incidents at Stockton, but due to your local scribe being ill and unable to find anyone to pinch-hit!

Friends and fellow-workers were sorry to hear of the passing of brakeman Charles O. Norton, who was injured while off duty at Oroville. The remains were taken to Los Angeles for burial.

We extend our sympathy to Roberta Craigen, crew clerk, whose father passed away recently. Roberta accompanied the remains to Newton, Kansas.

Geneva Pendergraft, crew clerk, has returned to work after being off for almost a month due to her mother passing away and also to Geneva being ill.

Brakeman and Mrs. Homer D. Wall are proud parents of an 8 lb 6 oz baby girl who arrived on November 13th. The young lady has been named Janis Lorraine.

Walter Harris, mainmaster's clerk, is on a 90-day leave of absence. Harris planned an extensive trip in the East. Gene Trace has filled his vacancy.

Hattie Hopkins, interchange clerk, just returned from her vacation during which she changed her name from Hopkins to Williams; however, Hattie

Virginia will always be known to us as "Happy".

Another newlywed in Fireman Carl T. Gudmundson who said "I Do" December 28 at the Grace Methodist Church. Yard Clerk Ray Reese made a trip to the altar January 17th.

Assistant Trainmaster "Phil" F. Franz has spent a few weeks at Keddie relieving Trainmaster "Art" Taylor, who had been on the sick list. Phil says the trip to the yard office is quite a climb and, on one occasion it must have been after lunch, it is reported Phil claimed he had to double the hill in order to make it!

Sammie Craig, who has been on vacation, toured the Southern Shales area, took pictures and post cards received, he apparently has not rubbed with the Hopi Indians!

Two units of Diesel 501 have just come out of the shops and are sporting a new paint job of deep orange and black, which is very easy on the eyes. The remaining two units are now in the shop for the same purpose.

Tom Fox; Albert Olin Retire

★ Conductor Thomas Fox, a veteran at 43 years in railroad service, 37 of them with the Western Pacific, retired on January 11 . . . and Albert Olin, machinist at Elko, a 36-year WP veteran, retired on December 31. More about both in the March issue.

East Bay Notes

By Margery Glatt

★ Having left the Western Pacific for the wide open spaces of Alaska, **Dave Fulton** has returned to the fold as head electrician.

His travels at an end, Oakland Section Foreman **Pat Kelly** is once again back to work.

Speaking of travel, Conductor **George Miles** has gone South for the winter. George sends greetings from Jacksonville, Fla., and plans to continue on to Miami and Cuba.

It would seem that St. Joseph's Hospital has become very popular with Western Pacific employes lately. **George Asher**, night foreman at Oakland roundhouse, has just been released after a long rest. Engineer **Walter Sweeney** is still confined, but progressing nicely from latest reports. Just recuperating from an operation is Fireman **Thomas L. Foster**, also on the road to recovery. Conductor **Ray Corder** has been transferred to St. Joseph's due to a very unfortunate accident at Radum,

where he suffered the loss of his foot. We understand he is getting along very well. Ray has shown a lot of courage for which we all admire him.

Glancing through our "Stork" file for the New Year, we find **Melvin Pierner**, Oakland roundhouse, became a papa January 1st—and a boy no less!

A very unique idea in baby announcements comes from **Dale Bourie**, yard office. The announcement reads as a theater ticket telling us her name is **Jane Elaine**, born December 30th, weighing 7 pounds and 9 ozs.

If you haven't noticed, although who hasn't, **Mace Gordon, Jr.**, Oakland freight, is in an especially happy frame of mind these days. The reason? Her name is **Peggy**, and your reporter will keep you informed as to all developments.

A very lucky girl indeed is **Margaret Evans**, freight office, as she received a Janssen forty-four inch Spinnet piano for her birthday February 2nd from husband **Ernie**.

To Agent **Jim Dillon** we express our deepest sympathy in the untimely death of his brother.



GREETINGS TO AND FROM THE RENO LOCAL

This reproduction of a drawing was given the crew of our Reno local by Victory Heights families living along the Western Pacific main track at the entrance to our Reno Yard. Families living in this Government project never miss waving to the Reno local crew and, of course, the crew returns the greeting. We think you'll agree this was a nice Christmas greeting to our crew members, who are Conductor **William W. Thrailkill**; Brakemen **Floyd D. Seaton**, **Frederick W. Stogsdill** and **Edwin H. Gage**; Engineer **William H. Brooks** and Fireman **Woodrow L. Spillman**.

MORE RANDOM

At the farewell dinner for **W. W. (Bill) Nelson**, retired SN superintendent of transportation, at Sacramento on January 7, WP's VP&GM **Harry A. Mitchell** made the startling statement that the SN operated its passenger service for thirty years without a single fatality! The dinner was attended by some 55 officers and employes of the SN and WP. To **Harold Mulford** and **Norman Macdonald** goes the credit for an excellent program.—W.C.M.

Sports Review

By Jack Hyland

★ As we go to press, there are only two more weeks of bowling remaining in the first half schedule, and while last month's issue had the Zephyrs in first place by one game, the Oakland Carmen are now ahead of them by two full games—which means we cannot predict the winner—for it could be any of the first four teams named below:

	Won	Lost	H.G.	H.S.
Oakland Carmen	32	19	940	2613
Zephyrs	30	21	886	2483
Ducks	27	24	915	2547
Treasurers	26	25	872	2435
Traffickers	25	26	947	2487
Freight Agents	25	26	916	2563
Freight Accts.	25	26	907	2446
Auditors	22	29	897	2607
Engineers	22	29	853	2437
Transportation	21	30	895	2473

Pete Casey continues to lead the league in individual standings with a 177 average, followed by **Lloyd Phillips**—170; **Jack Hyland**—169; **Bill Wilkinson**, **Tommy Kyle** and **Harold Heagney** all with 167 averages.

Our League's participation in the El Dorado Bowl Tournament on Jan. 11th found **Howard Sevey** (former Treas. Dept. employe) knocking the pins right and left quite consistently, and when we departed that evening, the "Winner Scoreboard" had the name of **H. Sevey** listed for 7th place with a 1707 series for 8 games, and a tentative \$150.00 prize money.

Many of our bowlers will be in Reno, Nev. over the Feb. 21-22 holiday, participating in the S.P. Co. Handicap Tournament.