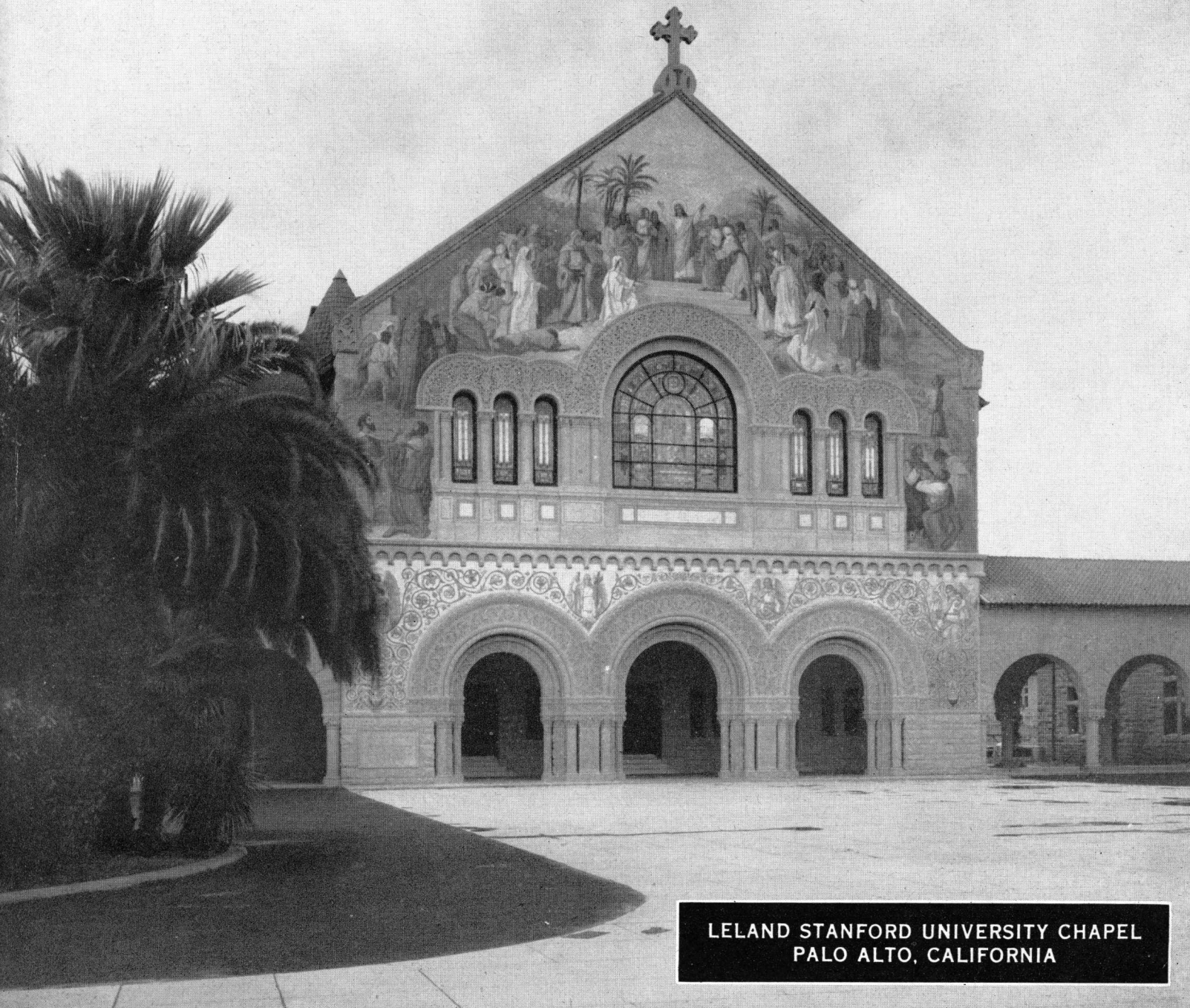


The Headlight

Volume 7

DECEMBER, 1947

Number 12



LELAND STANFORD UNIVERSITY CHAPEL
PALO ALTO, CALIFORNIA

MERRY CHRISTMAS AND A HAPPY NEW YEAR

★ The unique convention-on-wheels of the **American Railway Magazine Editor's Association**, Chicago to San Francisco via Burlington-Rio Grande-WP, apparently was a complete success, at least according to the delegates. And the resolutions committee was generous, in its whereases and resolves, to the Rio Grande and Western Pacific, who contributed much to the success of the trip. The Santa Fe, Southern Pacific and Western Pacific combined to serve as hosts at San Francisco, providing bus tours of the area and other courtesies. A dinner at the famous Press Club of San Francisco climaxed the convention. Guests were Judge **Thomas M. Foley**, of the Superior Court of California; **R. G. Rydin**, of the Santa Fe; **K. C. Ingram**, of the Southern Pacific; and **Harry A. Mitchell**, of the Western Pacific. A plaque, for the outstanding achievement in the railway magazine field during 1947, was awarded to Norfolk & Western Railway Magazine's Editor **Russ Horner** and Managing Editor **Harold Freed**. In a sendoff talk at Chicago, President **John W. Barriger**, of the Monon, said bluntly that the railroads would have to get over being a mutual admiration society and go to work, adding that railroads, as a unit, must be a hero every day and not rest on the laurel of the war achievement. We need more of that kind of talk—and some tangible response to it! Before we bow out on ARMEA, we must thank **Tom Brown**, **Jack Hyland** and **Frank Rauwolf** for contributing so much to the WP portion of the trip. And we must also apologize to **Walker Stockton**, of the Burlington, for calling him Walter in the November issue. We know better.

It's no longer news that San Franciscans, at their elections November 4, voted overwhelmingly (and 3 to 1 is that) to retain the historic **cable cars**, but since we were in there punching, being rank sentimentalists (!), we can't refrain from recording here the refreshing victory!

A hearty welcome to **Doris Cavanagh**, temporary roadmaster's clerk at Winnemucca, to our staff of on-line correspondents. We hope she becomes a permanent fixture and continues to give us the news of Winnemucca, which we've missed for lo! these many years!

Tal Kelly suggests a look at a recent copy of the Official Guide for information concerning the election by the Lancaster & Chester Railway of a vice president in charge of White Horse supply!

Seemed like the old days at Elko (no offense intended), as we held open the door of the general office to permit **W. F. (Bill) Boebert**, now assistant chief special agent, finish his chore of dragging out a thoroughly inebriated former employe and placing him gently on the steps with an admonition to his friends to move him pronto. We were mighty glad his instructions were followed for that character did nothing to enhance the general appearance of our building entrance!

The November 1947 issue of "The American Eagle," publication of the American Box Corporation, ran a very interesting story about **Loyalton** and the **Clover Valley Lumber Company**.

Union Pacific's "Bulletin", November 1947 issue, carried a picture of the unloading of **John Cobb's** Railton Mobil Special, but failed to mention the unloading was done at Wendover, Utah, an **exclusive** Western Pacific point! It did say, though, that the juggernaut "started on the return journey via Union Pacific"! Wanna bet?

We've just learned that **E. L. (Ben) Benjamin**, former head payroll clerk at GO, has retired and is living at 5222 Geary Boulevard, San Francisco 18. We're going to miss Ben and we join his many friends in wishing him health and happiness in the future.

And we're going to miss **Madelyn Blanchflower Branding**, latest boss of the U. S. savings bond desk in the general auditor's office. Madelyn is leaving us the 24th of this month to take over her new duties as yardmaster in the Branding home!

A mighty deserving cause is the **Sister Elizabeth Kenny Foundation** (for infantile paralysis) 4th annual fund appeal, now under way. Contributions may be mailed to the Northern California Sister Kenny headquarters, 406 Sutter St., San Francisco, or to any Bank of America branch. Your money will be used for hospitalization and treatments; for training scholarships for technicians; for clinics; for epidemic aid; and for research. Infantile paralysis, cancer and tuberculosis are our deadly enemies. Try to remember YOU may be a victim when asked to contribute to the work of stamping out these perils.

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THE HEADLIGHT

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★

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WATCH FOR THE NEW

DAILY STREAMLINERS between SAN FRANCISCO and CHICAGO

California Zephyr

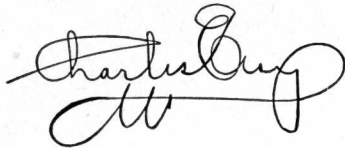
Merry Christmas

Tom Brown, Jack Hyland and Frank Rauwolf join the editor in wishing all our readers joy throughout the holiday season, with an added hope that good fortune and health will be yours in '48.

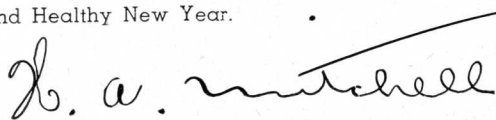
★ Once again I have the opportunity of conveying, through the columns of The Headlight, seasonal greetings to my fellow-employees of the Western Pacific family and I am reminded of the lines written by Thomas Tusser, a farmer-poet of the 16th Century:

"At Christmas play and make good cheer,
For Christmas comes but once a year."

My thought is that this is a time for reflection and for thankfulness. Reviewing the world-wide situation of today, I feel that we should all be grateful that we live and work in a country where one can say "Merry Christmas and Happy New Year!", and mean it



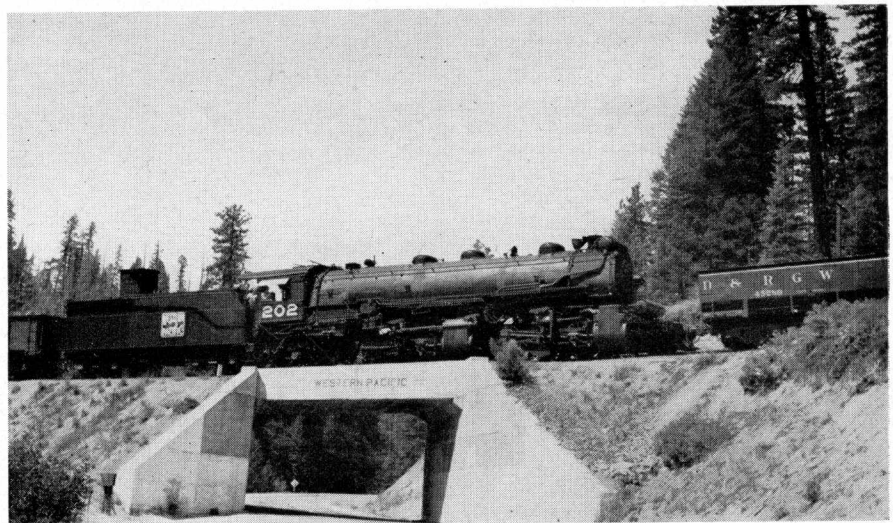
★ With the approach of the Yuletide season and of its attendant holiday spirit and enjoyable activities, it is good to find the pages of "The Headlight" once more open to express my appreciation to the employes of the Western Pacific and its family lines for your able and willing cooperation during this past year and to wish you and yours a very Merry Christmas and a Happy and Healthy New Year.



★ To the members of The Western Pacific Club and to the employes of The Western Pacific Railroad Company and its subsidiaries—I want to take this opportunity to wish a very Merry Christmas and a Prosperous New Year to all.

Timothy A. Moran

Engine 202 in helper service on the northern California extension, August 31, 1947. Photograph was taken by Fred H. Matthews, Jr., of the Tide Water Associated Oil Company, San Francisco. Matthews, an amateur photographer of no mean ability, has "shot" many scenes along the WP right-of-way.



★ While the year 1947 may have had its disappointments and problems, there have also been many bright spots to offset them and we can review the events of the year with a feeling of considerable satisfaction over our accomplishments.

It has been very gratifying indeed to note the fine spirit of cooperation displayed by everyone in all departments of our railroad and I want to take this opportunity of expressing my appreciation and hopes for everything good in the New Year.

I want to wish each and every one a Very Merry Christmas and a Happy and Prosperous New Year.



★ The spirit of helpful friendliness which radiates from the pages of the "Headlight" is typical of the fine spirit that exists throughout the Tidewater Southern and all the Western Pacific Family. Such friendly cooperation and teamwork accounts for the excellent job which you have done in the past, and will be the means of accomplishing the tasks which lie ahead.

It is a happy privilege for me to extend to my Tidewater Southern associates and to all the members of the Western Pacific and Sacramento Northern the wish that, 'you and yours' may have a very Merry Christmas, with health and joy in the New Year.



Hy-Lites

By JACK HYLAND

to **Robert Neuman** of the Vapor Car Heating Co., and **Gene Humble** of the High Point, Thomasville & Denton RR. The many editors attending the convention thoroughly proved, the railroad magazine is **just as important** to our present and future life, as the daily newspaper.

On the eastbound trip to Salt Lake City—**Billy Metzger** was our engineer on the Exposition Flyer as far as Oroville, and he is to be complimented on the handling, with absolute perfection—the new "801" diesel power job. One never really knew when the train either **started** or was **stopped**.

Also wish to state that **Bill (Stubby) Kelly**, conductor, does a most perfect job of conducting. It seems Bill became slightly worried about the apparent disappearance of some of his passengers, but after searching the train from "Club" to "Baggage" car, he found them and his worries were temporarily over.

While on a vacation trip from the Northwest, which included visiting his brother in Los Angeles a few weeks before, **Manuel Lewis**, father of **Spencer Lewis** (CC-Supt. Car Service) passed away on October 22nd. In extending our deepest sympathy, we know that Spen's father had previously expressed a wish that his resting place would be in California, and in that respect, his wish was granted.

Just a few days ago received a letter from **Keith Grady Jaeger** (age 2 months) whose father **Howard** is employed in our AF&PA Dept., complaining about the spelling of his name as "Yager" in my November "Hy-Lites." Am truly sorry and apologize Keith, and you must have known my face would be red . . . after reading your letter.

We were also sorry to learn of the recent passing of **Emil Keller**, father of **Lou Jean Keller** (formerly Treas. Dept.) last October 19th. Our condolences are extended to Mrs. **Thelma Keller** and her family.

Not to be outdone by the WP men bowlers . . . we have a ladies unit bowling in the Industrial League "Class C Division" every Wednesday night at Downtown Bowl, composed of **Helen Decker** (Traffic), **Bernardette McHugh** (Psgr. Dept.), **Evelyn Daniels** (Gen. Mgrs.), **Edith Loeffler** (Traffic) and **Louella Hampton** (Gen. Auditors). Why not make a trip up to the "alley" next Wednesday?

Then, we also have another ladies unit bowling on Thursday night . . . the Downtown Bowl Ladies '450' Handicap Trio. This kegling group is composed of **Patricia Skelton** (Gen. Auditors), **Irene Butler** and **Marion McIntyre** (both former Gen. Auditors employes), and the team is sponsored by the "Redwood Cleaners" located at 3614-18th St., San Francisco. (This plug should at least entitle me to one suit cleaning and pressing job).

Most of us have noticed with pride—the painters who have been giving our Western Pacific Bldg. a very nice new face . . . but **how many** of you have taken time to note that the job is being accomplished by a "Batchelor & Son". As Jerry Cologne would say . . . "very interesting."

At a luncheon held at "Rickey's Town House" on Van Ness Ave., San Francisco on October 25th . . . tiny diamond rings appeared at the table place settings of **Muriel Baird**, **Alice Gustafson**, **Marilyn Fullmer**, **Mary Rathburn**, **Janie Hyland**, **Mary Preece**, **Minnette Pope** and **Lillian Carlson** (all present or former Treas. Dept.), which had a significant meaning . . . for the miniature scroll attachment disclosed the engagement of **Lou Jean Keller** and **Timothy Moran** (Treas. Dept.). The happy couple have not set any date for the eventful occasion, but we all extend our very best congratulations.

Freight Claim Dept. snooping disclosed—**Bill Royal** became a proud father during the last week of October. The new boy has been named . . . "Stephen," and we hear mother, **Meryl**, is doing fine. Then we learned that **Frank Nichol森** became altar-minded on November 7th—taking unto himself a wife . . . the former **Terese Cavanaugh**. We extend our congratulations to both Bill and Frank, and of course—to their wives.

Oddities . . . When **Ruth Dorsey** (Payroll-Traffic) seals an envelope she immediately . . . "sits" upon it. It seems (after discussion) this system definitely seals the envelope tightly, whereas in using the normal practice, the envelopes are not always closed or completely sealed. Ruth isn't a very heavy girl, but we must agree that the "new Dorsey method" is a much better envelope sealer.

With appreciation to **Ellen Patterson**, Society Editor of the El Cerrito Journal, we have a newspaper clipping which reads: "Cupid's darts have scored another hit, with the announcement of the engagement of **Mary McCabe** of Chicago, to **Frank Rauwolf**. Wedding plans are tentatively being arranged for a February ceremony, to be held in Chicago." Frank, of our Frt. Claim Dept. will neither confirm nor deny the foregoing, but was able to confirm the fact . . . **he will be in Chicago next February**.

We have also learned that **Rhomanca Heagney**, wife of **Harold** (AF&PA) has had a recurrence of her previous illness (a torn spinal muscle). We all hope by the time she reads this item (assuming she does) . . . she'll be up and around.

On Nov. 13th . . . **Bob Ahlgrim** (Treas. Dept.) proudly received delivery of his brand new "Nash", but we understand the horn became broken the first night. Who wouldn't keep blowing the horn when driving a new car . . . even if only to warn other automobile drivers to watch out?

Elko Echoes

By Nevada Michelson

★ Bowling season is at hand and the old men have again come into their own. **Tom Clark**, division accountant; **Frank Oldham** and **Leland Ford**, assistant accountants; **Al Glenn**, section foreman, Beowawe; **Jimmie Ford**, general clerk; **Adolph Moldenhauer**, signal supervisor; and **Bill Zent**, roadmaster, who played under the name of the **Western Pacific** last year, have found a sponsor this year, and it's none other than **Acme Beer**.

Jack Ford, ticket clerk, has deserted the royal society of **Bachelors** and joined the sacred and ancient order of **Benedicts**. In so doing, Jack not only took unto himself a wife, but he became the father of a handsome and lovable two-year-old son. If this is what makes Jack so ecstatically happy, we hope his happiness will increase with the years.

With the closing of the dispatchers' offices at Salt Lake City and Portola and the return of "**Jud**" **Naylor**, "**Happy**" **Piers** and "**Lou**" **Grebenc**, the dispatchers' office at Elko is beginning to look like home to "ye scribe."

And now we learn that in order to burn one pound of fat off his body, a man traveling at a two-mile-an-hour gait must walk 144 miles. Oh, well—our waistline is a nice comfortable waistline.

Fred Walts, retired brakeman, is really enjoying his retirement. He has returned to Elko after several months spent in South America and expects to spend the winter in Florida. Evidently Fred feels he has served his time in snow country!

We've just learned that man is 40% muscle, 15% bone and only 2% brain. Whatever gave us the idea that the part turned down for feet was an indication of the percentage of brain?

Traveling auditors in our midst during the past month included the **Wragg** brothers, **Jack** and **Karl**, **Joe Corven** and **Ed Condon**. We now have been sufficiently checked up, called down, turned in and bawled out to last us for a month or two.

Our congratulations to **Bill Boebert**, who has been promoted to asst. chief special agent and claim agent at San Francisco, although we were truly sorry to see Bill leave Elko. Our loss will be General Office gain. And while we're passing out the bouquets, our sincere good wishes to **Charlie Forseth** and **Gordon Switzer**, who have been appointed division engineer and asst. division engineer respectively.

Western Pacific's Absolute Automatic Block System

By GRANT S. ALLEN, chief dispatcher

★ The first section of the new signaling system on the First Subdivision of the Western Division is now in service between Carbona and Livermore. It is designated as an "Absolute Automatic Block System."

It consists of a series of consecutive blocks, any one of which may be occupied by only one train at a time, even for following moves. For example, the first block westbound extends from the west switch at Stockton Yard to the east switch at Lathrop, the second block from the east switch at Lathrop to the west switch at Lathrop, the third block from the west switch Lathrop, to the east switch at Fitz, etc.

The authority for the use of a block is conferred by an absolute signal located at each end of each block, and is actuated by the train dispatcher from a control machine located in Sacramento. In general, these absolute signals are located at the end of each siding.

If the train dispatcher wishes a train to enter and use a block, he will throw levers on his control panel which will cause the absolute signal at the entrance of the block, which is normally lighted and displaying the "Stop" indication, to indicate "Proceed" and this authorizes the train to proceed on the main track to the next absolute signal.

If he wishes them to enter the siding, he will throw levers which will cause the absolute signal at the entrance to the block to continue to indicate "Stop," but with the addition of a letter "S" illuminated on an indicator located on the signal mast. This indicates that the train must stop and then line the switch and enter the siding.

When he wishes them to leave the siding and proceed to the next absolute signal, he will throw levers which will cause the letter "S" on the mast of the siding leaving absolute signal to illuminate, whereupon a member of the crew will line the switch for the main track and leave when the signal indicates proceed.

Although these signals are actuated from a control panel which is the latest thing in centralized train control machines, this system has many features which are very different from C.T.C. Principally, all switches are hand-thrown, instead of being operated electrically by the train dispatcher; there are no intermediate signals so that trains cannot follow one another any closer than from one absolute signal to the next absolute signal, and sidings are not equipped with track circuits to give trains indication as to whether or not the siding is occupied.

The system, however, does enable the dispatcher to make the closest possible meets and passes as he has an indication as to the whereabouts of the trains at all times and he can change the meeting or passing point at will.

The signals are automatic inasmuch as they will not indicate proceed as long as the block is occupied by a train or there are other conditions such as broken rails, open switches, etc., which affect the use of the block.

As an illustration, a freight train is on a siding for a passenger train moving in the same direction. So long as the passenger train occupies the block between the passing point and the next absolute signal, which would generally be at the next siding, the letter "S" cannot be displayed for the freight train to line the switch in preparation for leaving the siding. As soon as the passenger train has cleared the block, the letter "S" can be displayed on the siding leaving signal mast by the dispatcher and as soon as the switch has been properly lined for the move from the siding, the letter "S" will be extinguished and the signal will display "Proceed" for the freight train to follow the passenger train.

Wherever possible, the signals of this system have been spaced so that a train encountering a signal displaying a yellow aspect, which means approach the next signal prepared to stop, can make a normal stop upon reaching the next signal, even though passing the yellow approach signal at the maximum authorized speed.

In some instances, the signals could not be spaced to provide for making a normal stop if the train passed a yellow approach signal at maximum speed. In such cases a flashing yellow aspect is displayed on the second signal in approach to the signal displaying "Stop." The flashing yellow aspect tells the engineman that he must reduce to medium speed before passing the next signal (which at the time will be displaying yellow). In this way the speed of the train will be such at the yellow approach signal that a normal stop can be made upon reaching the stop signal ahead.

This Absolute Automatic Block System is a most welcome improvement and will speed up the movement of freight and passengers and at the same time do it with safety. This and other signalling being proposed for the balance of the Western Pacific main line to Salt Lake City will enable us to compete for and hold our share of the traffic which is expanding from year to year to and from California.

Rollo Ashton Hollenbeck Appointed Chief Engineer Sac'to. Northern Railway

★ Rollo A. Hollenbeck, who had been division engineer, Eastern Division, for more than ten years, retired on October 31. However, his retirement was rather short-lived. Before we could announce it, he had been appointed chief engineer for the Sacramento Northern, succeeding Charlie Sparks, who passed away November 7.

A native of Marion, Iowa, born there October 2, 1882, "RA" came to the Western Pacific in 1928 as a locating engineer, later was field engineer in charge of construction of the northern California extension, took over as a Western Division roadmaster in 1933, and was promoted to Division engineer at Elko, February 1, 1937.

Instead of well-wishing him into retirement, we offer the popular "RA" our congratulations and best wishes!

Stamp It Out!



Arthur V. Golithon Retires

★ Arthur Valentine Golithon retired on October 15th as machinist helper at

Stockton, after more than 27 years of WP service begun in 1913, broken later that year, resumed in 1920 and, after a five month break in 1921, being continuous from Sept. 26, 1921 to retirement.

A note received from the Stockton roundhouse indicates his former associates are going to miss him and they want to wish him rest and joy in retirement, to which we add amen.

Sports Review

By Jack Hyland

★ Midget-type review!

The end of 12 weeks of play in the WP Bowling League finds the "California Zephyrs" leading the pack with 24 wins and 12 losses; the "Oakland Carmen" right behind with 23 and 13; and the "Ducks" in third spot with 20 and 16.

Pete Casey tops individual standings with a 176 average; Lloyd Phillips next with 174 and Jack Hyland is third with 169. The "Traffickers," with a 947, have the high game to date.

Wendover Wires

By Elsie Hart

★ The great mystery is who sent **Jimmie Collins** a birthday card? Sure has him going. It was signed a railroad friend, just me. Jimmie reasons it was sent by a girl (well, but natch, Jimmie) as the men call him Jim; not Jimmie. But who, he wants to know, knew the date of his birthday? Are you offering a reward for information, Jimmie?

The American Legion held a dance Armistice Day night which was well attended and a grand time had by all. The feature of the evening was the raffling of a turkey. **Fred Tyroff** was the lucky winner, but was still waiting for them to drive his bird in from Gold Hill last we heard!

The Grammar School exhibited a picture of the bombing of Pearl Harbor on Armistice Day. Incidentally, it looks as though we'd better begin being ardent movie fans, or the Army Theater will be given a lower rating because of lack of attendance, which means they'll be able to run only a couple of nights a week and will not have all the first run pictures first. After all the effort it took to get special permission for civilians to be allowed to attend, we'd hate to see that happen.

Jay Nusse, section foreman, Pilot, is getting his house wired for electricity. I'm reluctant to mention the work is being done by **Jack Dunnigan** and crew, since Jack has been mentioned in this column so much lately he will get to feeling too important around here! Oh, well, we like having him around and he says he loves Wendover! Now there's an eligible bachelor, girls! Speaking of bachelors, Jay Nusse is also single and since the company built him a new modern house, his having been demolished last year in a train wreck, and Jay has furnished it with all new furniture in very good taste . . . well, the line forms on the right!

It's good news that the big bird is hovering around the **Jack Combs'** residence.

Edith Peterson (Mrs. Pete) is back on the job again. We extend our sincere sympathy on the loss of her mother.

Switchman **Dan Lee** is doing all right now. He was slightly injured in an auto accident recently. Car left the road and impaled itself on a pole, which entered the radiator and pushed itself all the way to the back of the front seat. Another passenger was injured more severely than Dan, but not seriously. From the appearance of the car it's difficult to understand how the occupants got off so lightly! Brrr!

Winnemucca Winnings

By Doris Cavanagh

★ No one in Winnemucca could get a look inside General Motors' "Train of Tomorrow" while at the station, but Conductor **Harry Stevenson** was able to give a good description of it. He ate breakfast in the "Sky View" diner. The crew from Salt Lake included Engineer **Bill Sholl**, Fireman **Mel Coffelt**, Brakemen **William Burningham** and **Bob Heitcamp**. When the train streaked west after an hour's stop here, another crew, Conductor **Ed Sullivan**, Engineer **Walter Young**, Fireman **Ova Pearson** and Brakemen **Harrison McNulty** and **Bill Picklesimer** had a chance to look it over.

Melodrama was enacted around the station here recently when the agent at Gerlach sent an SOS to **Bill Stephenson**, first trick operator, for medical aid. **Mrs. Don Davis** had returned from Reno over rough road with a new baby and started hemorrhaging. Her husband works for Pacific Portland Cement. Bill relayed the message to **Dr. Lin Felder**, who was in the Eagle Drugstore. Half an hour later the doctor was flying to Gerlach in his own plane. A squadron from Reno's Civic Air Patrol consisting of Maj. Ted Morrill, Dr. C. E. Piersall and Marian Merhar, registered nurse, made an emergency flight to Gerlach the day before, summoned by the Reno Red Cross. The Reno doctor considered Mrs. Davis' condition extremely serious. Dr. Felder had the sick woman removed to the Portola hospital and at last reports she was on the road to recovery.

"Bow Wow" is the new title for Bag-gageman **Shurtliff** on train No. 40. He was instructed by a woman owner to massage a black pekinese when it suffered a heart attack in transit.

Meat is usually considered good dog-bait, but a bag of doughnuts carried by a WP employe proved a good enough substitute to lure **Ted Saval's** dog back to the station after a three day absence from home.

With the completion of the Diesel fueling project opposite the station in Winnemucca, the appearance of the yard has improved to a great extent. Four large oil tanks have been placed on concrete cradles with a neat wire fence enclosing the new plant. The oil and water service boxes along the tracks have also been painted aluminum color to match the fueling station. And now a fifth tank is being added to the group. **John G. Mims**, long-time Winnemucca employe, who is in charge of the fuel tanks, finds it difficult to keep his overalls as trim-looking as the plant!

If the desert starts blooming like the rose this winter, it will be caused by the new heater which arrived recently for Roadmaster **Jack Goodwin's** orange motorcar, thereby making the atmosphere

around the rails that many degrees warmer.

And speaking of blossoms, **Jose de Matanza**, section foreman at Antelope, brought a potted plant from California to **Ethel Owen**, roadmaster's clerk, when he returned from his vacation. It's a combination of ivy and cinnamon pinks according to Jose. But Ethel does not have the chore of watering her gift. She's off on a three months' vacation with her husband, Ed, whom she joined in Kansas. From reports, they'll tour a large portion of the USA before she reports back on Jan. 2. Panama City, Fla., was the last word from them.

While Ethel's away, **Doris Cavanagh** is learning the difference between switch points and angle bars in the roadmaster's office.

Agent **Carl Grauvogel's** heart belonged to mama for a week while his wife Betty was out of town on a trip. **Thel Lewis**, cashier at the freight depot, was able to sandwich in the last five days of his vacation during the deer season. **Jim Hardy**, section foreman at Bliss, got his deer by just picking up his gun and walking outside!

No opportunity is overlooked by **Val Martin**, freight warehouseman, to give the gal passengers in his jalopy a bunny hug enroute uptown. **Mrs. McElroy** was just as warmly welcomed while her husband, agent at Wells, looked on from the back seat when they were here for his official visit as IOOF Grand Master.

Yard office personnel looks different these days with **William Brown** bidding in the day shift to replace **Bill Hamilton**, off to become a watchmaker. **Henry Mentaberry** is new clerk and **Delbert Moore** serves as relief.

Yardmaster **Hamilton** instructed his offspring not to damage the Plymouth car by parking it on the Winnemucca main street, but it took "Ham" himself to get the door dented!

Carl Horton, janitor, says he has no bad habits. Vices to him are drinking, swearing and smoking.

A lad that remembers what he reads is **Elmer "Shep" Shepard**, third trick operator. He could give a magazine description of the Train of Tomorrow's new features before the curio arrived here.

On the twelve months clear record list recently were Conductor **Harry Gumm**, Engineers **Adolph Loser** and **John Smith**; Firemen **William Eyre** and **Ace Quigley**; Brakemen **Tom Gilbraith**, **Ray Smith**, **Dave Stewart**, **Marion Minor**; Switchman **Barney Wendland**; Telegrapher **Bill Stephenson**; Section Foremen **Ted Barrera**, **Trego**, and **Jose de Matanza**, **Antelope**, and **Les Noble**, water service foreman.

Western Division Notes

By Agnes Welch

★ Local boy again makes good! **Gordon Switzer**, who left the Western Division a short few months ago to become B&B supervisor for the Eastern Division, literally hurdled another rung on the ladder of success when he took over the duties of assistant division engineer of the Eastern Division. Gordon is a rail-roader at heart, but his second love is ranching and we understand he is now the proud owner of a 32-acre spread close to Elko, where he can, on week-ends, get down to plain good earth and satisfy his ambition to be a man with a hoe (a man with or without a hoe is a pretty big assignment in this day and age, believe me!). Gordon's friends in Sacramento are many and all join in wishing him success and happiness in the new work.

Western Division's new B&B inspector will be **John G. Howard**, formerly foreman of tunnel gang 3. John has been with Western Pacific since March 1937, and has worked as machine operator, carpenter's helper and crane engineer. Welcome, John, to the engineering department and all of us wish you lots of success in the new assignment.

Evelyn Richardson returned to her desk the morning of November 17. She has completely recovered from the injury to her knee sustained in an auto accident some weeks ago. **Mike Mooney**, who has been away from his desk because of illness, returned to work early last month. It's nice to see Evelyn and Mike back on the job again.

Ellen Chubbick is taking **Dorothy Knoles'** place in the special agent's office during the next few months while Dorothy is on leave.

A new Western Pacific-Sacramento Northern social club has been founded by employes of both roads. Following officers have been elected . . . **Eileen Frost**, president; **Mildred Wingate**, vice president; and **Anne Levy**, secretary-treasurer. Seven members were elected to the board of directors . . . **Al Evans**, **Keith Wilcox**, **LaMar Kimball**, **Kenneth VanSike**, **Claude Finley**, **Hugh McReynolds** and **Wilfred Blue**.

Attention, Somebody's Management: Executive-type young business man desires position in B&B (buttresses and bolts) division of any railroad, where his charm and dazzle-duds (which he has been wearing) will lend atmosphere and enchantment to the joint. Of course, an expense account commensurate with his present weightage is of para-

mount importance. He's at present spending most of his time . . . let me think . . . well, it's close to the Embarcadero and it's rumored he will perhaps be the next councilman in that area. Now, if anyone can't guess the identity of this mystery man, or shall we say the "Man of Tomorrow," just let us know. Of course, there'll be a reward (?) if you can't! You'll have to write next month's column for your reporter. Adios for now.



Western Pacific Elko, Nevada, Freight Station Staff

Left to right . . . **Adalita Viscarret**, SP cashier; **Leslie L. Morris**, Western Pacific cashier; **Lois R. Manca**, general clerk; **Earla V. Hooper**, general clerk; and **Guy M. Blair**, agent.



East Bay Notes

By Margery Glatt

★ Quite a surprise to many of us was the recent marriage of **Evelyn Evans**, Oakland freight house. Evelyn became Mrs. Leland Eagle on November 3rd at Santa Rosa. A very lovely rose satin bedspread was presented to her by her fellow workers, along with our very best wishes for her future happiness.

Speaking of surprises, there is another one due, as someone else at Oakland freight house is wearing an engagement ring, or so a little birdie told me.

At Fruitvale station, we find two more "newlyweds" . . . **Margaret Magnuson**, cashier, married November 15th at Quincy to Robert Miller and **Leo Frantangelo** said his "I do's" October 25th.

"That's the record" **Cavis** is back to work after vacationing with his wife at Salt Lake City. Charlie, by the way, is very interested in starting a basketball team, so if any of you boys are in need of a little exercise, this might be the solution to that thickening waistline!

Back at his old desk, and looking right at home, is **Leo Ennis**, having returned from the sticks of San Leandro. His predecessor, **Doris Browne**, is on a three months leave of absence and will return to work in the B&B department.

Two new faces at Oakland freight house are **Walter Meryman**, who hails from Florida, where he worked for the Florida East Coast Railway, and **John Devlin**, now on the car desk recently vacated by **Eddie Wuelfing**, who has gone back to the yard office. Walter found it a little lonely when he first came to California, but since his wife and young son have joined him, the situation has improved greatly. Walter tells us that it does rain in Florida, believe it or not!

You may be blinded when you first step into **Ed. Moss's** office, but don't be alarmed; upon closer inspection you will find the sudden change is due to the new flourescent lighting, which, needless to add, is a delight to **Irma Piver**.

Roland L. Gohmert

★ Roland L. Gohmert was appointed assistant freight claim agent for the Western Pacific effective November 15. He comes to us from the Association of American Railroads, with whom he held the position of chief of the review bureau, freight claim section, Chicago, Illinois.

Charles Albert Sparks Dies

★ Charles A. Sparks, chief engineer of the Sacramento Northern Railway for the past two years, passed away November 7 after a brief illness.

He began his SN service in 1915 as a draftsman for the Northern Electric Company, a predecessor of the SN, headquarters San Francisco. Later, he moved to Sacramento becoming chief draftsman, then office engineer and finally chief engineer in '45.

He was born at Paducah, Kentucky, in 1892, and came to California when a boy.

Charlie was well liked by his associates and he will be missed. —A.W.

Headlight Editor Elected

★ Walter C. Mittelberg, editor of The Headlight, was elected president of the American Railway Editors' Association for 1948. The elections were the last order of business, enroute to San Francisco via the Western Pacific, of the association's convention-on-wheels early last month.

Other officers elected were George W. Eastland (of the Chicago & North Western) 1st vice president; Jack R. Maguire (of the Missouri-Kansas-Texas) 2nd vice president; Harry Walker (of the Denver & Rio Grande Western) secretary; and Robert H. Klank (of the Chicago & North Western) treasurer. Marc Green (of the Milwaukee), outgoing president, will serve on the executive committee with the new officers and Virginia Tanner (Baltimore & Ohio); Chris Hobson (Texas & Pacific) and Clifford Massoth (Illinois Central).

"Tip Card" Box Score

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

Western Pacific Railroad Employee Retirements

Amondson, Henry S.	Boilermaker	Oakland
Bowers, James Lenord	Machinist	Sacramento
Christensen, Otto W.	Brakeman	Eastern Division
Craig, William Alvinza	Carman	Portola
Davis, Joe	Pitman	Twain
East, John Robert	Switchman	Oakland
Gianoutsos, Athanasios Steve	Track Laborer	Portola
Greer, Earl	Telegrapher	Eastern Division
Kelly, Frank Arthur	Section Foreman	Carbona
Lewis, William M.	Switchman	Oakland
Lynn, Jesse Lamar	Engineer	Eastern Division
Moyer, Preston Breckenridge	Bill Clerk	Stockton
Nee, Barney B.	Carpenter	Elko
O'Brien, Dan	Tunnel Watchman	Cresta
O'Keefe, Frank Joseph	Cashier	Wendover
Schrader, Harold E.	B&B Carpenter	Elko
Shadley, Arthur	Switchman	Western Division
Venable, Bennett Earl	Engineer	Eastern Division
Wood, Edwin Alonzo	Laborer	Winnemucca

Charles Edward Forseth; Gordon Switzer; Kenneth George Hunt Promoted

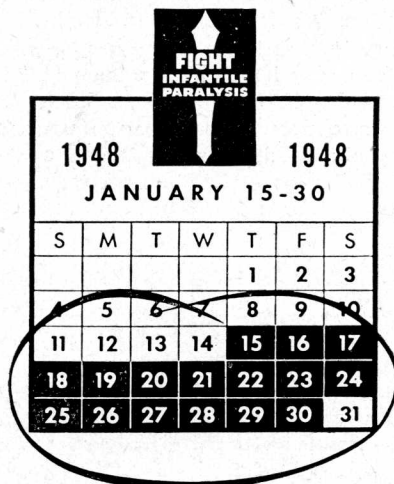
★ Charles E. Forseth was appointed division engineer at Elko on November 1. Charles was born at Miles City, Montana, November 9, 1901; began with the Western Pacific as a transitman July 8, 1927; and had served as assistant division engineer for some time prior to his latest promotion.

Gordon Switzer, who was appointed B&B supervisor for the Eastern Division earlier this year, was promoted to assistant division engineer at the same time. Gordon's earlier career was reported in the June, 1947, issue of The Headlight.

Simultaneously, Kenneth G. Hunt was appointed Eastern Division B&B supervisor. Born at Avis, Pennsylvania, September 1, 1910, he had served as B&B inspector for the Western Division since March of this year.

Congratulations and best wishes to all three.

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