



The HEADLIGHT

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THE HEADLIGHT

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"It is rather for us to be here dedicated to the great task remaining before us; that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion."

—Lincoln's Gettysburg Address

EDITORIAL PAGE

★ An editorial is an expression of opinion. Many such expressions have been found in the columns on this page since December 1943. Thus this has been (since that month), is, and will continue to be the editorial page of our magazine. Until quite recently we felt it unnecessary to clearly mark it as the editorial page, but lately comments and questions relative to this page seem to require identification and the statement that the editor is responsible for all comments here. Obviously he has not confined his remarks to railroads and their many ramifications, but has touched on subjects he felt might be of interest to our readers . . . and, of course, in which the editor was interested! In any event, do we make it quite clear that all statements since December 1943 . . . and all future remarks on this page . . . reflect the opinion of the editor."

★ ★ ★

★ Decoration Day occurs the 30th of this month. The day is quite generally observed throughout the nation as a day of prayer and tribute for our military heroes who have given "the last full measure of devotion." Celebration of this day developed after our Civil War and was, at first, confined to Northern states. However, the passing years have brought more general recognition . . . and other wars. The heroes of those later wars knew no Mason and Dixon Line and the commemoration of their sacrifices has become almost universal. This month pay your tribute, if not by placing flowers on some hero's grave, at least by remembering the Americans who have fallen on battlefields all over the world and dedicating yourself "to the great task remaining before us."

★ ★ ★

★ Last month a news story from Washington, D. C. told us of fumes which overcame passengers in a Pullman car and indicated it was monoxide, or other poisonous gas, resulting from some disability to the air-conditioning system. Since the incident, investigation by the Washington Terminal Company and the Pullman Company developed the facts which prove the so-called gas had nothing to do with the air-conditioning system. This, of course, is not as startling as the original story and undoubtedly will get little attention from the newspapers. So, for the benefit of our readers, we'd like to explain the findings. The smoke (or fumes) which overcame the passengers resulted from the accidental igniting of an oiled filter pad at the intake to the air-conditioning system. These filter pads screen out dust and other foreign particles from the outside air which is sucked into the car by blower fans. This is the first time one of these pads has become ignited during the years in which cars have been air-conditioned. When ignited, however, the blower fans rapidly spread the smoke from the burning filter through the car. Two types of cooling are used in Pullman air-conditioning systems . . . the mechanical compressor and the ice activated. The car in which this incident occurred is cooled by ice and there is no gas of any sort used. In those cars in which the mechanical compressor system of cooling is used, the gas employed is non-poisonous and non-inflammable, so that an accidental leak would produce no harmful results.

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★ Class I railroad purchases of fuel, materials and supplies totalled \$1,394,281,000 (that's more than a billion!) in 1943, a 10.7% increase over 1942 . . . 7% of which was accounted for by increased costs. Such figures are usually quite boring, but it all sounded so tremendous we thought you'd like to know. Fuel purchases led all the rest, with iron and steel products a close second and forest products a mediocre third.

★ ★ ★

★ A brother-in-law is usually . . . well, just a brother-in-law! But the one belonging to Howard Sevey, war bond major domo in our treasurer's office, warrants a word or two. His name, William Francis Stephens; his rating, carpenter's mate, third class, U. S. Navy. He was awarded the Navy and Marine Corps Medal by the Commander of the United States Naval Forces, Northwest African Waters, for extraordinary heroism and outstanding devotion to duty while serving on board the USS BISCAYNE on September 12th last in Salerno Bay, during the amphibious invasion of Italy. The story: The SS LYMINGE, loaded with a cargo of GASOLINE, LAND MINES and CHLORINE GAS, was hit by an enemy bomb which started several large fires aboard and forced the crew to abandon ship. Stephens, as a member of the USS BISCAYNE fire-and-rescue party, with complete disregard for his own personal safety, boarded the burning ship and, in spite of imminent danger of explosions, courageously assisted in fire-fighting operations which eventually brought all fires under control, thereby saving a valuable ship for future operations. We think you'll join us in recognition of such valor wherever we find it.

"SOMEONE WENT TO THE ARMY IN YOUR PLACE . . ."

★ "You are classified in II-B as a "necessary" man in a critical occupation in an industry essential to the war effort. Someone went to the Army in your place!

"We have no obligation to lecture you as to your responsibility in this time of crisis. But we feel compelled to point out something you may not fully realize.

"You have been excused from military service for the present. So far as we know you would make a good soldier. There are about 2,000 men, many of them your friends, from this small county in the armed forces. All are sworn to obey a superior officer and to defend with their lives the small part of the fighting front entrusted to them. Many of them are homesick and without much money. In a real way they are making our lives more secure.

"You, Mr. Allison, have the obligation to prove to the community that this Local Board was right in its judgment that your work is more important for the good of all than military service would be. That was the judgment of men who, like you, are trying to serve the country. You can show they were right or you can show they made a mistake.

"We know now of at least five boys who have gone through this office who will never return. That we had a part in sending them is a serious thought. That someone went in your place and perhaps will not return should be a serious thought for you.

"Those of us who cannot do as the 2,000 have done can make them and their future more secure by doing our best work in our humdrum jobs at a typewriter or a Diesel engine. Maybe we can make our jobs as important as the soldier's in Italy and New Guinea. We certainly should try!

"These thoughts help us get up in the mornings when we don't want to and help us keep going when we are tired. Let's try to get others to feel and work that way, too!"

This is an actual letter recently written by the clerk of a local selective service board and is quite self-explanatory. The only possible addition could have been the suggestion that War Bonds should be bought regularly, too! —Editor.

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HELLO FROM LIEUT. BEDIENT

★ Lt. Francis E. Bedient (01946659, 8th Traffic Regulation Group, T.C., APO 9943, Care Postmaster, New York, N.Y.), formerly in our traffic department, was last heard from in New York City from whence he sent his greetings. Frank says the only railroad with two representatives in his group is the Western Pacific. Our other representative is Tom Conway, out of General Office (Accounting). Good luck to Frank and Tom.

THE THREE CANNONS

★ Recalling the exploits of the heroic five Sullivans, Howard Parker (road foreman of engines, Stockton) has told us about the three Cannon boys . . . Jack, Gordon and Clyde . . . all in the U. S. Navy and all serving on the airplane carrier Block Island. The father of these boys, Lemuel C. (Sandy) Cannon, one of our engineers, has been with the Western Pacific since 1923.

Jack, who is 22, worked on a WP ditcher in Altamont Pass and in the Feather River Canyon during 1941. He is a member of a gun crew and his rank is seaman first class.

Gordon, age 21, had just left school when he enlisted. Until recently he, too, was seaman first class, but he has now been promoted to third class petty officer.

Clyde, who boasts of 20 years, was still in school when he enlisted and his rank is seaman first class.

Together they volunteered October 21, 1942, and were assigned to their ship at Bremerton, Washington in January 1943. They've been on transport and submarine patrol duty in the Atlantic since April 1943 and have been to England, Africa and Ireland several times. We suspect, regardless of their rank, that they all are now first class seamen. They are unmarried.

We salute THE THREE CANNONS and sincerely hope they will return unscathed after the elimination of the forces of A. Schicklgruber and one Tojo.

"DEAN" WADSWORTH

★ Trusten P. (Tux) Wadsworth, assistant general freight agent, has been elected Dean of Golden Gate College (San Francisco) evening traffic school, oldest and largest school of its kind in the West.

Wadsworth received his B. S. degree in transportation economics at the University of California in 1925 and held the Strathcona Fellowship in transportation economics at Yale University in 1925-26. He succeeds as dean Franklin J. Wigle, who becomes dean emeritus after twenty years spent in the development of the school.

A dinner to honor Wigle and install the new dean was held at the Bellevue Hotel in San Francisco in mid-April.

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AUGUST J. CARLSON

★ Former WP carman helper at Portola, Pfc. August Carlson recently was graduated from the Marine infantry school at Camp Elliott, near San Diego.

He is now ready for assignment to a combat unit.

DR. KILGORE RESPONDS

★ In the April issue, Bob Runge (East-bay Grapevine) asked a question about a doctor doctoring a doctor. We now quote Dr. Kilgore's "official" answer:

"Any reader whose I. Q. is not less than 70% of his age, plus his blood-pressure, minus his overweight, should be able to answer correctly two out of three. But you should print the answer on the other side of page 784 just in case . . . and this is it:

"No doctor doctors a doctor if either doctor can help it. If the first doctor sees the second doctor first, the first doctor first ducks the second doctor before the second doctor sees the first doctor. But if a doctor can't duck a doctor and has to doctor the doctor, the doctored doctor ducks the doctoring of the doctoring doctor anyway and it's no soap after all."

Caught between the two fires, we refuse to accept responsibility for any part of the whole of it, feeling compelled only to maintain the freedoms of speech and press . . . and give you the statements verbatim. We fondly hope we may now write finis to this uninvited, though welcome, episode!

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MORE ABOUT TRAIN ESCORTS

★ To partially relieve our traffic representatives in "Col." Frank Whiting's troop train escort corps, four men were employed last month as troop train escorts . . . Daniel D. Coons, retired Lieutenant Colonel, U. S. Army; Theron H. Steen, retired Fort Mason transportation employe and Rex Davenport, retired Army Captain, were given a student trip by Whiting, while James R. Montgomery, retired East Bay MUD employe, was shown the ropes by escort instructor Bill Friborg, of Sacramento.

Messrs. Coons, Steen and Montgomery have had some railroad experience, but Davenport is straight "army." Jim Montgomery's brother is manager of personnel for the T&NO at Houston.

—Manuel Bettencourt.

★ ★ ★

STOCKTON NOTES

by Bette Elliott and Gene Neri

★ Sammie Craig, formerly in our freight office, returned for a visit recently, after becoming a full-fledged baker in the Merchant Marine following training at Catalina.

Fireman R. W. Turner announced the arrival of a baby girl . . . Elaine Frances . . . on March 29th.

We note with regret the passing of LeRoy Hagan. He was 67 years old. Born in New Albany, Indiana, he came to the WP in 1918 and was a familiar figure at both the old and new yard offices, where he worked faithfully until his recent retirement.

Roundhouse clerk Joe Crowden was married in Reno recently.

Fireman H. E. Parks left for military service early last month.

Hy-Lites

By JACK HYLAND

feel additionally proud for recently a letter was received from **William (Bill) Royal**, Sk. 2/c (formerly Freight Claim) in which he wrote: "**Enjoyed considerably looking over and reading in the Headlight about our railroad that we have down here.**" Little did we know some of our Western Pacific men were actually assisting in the operation of this railroad, but we shall all be proud when the construction work is completed and our American locomotives reach their destination—"TOKYO."

Our "overseas correspondent," **Lt. John Skinner** (Traffic) now in Italy, writes: "By-golly, I worked with **Maj. Henry Stapp** (Trainmaster) on several occasions while in Sicily but didn't know he was from the Western Pacific until I read the Headlight." Maybe we should run a column on "**Whose Who and Where From**" so all our men will get to know each other.

We were sorry to learn **Lt. John A. MacDonald** (age 24) only son of **A. J. MacDonald** (Telegraph) was killed in action on December 6th in the European area. John previously attended St. Ignatius High and University of San Francisco before becoming a bombardier on a Flying Fortress. We shall not forget.

Still a traveling man: A short time ago **Lt. E. C. Richardson** (Detroit) was concerned about **Southern fried chicken** while stationed in Carolina; it was **peaches** when in Georgia, but now—he's in Portland, Ore. (the Rose City), so naturally it must be "**Four Roses**" in which Ed is interested. (Who isn't?)

From **Manuel Bettencourt** we learn: New addition to Passenger Dept. is **Nita (Juanita) Zeimantz** who hails from Spokane; **Staff Sgt. Walter Brunberg** now stationed at Prince Rupert, B. C., was a recent visitor; card from **Robert Grace** discloses he is now a "**Bombardier**" and anxious to holler . . . "**Bombs away.**"

A nice long letter from **Boyd Sells**, Yeo. 2/c (Traffic) tells of his riding in the **Catalina (PB5A)** and **Coronado (PB2Y-3)** bombers but the high spot of his Navy training was achieved when he personally met and talked with **Miss Coe Glade**, star of the San Carlos Opera. Did you secure a season ticket, Boyd?

San Franciscan's attention: If you like roses, then drop out to the **Commodore Sloat School** (Ocean Ave. and Junipero Serra Blvd.) on Sunday, May 7th, between noon and 8 p. m. and see the Third Annual Rose Show. **Merrill J. Butler** (Loc. Frt. Office) is president S. F. Branch, American Rose Society and assures me . . . the admission is **FREE**. What more could we ask.

"**There wasn't anything about Los Angeles in the March or April issue of the Headlight and everyone here thinks it's my fault**" writes **Frank Sell** (L.A.). You're listed as "Staff Reporter" Frank, so . . . Understand **Lt. Eddie Reel** is in South Carolina awaiting embarkation orders but in meantime is flying over the Bahama's, etc. We haven't hired any movie queens lately but our latest addition is **Lee Mooney** (formerly M-G-M studios). Any addresses ? ? ? ? ?

When radio reports are received concerning naval action of our South Pacific fleet, it's possible **Whitney Becker** (AF&PA) may have had a hand in it for he's a Radio Technician 1/c and has been on active sea duty since last December. When you return Whitney . . . how about fixing my radio.

It's "**happy daze**" ahead for **Pfc Anthony Quill** (Car Record) who became engaged on his last furlough to the Bay Area. Didn't learn her name but we know . . . she is a lucky girl, and Tony promised to let me know "**the date.**"

After honeymooning for the past few weeks at Lokoya Lodge in Napa county, Army Warrant Officer **Victor B. Engel** (Traffic) and his bride, the former **Dorothy Messner**, are greeting friends in the Bay Region. The marriage took place on March 12th in the Bethlehem Lutheran Church in Berkeley, Cal., and Vic's father, Rev. Martin Engel, pastor of the church, officiated at the ceremony. Although slightly belated, extend our best wishes for continued happiness.

A change of address card came in from the government indicating an "APO" box number for **Sgt. Connie Murphy** . . . and the following day his letter from England arrived. "Murf" tells me he wasn't seasick on the way over (which I doubt); also that the country over there is beautiful, but adds . . . "**You still can't beat California.**" Another APO box number notice just came from **PFC George McDearmid** (Traffic) which to him, is a relief from Camp Gordon Johnston, Fla.

The following advertisement is inserted for **Frank Rauwolf** (Frt. Claim - formerly Stockton) who has been riding our somewhat overly crowded street-cars: "**Wanted—to rent, buy or borrow, one complete suit of armor. Price no object.**" If Frank only wants one suit it's possible he hasn't ridden on our busses.

It has happened . . . word just came in that **Lt. Thos. Conway** (AFPA) and **Lt. Frank Bedient** (Traffic-Reno) have been sent overseas, and BOTH have the same APO box number. If they hadn't met before I'll wager they really became acquainted leaning over the rail (ship's) on the way over.

How are we gonna keep 'em: **Ruth Bettis** (Traffic) resigned on April 6th, departing for Carlsbad, N. M., to be with hubby (Jack) and April 8th **Hal. (Jockey) Nordberg** (Traffic) in Class "1-A" passed his pre-induction "physical."

The **Pacific Railway Club** held its 27th annual meeting at the Palace Hotel on March 28th and **Henry Fegley** (Ass't to G.M.) was installed as the Club's Third Vice President. For the past year Henry served as Treasurer and from reports understand the "books" balanced . . . so naturally he warranted promotion.

Was greatly honored the other day when **PFC Doris White** (Frt. Claim) personally thanked me for mailing her the Headlight. Doris has been transferred to San Francisco and really looked **very snappy** in her Marine uniform.

THE DISTAFF SIDE

By Barbara Spacher

★ What is so rare as a day in June? A day in May, of course! What does your mind wander to at the mention of May? A girl of the same name? Maypoles? Mother's Day? May Day (Russian style)? Decoration Day? May(hem)? The flowers that bloom in? MAYbe that's enough of that!

★ ★ ★

"*And so they were married*" . . . At St. Vincent de Paul's Church, San Francisco, the evening of April 3rd, Frances Schultz (GO general auditor's office) and Cpl. Charles Duffy, U. S. Army, were married by Father Shea. It was a very quiet wedding attended by a few close friends and relatives of the bride and groom. Fran looked lovely in a suit of aqua wool trimmed with silver buttons, matching off-the-face hat and white gloves. She wore a corsage of two purple orchids. The groom, of course, wore his uniform! They left the following morning for the old Hearst ranch at Pleasanton on a brief honeymoon. Charlie has now left for El Paso, Texas and Frances is back at work . . . dreaming of all those "rain-checks" on wedding presents! We hope you have the best of luck, Frances, and—as in the fairy tale, live happily ever after.

★ ★ ★

THE GERMANS HATE THE U. S. A.

By Franklin P. Adams
of "Information. Please!"

The Germans hate the U. S. A.;
They hate all people who are free.
Easter they hate, and Christmas Day
They don't like you, they dislike me.
They have a hundred dirty hates;
They scream, they holler, and they curse,
And this here citizen of the United States
Hates them immeasurably worse!

★ ★ ★

Thought for the month: Most of us take our mothers pretty much for granted, but she, more than anyone else, is the one who stands by us through the years; who—no matter how old we may grow, always thinks of us as her children. Remember her on this Mother's Day with some token, be it great or small, that shows her you too remember all her little deeds of kindness throughout the years.

★ ★ ★

HUMOR DEPARTMENT

★ An old Londoner was asked if he was not scared when a bad blitz was on.

"No, guv-nor," was the reply, "can't say as I am. Yer see, I count me chances. Jerry—well, he's got to take off all right, 'asn't he? Then he's got to cross the Channel: that ain't too easy for 'im. Then he's got to git by the Coast. Then comes the Thames Estuary, that ain't all he likes. Then comes London—well, he can't miss that; but then he's got to find 'Ammersmith, then Acacia Road, then No. 87, and then most likely I'll be at the pub."

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco
(Copyright, 1944, Thomas P. Brown)

★ **MILLER SEAMOUNT**, Alaska — The quest for names opens fascinating vistas, some shadowy, many real. Of course No. 221-B, Baker Street, the London address of Mr. Sherlock Holmes is quite familiar to us and now we know just where to locate Shangri-la on the map of the Pacific theater of war. Perhaps, however, as we traverse the beds of Lake Lahontan and Lake Bonneville in our journey on the Western Pacific across Northern Nevada and Western Utah, we may not realize that the names of these lakes which belonged to the period "when you were a tadpole and I was a fish," are of somewhat later origin. Again, we may be intrigued by the fact that Mother Earth has places which cannot be seen but which nevertheless have names.

In the Gulf of Alaska, which thousands of our boys, who have become seafaring men, know so well, there is a group of submarine elevations. The highest of these, according to the U.S. Board on Geographic Names, rises from general depths of 2,175 fathoms (13,050 ft.) to within 548 fathoms (3,288 ft.) of the surface, the height being 1,627 fathoms (9,762 ft.). This hidden peak, known as Miller Seamount, is near Latitude 53 Deg., 30 Sec. North, and Longitude 144 Deg., 20 Min., West, Pacific Ocean. Were **Pilot Peak**, which is in recurrent sight of the Western Pacific traveler for 80 miles, occupying this position in the Gulf of Alaska, its summit (Mr. Robert A. Allen, Nevada State Highway Engineer, says that Pilot Peak is in Nevada) would be 1,138 ft. below the surface, as the altitude of Pilot Peak is 10,900 ft.

Our Alaskan submarine peak was named by the U.S. Coast and Geodetic Survey, which discovered it, in honor of James Blaine Miller, who entered the Survey in 1903 and served until he went down with the Lusitania in May, 1915. The National Board on Geographic Names says that Miller is particularly remembered for his share in the rescue cue of the crew of the Revenue Cutter "Tahoma," wrecked near **Attu Island** in September, 1914, when he was in command of the U.S. Coast and Geodetic Survey SS "Patterson."

NOGALES, Santa Cruz Co., Ariz. and **NOGALES**, State of Sonora, Mex.—The name is Spanish and means walnuts. Will C. Barnes, who wrote "Arizona Place Names" (Univ. of Ariz. Bulletin No. 2), cites first settlers as saying that the arroyo was lined with walnut trees. International Avenue is well known to those who cross the border, Nogales being acclaimed as the "Key City to the West Coast of Mexico."

LAKE CHARGOGGAGOGGMAN-CHAUGGAGOGGCHAUBUNAGUNAGUNGAMAUGG, Webster, Mass.—In this column, March issue of "The Headlight," we spelled this name with only 45 letters. Happily, we since have been corrected by Director Milton Edward Lord of The Public Library of the City

of Boston, and so we gladly have inserted the word "Guna," thus raising the ante to 49 letters. Director Lord wrote:

"According to my boyhood instructions, your spelling of the famous lake in Webster, Massachusetts, is incorrect. Four letters appear to be missing. I'll leave it to you to find out which they are. My version of the name is Chargoggagoggmanchauggagoggchaubunagunagungamaugg."

For those who missed the March article we add that the name summarizes a treaty between redskin followers of Izaak Walton and signifies: "You fish on your side; I fish on my side; nobody fish in the middle."

GARDNERVILLE, Nev.—According to Hon. E. Charles D. Marriage, Nevada State Librarian, this town was named for John Gardner, rancher, by Lawrence Gilman, its founder.

MADERA, Calif.—A Spanish name, meaning timber or wood. In "Historic Spots of California," by Rensch and Hoover, it is stated that a V-shaped flume, five feet wide and 63 miles long, was constructed in 1874 at a cost of half a million dollars to convey lumber from **Soquel Basin** in the sugar pine forests of the Sierra Nevada to the valley below. The settlement which grew up at the lower end of the flume where it terminated near the Central Pacific Railway on the south side of Fresno River, was given the name Madera by the California Lumber Co. when the townsite was laid out in 1876. When the county was formed, with Madera as its seat of government, the county was given the same name.

CHESTER, Lassen Volcanic National Park, Calif.—Mrs. A. P. Swingle, Quincy, Calif., quotes Miss Edith Martin of Chester: "When the first post office was established at the Bert Johnson place at the northern end of Big Meadows, Mr. Johnson said to call it Chester for his Missouri home place. My father, Oscar F. Johnson, having the town site two miles west, said: 'I was born in a pleasant little Vermont town by the name of Chester. Let us keep the name of Chester.'"

Altogether there are 28 places in the U.S.A. which bear the name of Chester.

LOGAN, Utah—named for Ephraim Logan, an early trapper. It is in **Cache Valley**. The first white men to visit this region were American beaver trappers who cached their furs in this valley. Cache is from the French verb cacher, meaning to hide.

S.O.S.—In order to answer queries from readers of "The Headlight", the writer would appreciate information and interesting points regarding the origin and meaning of the following names:

Ditho, Nev.; **Nellie's Apron**, a former station on the Missouri Pacific Lines; **Lyoth** and **Rhodes**, Calif.; **Alazon**, Nev.; and **The Smile of the Great Spirit**, with its location.

SPORTS REVIEW

By Jack Hyland

★ The "Straight-away" Summer League now in progress at Downtown Bowl every Thursday evening has passed the half way mark (or mile-post) of the ten week schedule. The team standings as listed below clearly indicate the "Tigers" is the team to beat, if that can be done. They have lost only five points and up to April 13th had only lost one point, thus it appears the next four teams which are closely bunched will be fighting for . . . second place or lower, as top spot is practically assured the Tigers.

The team standings, as counting the games of April 20th are:

	Won	Lost	Hi Ser
Tigers	19	5	2504
Outlaws	13	11	2317
Flyers	12	12	2302
Skunks	11	13	2321
Aces	10	14	2228
Lions	7	17	2304

Last week we noticed the attendance group included Mrs. Voy Neuman, Mrs. Fred Thompson, Mrs. Chas. Dooling, Mrs. Don Cathcart and Miss Edith Loeffler (Traffic). How about more of us coming out—and we mean the men as well as the ladies.

One of the Hy-lites during the past month of play has been the steady climb of Al. Potter (Lions) who started out on opening night with a miserable 425 series, after winding up in the Winter League with a 556 series and a season average of 157 for 84 games. Al's consistent bowling of 500 series and over has gained him possession of top spot of the "Big Six" which is shown below:

Potter	18	169	212	531
Craig	18	166	213	559
Stoney	18	165	211	529
Hyland	18	164	203	516
Sevey	18	163	235	589
Neuman	18	159	187	507

The second Hy-lite of the month was accomplished by none other than "Sis" Dillon (Outlaws) who, while packing a 121 average, slammed the pins over on April 13th for a 469 series, which incidentally was the night's individual high series for her team, which includes four men bowlers—one of them being . . . me.

I'm sure all of us who attended the recent "Bowler's Dinner" held at San Remo's last April 25th, have placed this event as a "must" on their future calendar of things NOT TO MISS. Everyone had an enjoyable evening, which included excellent food, etc. (?). Pres. Harry Heagney made the presentation of the Perpetual Trophy to Capt. Spen Lewis of the Transportation team (winner of the 1943-44 Championship); Team Trophy award to the Traffickers as well as individual medals to players on first and second place teams; and to those having high games, high series and high average for the season. The bowlers surprised Manuel Bettencourt with a special gift as a token of their appreciation for his splendid and untiring secretarial work.

W. D. Combs
Kathleen Dewhirst
Lowell Duncan
E. E. England



W. H. Schurr
L. J. Silliway
R. C. Wendt
Doris White

NOTES AT RANDOM

★ **Gladys (Kirkie) Kirkman**, Portola staff reporter, came up with a few items which didn't rate a column in volume, though they did in quality! The photograph of Brig. Gen. **Carl R. Gray, Jr.** and Lt. **Harry R. Lawrence**, appearing on this page, was sent us by Kirkie.

Lt. Lawrence is the son of Conductor H. R. Lawrence. He was graduated from Portola High School in June 1940; then employed on our ice deck at Portola until March 1941, when he made his student brakeman trips, following which he was on the Portola Extra Board until enlisting in January 1942.

More Portola notes: **Mrs. Barry** and Roadmaster **C. R. Barry** are proud to announce the birth of a 7-lb., 8-oz. boy, John Patrick, the morning of April 4th. Barry claims he hasn't much to worry about since FDR is getting along in years, as who isn't? . . . EM 2/c **James O. Van Benthussen**, formerly signal maintainer at Deeth (how did this get into Portola?), was a recent visitor in Portola (that's how!) after thirteen months in the South Pacific . . . Corporal **William F. Jones**, former fireman, now with a railroad battalion in Omaha, Nebraska, was in Portola on a furlough recently . . . We've an iceman laborer at Portola named **Herbert Hoover Singh**. He confuses me for I don't know whether he's a Republican or the fellow who can tip me off about what's going to happen to Terry and Burma!

Bette Elliott, roundhouse clerk at Stockton, was a recent visitor at the General Office . . . not only learned her way around, but, we hope, picked up a few war bond pointers.

Janet White reports, via Superintendent **Curtis**, that the new track at Tunnel 15 (of fire and slide notoriety) was completed at 11:15 a. m., April 11th; the track readied for passage of trains at 4:25 p. m. and first train over at 4:37 p. m., same day.

Lt. Comdr. **Glenn F. Cushman** (Naval Base Dispensary, Navy 626, F.P.O., San Francisco), who formerly attended to our physical ills as one of **Dr. Kilgore's** mighty capable assistants, is now in a censored zone in the tropics, for which



Brig. Gen. Carl R. Gray, Jr., Director General, Military Railway Service, at the left and Lt. Harry R. Lawrence, of Portola, former Western Pacific brakeman.

he has not yet developed a hopeless affection! However, the doctor seems to be satisfied with his location and appears to be kept quite busy. We can be sure he's doing a fine job for our men and he certainly has our best wishes.

From **Al. Williams** (Lt. Comdr., USNR, B-4-108, Camp Perry, Williamsburg, Virginia), former division engineer, Sacramento, comes word that, besides drilling and classes, he must learn Judo, bayonet work, mortars, machine guns, etc. and, once a week, participate in skirmishes with Marines through woods and swamps. The Marines use smoke bombs, booby traps and tear gas, while the Seabees use blank ammunition. Instead of ordinary exercises, he does squatting and twisting exercises and runs 300 yards . . . all with a grown man perched on his shoulders! In addition, considerable studying must be done. To keep himself busy (!), Al takes on a little extra physical training and swimming at nights. At this point we're so exhausted we can only add that Al is doing very well and, upon comple-

tion of this course, feels he'll be capable of taking on an entire company of Japs single-handed!

Irv Abramson, our erstwhile "working editor," who left us to do a little more or less civil engineering, reported recently in the following incoherent (to us) manner:

"I've been running, crawling, sprawling, jumping, tramping, wading, walking and staggering through brush, dirt, gravel, rock, water, forests, mud and concrete in rain, fog, wind, sunshine and sub-zero weather."

This The Headlight editorial staff must see!!

Once again **Tom Brown** (editor, WP news service bureau) steps quietly into print with a foreword written for THE TYPOGRAPHICAL HOWITZER, a famous short story written some 60 years ago by **Sam P. Davis**, noted Nevada journalist, author and historian; the brochure published by the Meteorite Press (actually three students of Sacramento Junior College who are majoring in printing). Copies may be available. Ask Tom about it.

William L. Rowberry was appointed district passenger agent for the Stockton territory on April 1st, succeeding the late beloved Al Jensen. We wish Bill well.

Jesse Holmes (Oakland freight traffic) says: "If the writer had authority to bestow medals for excellent work in connection with the recent Red Cross campaign, it would be a real pleasure to pin a 22k gold one on that genial car shop foreman **Ernie Souza**, of Oakland. Ernie and his assistants did a fine job this year . . . but, then, they've always been top-notchers in such campaigns. **George Raab** and **Jim Dillon**, of the Oakland freight office, also deserve credit for the fine showing made there. These silent workers never make the headlines, but isn't it grand to have the satisfaction of having taken an active part in such a worthy cause?, Thanks, boys! The editor feels the same way about his loyal, conscientious war bond campaigners!"

We've heard that **William Medall**, who left the Oakland freight office to join the armed forces, has been reported missing in action. In the absence of information to the contrary, our faith will hold firm that he is safe and well somewhere.

A few Australian newspapers and magazines were received by The Headlight addressed to "**Mr. W. W. Click**," care of the Club, from 28 Buxton Street, Nth. Adelaide, Sth. Australia! If Mr. Click will claim them we'll give!

Did you know that **Dean Detton**, one of the best professional wrestlers, worked for us as a brakeman at Portola for more than eight months, leaving in April last year to return to the wrestling wars? Only recently he fought a draw with the world's champ (in California anyway!).

—The Editor

SACRAMENTO SHOPS

by "Hy" O'Rullivan

★ **Les Clapham**, energetic erecting foreman, recently left for Wichita, Kansas to take unto himself a bride. Shop workers who planned a surprise send-off were outwitted when Les changed his plans and rode No. 12 to Oroville, where he boarded No. 40. A package, contents unknown, was presented to Les by the shop foremen. Is there a detective in the crowd?

Following are new assignments since the last issue: **H. P. Masterton** appointed general locomotive inspector; **J. H. Madison** appointed storekeeper; **J. W. Bingham** assigned AFE accountant; **H. F. Omnes** assigned assistant accountant; **C. W. Jerauld** assigned steno-clerk; **Marion J. Leavens** assigned billing clerk, store department; and **Gay Marquis** assigned stenographer, store department.

Our thanks to Nurse **Edna Spratt** for the excellent job she is doing at our shop hospital. Even **George Brown** doesn't mind taking a "hypo" now. Mrs. Spratt visits the homes of sick workers and is kept very busy these days. Nurse **Sarah Margaret Jackman** recently joined our medical staff and will assist Mrs. Spratt. Welcome to Nurse Jackman.

Congratulations to **M. F. "Babe" Rose** on his election to the presidency of the Western Pacific Amusement Club of Sacramento Shops.

Our baseball team recently journeyed to Folsom Prison to play the inmates. Besides being one of the few teams able to defeat the prisoners, our boys got a little added excitement in the way of a young riot involving two of the local gentry.

Recent military visitors were former machinist helper **Eldon C. Kimball** and former electrician **C. D. Fippin**, both of the Army Air Corps. Kimball is stationed at Galveston, Texas and Fippin at Camp Keesler, Mississippi.

It must have been an extremely interesting trip which time-keeper **M. F. Barnes** made to San Francisco recently. While Barney regaled his associates with his stories the following morning at 6:45, many workers were kept waiting in line for their time-cards.

A shop romance between boilermaker helper **Katherine Recknagel** and machinist helper **James Ted Ray** ended in marriage when Katherine and Ted exchanged vows at Reno, Nevada recently. Katherine's occupation has now become housewife and Ted becomes the sole bread-winner. Good luck to you both!

UTAH AND NEVADA NEWS

by Tom Aldridge

★ With the coming of Spring on the desert, the few trees to be seen are showing signs of life. The grass along the way is turning green and in another month we should see some of the early flowers in bloom.

Chester R. Burnett, brakeman, Elko, passed his physical exam at Fort Douglas, Utah and will soon be inducted into the army.

HOT—and how! Hot as fire-crackers are the two new westbound fast freight trains—the RTS and the CFS now operating daily. No one seems to know what the initials CFS stand for so these trains have been designated as the "Rat" and "Cat" . . . the cat always being after the rat.

Construction of a switch shanty, with water and electric lights, has been started in Wendover Yard. The furniture has not yet been selected, but inside dope has it that it will be very elaborate. The "throne," to be centrally located, will be occupied by **H. C. "Boomer" Ford**, "the next mayor of Wendover." He will preside at all sessions when "serious" problems are under discussion. His decisions will be final, except as otherwise provided by the sand-house committee.

Wendover Yard now has around-the-clock switch-engine service, the third crew having been assigned the last day of March. Crew members are Foreman **R. S. Pendleton** and Helpers **R. D. Worthy** and **Leon R. Lynch**.

The telegraph office at Wendover is a very popular place after midnight since **Margaret Barry** came from Pilot to take the "graveyard" shift.

Along with the lengthening of the train-yard, a new caboose track is scheduled to be built at Wendover.

Engineer **Kyle Calvin** has a heavy decision to make . . . he must either cut off his new mustache or not bring his family to live in Wendover!

The old adage about a man being "a jack of all trades, but a master of none" has taken a beating from two GIs, part-time, temporary employes at Wendover. **Sgt. Jim Phillips**, navigation instructor at the Air Base, has demonstrated remarkable ability as machinist, boilermaker and welder. He has also shown exceptional talent as a cabinet-maker in the fine detail work he has performed in providing office fixtures for **Henry Wallack**, time-keeper-clerk in roundhouse foreman "**Bob" Colvin's** office. **Cpl. Donald Schmirler**, also a navigation instructor at the Air Base, performs as a carman's helper in the train-yard. He has the situation under perfect control. The efforts of both these men are greatly appreciated.

EASTBAY GRAPEVINE

by Bob Runge

★ Greetings and salutations you lovers of corn—and I do mean you! Once again "big boy" (as referred to by ye editor) will go to press; so if you must groan, please do it lightly—you know—hurt feelings, etc.

Made my first mistake (?). Last month I said **Grace Collins** was back on the bill desk. T'aint so; should be **Marjorie Collis**. You sure have to watch these modern typewriters!

Sergeant **Carl Thorsen** (traffic), now stationed in Australia with the Fifth AAF, sends word by carrier pigeon that he would rather go over Niagara Falls in an egg-crate than go more than 20 miles an hour in an Aussie train—if they could go 20 miles an hour. I could say somethin', but I won't.

Jim Duhig tells me that a new floor had to be installed in the commissary because "Bud" Velsir, assistant superintendent DC&H dept., has been putting on so much weight. A little home exercise will help that, "Bud." The minute you wake up, jump out of bed and run to the wide-open window, fill your lungs with good fresh air and then touch your toes briskly ten times—sounds interesting—I must try it sometime.

Congratulations to **Charlie Tackett** and **Betty Stadfeld** on their new assignments. Charlie is the new freight traffic agent in San Francisco and "baby blue eyes" takes over Charlie's old job in **C. W. Mangum's** office. Also welcome to **Reta Glover**, new steno in the same office.

It is with deep regret that I report the recent passing of **Elmer Lindquist's** father. Wish to extend our sincere sympathy to Elmer and his family.

That sure is a mighty purty flower **Fred Sargent** has in his lapel every morning. Wonder where he gets them? "**Yorgy" Jorgensen** says he knows but won't talk. That's all right fellows, a brick building doesn't have to fall on me (it sure helps though!).

By the time this little epistle reaches you **George Kenninson** and **Bob Stansberry**, firemen, will probably be singing "Anchors Aweigh." They've already taken their physical—you know—they give you a copy of Esquire and if you open it to the right page you're in.

Lt. **Charlie McNamee**, USNR, stopped in the office to say hello. Charlie looks good, maybe a little less hair, but a little more weight. Charlie is stationed in San Pedro—San Pedro, that's where a girl makes a date with a sailor and A TASK FORCE shows up to keep it.

A recent visitor at the local office was Pfc **Bill Castro**, USMC. Bill told **Leo Ennis** that he had a top-kick who was so tough even his meals dared not disagree with him. Oh yeah! YEAH! Well, I just wanted to make sure.

It is wonderful how people's tastes change with the years. When they are small, girls love dolls and little boys have a yen for soldiers. When they get older, the girls are crazy about soldiers and boys fall in love with dolls. Tch-tch!

RETURN POSTAGE GUARANTEED

THE WESTERN PACIFIC CLUB
526 Mission Street
San Francisco 5, Calif.

EASTERN DIVISION SHORTS

By Ona Jennings

★ Telegrapher **Harry Brown**, Elko, reported for final induction and telegraphers **John W. Naylor**, Elko; **J. D. Drennan**, Herlong; **Bill Stevens**, Winnemucca and **M. H. Buckley**, Doyle, reported for pre-induction exams, all at Salt Lake City.

Leland Michelson, assistant chief clerk, recently visited San Francisco and Carson City regarding draft deferments. While in San Francisco, he took a few days of his vacation and visited with his mother.

Ruth Johnson, former B&B clerk, has taken over the duties of the late "Ted" Kendall as assistant accountant. **Emily Sansinena**, former stenographer to chief dispatcher, became B&B clerk and **Fern Hobbs** came back to us to take on Emily's old job.

Ona Jennings (that's me, or I, depending on how exacting you are!) also visited relatives in San Francisco recently.

Latest news on Lt. **Fay Shelton** is that he has taken a turn for the worse. However, Elaine, our assistant timekeeper, reports the doctors promise complete recovery for her husband . . . and we hope the improvement comes soon.

Gen Frantzen, division accountant's stenographer, enjoyed a happy visit with her "buck private" hubby. He has been moved out of Salt Lake City, destination still unknown to us.

Madeline Fritz and husband Cpl. Fritz (Camp Adair, Oregon), visited in Sacramento, Reno and Elko during his recent furlough.

Helen Abegglen, stenographer, is back with us after a two weeks' illness. Good to see you back, Helen!

Pvt. **Albert Olabbaria**, former head timekeeper, passed through Elko on a troop train a couple of weeks back. Luckily his family and many friends in the office were able to at least see him!

Myrtle Wells, telegrapher-clerk, Elko, was also a recent visitor in San Francisco.

Lucille Parkhurst, telegrapher, has moved to Red House to enable her two children to attend school. She was formerly at Sand Pass, where educational facilities are somewhat limited!

Annabelle Albrecht, car distributor, advises we now have three former Western Union men working as telegraphers and that they're doing very well. They should . . . Western Union and telegraphy are synonymous!

Telegrapher **Callahan** has resigned to return to the DM&IR. He expects to be back with us next winter.

Apparently pupils of Agent **Emerson**

do very well . . . Telegraphers **Hickman** and **Battles**, Reno, being good examples.

D. L. Vernor, former telegrapher, has become agent at Shafter.

Carl Grauvogel, formerly telegrapher at Weso, is now telegrapher-clerk at Warner.

Telegrapher **H. A. Ramsdell**, Gerlach, is still unable to return to work, being presently domiciled in the hospital at San Francisco. We wish him a speedy recovery.

VICTORY GARDENS

★ To encourage our workers to plant Victory Gardens this year, company-owned land will be offered for use wherever it is available and proper soil conditions prevail.

Either singly, or in groups, why not start a miniature return-to-the-soil movement to produce the food so necessary now? There are many reasons why such gardens should be planted . . . they reduce the cost of living; the OPA says Victory Gardens are responsible for lowering of point values on many foods; home-grown food frees transportation equipment for shipments of vital war material; and gardening provides healthful outdoor exercises. But, principally, FOOD IS A WEAPON.

The machinery for this program on the Western Pacific is being oiled and will be ready when you are. If you're interested in working a garden alone, or with others, contact your superior officer and ask him about it.

RALPH G. RANDOLPH

★ Became our general agent at Fresno on April 1st, succeeding C. K. (Chuck) Faye, now and for some time assistant to the general manager in San Francisco.

Ralph was born in Marysville, Kansas, in 1885. He entered railroad work with the Santa Fe at Newkirk, Oklahoma, in 1904. In 1911, they sent him to Fresno as chief clerk to the district agent. He joined the WP in 1921 as traveling freight and passenger agent at Fresno, the position he held until his recent appointment.

SACRAMENTO NOTES

(Western Division)

by Agnes Welch

★ Yardmaster **T. A. Nelligan**, Oakland, has been appointed assistant terminal trainmaster there and **G. A. Burch** succeeds Nelligan.

Chief Clerk **A. D. Prato**, Lathrop, has been appointed assistant agent, Stockton, succeeding Bill Rowberry, mentioned elsewhere in these columns.

Major **Henry E. Stapp** was a visitor in the superintendent's office in April. He expects to be hospitalized several weeks because of malaria contracted while in Africa.

The Marysville passenger station is now resplendent with a new coat of paint, both inside and out . . . and modern fluorescent lights have been installed throughout the station and baggage room (understand the reflection of these lights on the new ceiling creates an enchanting picture). The counter for the new ticket office has bank-type windows, constructed of glass and hardwood in natural finish. A new heating stove and modern rest-rooms have also been added, the baggage-room has been re-arranged for the efficient handling of parcels and a modern counter (with baggage and storage space) is situated to create a lobby which discourages unauthorized persons from entering, thus reducing the danger of pilferage and improper handling of baggage.

OVER \$2,000,000 IN WAR BONDS

★ With all the March War Bond figures now in, War Bond Chairman Mittelberg announced that Western Pacific workers had crossed the two million mark in their purchases of Series "E" bonds through company channels . . . either for cash or through the payroll savings plan. The total on March 31st stood at \$2,052,940.22.



57 Jessie Street
San Francisco