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JUNE, 1944

No. 6

**THE HEADLIGHT**

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- Jack Hyland . . . . . Associate Editor
- Irv Abramson . . . . . Associate Editor
- Barbara Spacher . . . . . Associate Editor
- Bill Stout . . . . . Business Mgr.

★

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**EDITORIAL PAGE**

*There is a tide in the affairs of men,  
 Which, taken at the flood, leads on to fortune;  
 Omitted, all the voyage of their life  
 Is bound in shallows and in miseries.  
 On such a full sea are we now afloat;  
 And we must take the current when it serves,  
 Or lose our ventures.* —William Shakespeare.

★ There is a tide . . . for the Western Pacific Railroad . . . and it's running now! Never in our history have we handled such a volume of freight and passenger traffic. What the future holds is anyone's guess, but those of us who have worked for the Western Pacific for years . . . and hope to continue to do so . . . have a big stake in that future. We should want to do our level best to make it as secure as possible. These days we do a minimum of traffic solicitation for obvious reasons. But isn't it in our own interest to endeavor to offer the best service possible under the trying conditions of the day? Wouldn't it be fine if passengers were able to say that Western Pacific service and courtesy stood out as a light in the wilderness during these crowded years? And similarly if freight shipping patrons felt that way about the manner in which we serve them, isn't it almost certain that they will express their gratitude in a more tangible way later on when we'll undoubtedly want it? This is a time for railroad men in uniforms, behind ticket windows and serving in dining cars to remember that the patrons . . . with whom the future prosperity of our railroad rests . . . are subject to the same strains. This is a time for railroad men, who are generally the most patient and courteous group of people in America, to remember that attention paid to people who seem unimportant pays big dividends in good will. This is a time to ride that tide and assure ourselves of a lot of friends when it begins to ebb!

★ ★ ★

The purchase of war bonds by millions of Americans has been an outstanding achievement, but remember, we're only rounding the turn . . . the end is not yet in sight . . . we do not know how much further we have to go. We do know the time is approaching swiftly when great challenges must be met. Our men in the armed forces, poised for the invasion of Europe, are deeply aware of this. They have miles of enemy fortifications to storm and hosts of waiting enemy troops to overcome. Soon we here on the home front will have our FIFTH WAR LOAN quota to meet and, mayhap, oversubscribe. The two goals are integral parts of the same. One is the front . . . the other the back . . . of the hand America has raised against her enemies. A 19-year-old rear gunner of one of our Flying Fortresses, who was quoted in a national magazine on his personal feelings concerning the two fronts—battle and home—was criticised by a middle-western woman for posing as a hero and asking whether he didn't know "there are 10 million others fighting this war." His reply was that he was sorry but he "had an idea that there was 130 million others fighting this war." How about all of us getting into the fray and giving the FIFTH a fillip with our excess funds?

★ ★ ★

From Wendover's Tom Aldridge comes a story on medals for railroaders, to wit: Heroism on the railroads vies now with heroism on the field of battle. Upon recommendation of the Committee on Award of Medals of Honor of the Interstate Commerce Commission, President Roosevelt has bestowed medals on brakeman George W. Lindsey, of the Illinois Central and brakeman Craig F. Fields, of the Atlantic Coast Line. Both men risked their lives to rescue children from the paths of oncoming trains. The medals they received were awarded under the act of February 23, 1905, which provides for "bronze medals of honor in recognition of outstanding feats of bravery connected with saving of life upon railroads." We are sure that neither brakeman Lindsey nor brakeman Fields will feel we are detracting one whit from the high honors that so deservedly have been conferred upon them, when we observe that many other railroaders deserve medals too . . . not necessarily for saving lives, but for the sacrifices they make working day and night . . . through all kinds of weather . . . to keep the trains rolling for victory.

★ ★ ★

Ten years ago . . . on June 16, 1934 . . . officials of the Rio Grande, Missouri Pacific, Burlington and Western Pacific, together with Colorado public officials and interested observers from the Atlantic to the Pacific, journeyed to Bond, Colorado, to witness the ceremonies commemorating the official opening of the Dotsero Cutoff, linking the Rio Grande and the Denver & Salt Lake Railway (Moffat Tunnel route) and providing a new, 173-mile shorter Rio Grande line between Salt Lake City and Denver. The availability of this additional route through the Rockies has undoubtedly proved a boon in moving the tremendous war-time traffic. On this tenth anniversary, we congratulate the Rio Grande on its foresight and extend our best wishes for many busy returns of the day.

★ ★ ★

Recommended for careful reading: "A defeated nation can even better than a victorious nation be trained and prepared for the day of final victory. It may happen that I can not win victory at once in this coming war; we may be forced to interrupt it. Then we all will be back underground. We will smile, we will look, we will wait. But after some years, when the weak and inefficient democracies will have utterly failed to solve the world's post-war problems, then we will suddenly break loose from underground and our stupefied enemies will discover too late that millions of their own youth, misguided by weak education, disappointed by democracy's failure, will be on our side. Victory in this THIRD WORLD WAR will be quick and easy. It will be in our pocket like a ripe apple we take from the falling tree of democracy." Written in 1938 by Adolph Schicklgruber Hitler. **Are you a ripe apple?**

387-4

## DISASTROUS FIRE IN OROVILLE

★ Early on the morning of May 12th, fire broke out in the Union Hotel, Oroville, completely destroying the hotel, as well as all other buildings in that block, with the exception of the Oroville Inn and one building in the rear of the inn.

We regret to report the death of Brakeman S. L. Harrigan, as well as H. C. Brown, owner of the taxicab company, who had been doing considerable work for the Western Pacific. Among those injured, as a result of jumping from second and third floor windows, were Brakemen A. B. Huckaby and R. J. Brown; Engineers J. E. Adams and L. C. Parkinson; Fireman Wm. R. Hudson; Switchman C. E. Gaffney, and Water Service Maintainer C. A. Bailey.

Arrangements were made at the new dormitory in Oroville to provide sleeping accommodations for our men who ordinarily stayed at the Union.

★ ★ ★

## MAJOR RUSSELL F. OAKES ADDRESSES SAN FRANCISCANS

★ Major Oakes, Chief of the Office of Technical Information in Major General Gross' U. S. Army Transportation Corps, gave a brief resume of corps activities to a group of transportation men in San Francisco last month.

He reviewed the training of the military railway personnel and stated that on many occasions members of the railway operating battalions had proved themselves heroic, skillful and ingenious. Men of these battalions have accomplished what to some appeared to be impossible, but those of us who have seen the miracles wrought in our railroad shops are not too surprised at the ability of our former shopmen. Some of these men have even volunteered for combat duty when the need arose and acquitted themselves nobly.

Major Oakes also mentioned the value of the "ducks," but, for security reasons, was unable to give us the whole story. The "duck" is an amphibious truck.

The Major made a very favorable impression and told what he was in position to tell in a very interesting fashion.

★ ★ ★

## CHARLES KNICKERBOCKER FAYE

★ Charles K. (Chuck) Faye was detached from his position as general agent, traffic department, Fresno, on June 15, 1942, to become coordinator of emergency defense in our operating department. When all necessary steps for proper protection of W.P. property in the event of hostile air attack had been completed, Chuck's duties were enlarged to include supervision of gas rationing, the food rationing problems of our various eating places, the job of securing and placing the Mexican Nationals who were hired to assist in our track maintenance work and, finally, the W.P. replacement schedule in connection with the Selective Service Act!

On July 1, 1943, Chuck was appointed assistant to the general manager. As

frequently happens, we slip up on reporting the progress and activities of our good friends. This we regret, particularly in Chuck's case.

Chuck came to the W.P. in 1931 as freight traffic agent in the office of the San Francisco general agent-freight. On November 16, 1936, he went to Fresno as general agent, where his efforts met with much success.

For those who do not know, Chuck is the son of the late Harold K. Faye, who was our freight traffic manager until joining the Phelps Dodge Copper organization in New York. Chuck was born in LaGrange, Illinois, in 1907.

★ ★ ★

## GRANT SHERWOOD ALLEN APPOINTED CHIEF DISPATCHER, SACRAMENTO

★ Effective May 1st, G. S. "Red" Allen was appointed Western Division's chief dispatcher, succeeding George L. Harlan, who is taking a year's sick leave.

"Red" was born in Dunkirk, Indiana, on December 9, 1897, and began his railroad career before he was 16 as a telegrapher on the Illinois Division of the Santa Fe. His first work as a dispatcher was on the Green River Division of the Rio Grande in 1919. In addition to his Rio Grande and Santa Fe experience, he worked for the Union and Southern Pacific until 1931, when he joined the Six Companies, Inc., serving as chief dispatcher, trainmaster and assistant superintendent in charge of their railroad operations. In September, 1934, he joined the Western Pacific as a brakeman. In November of that year, he went to the Indian Valley Railroad as superintendent, but returned to the W.P. in September, 1935, and in June, 1936, was promoted to dispatcher. He served as dispatcher, night chief dispatcher and assistant chief dispatcher until his recent appointment.

His many friends wish him complete success.

★ ★ ★

## WILLIAM L. ROWBERRY

★ Last month we mentioned briefly the appointment of Bill Rowberry as our district passenger agent at Stockton.

Bill was born in Grantsville, Utah, in 1905, receiving his education through high school there. Later, for six months, he attended the LDS Business College at Salt Lake City.

Railroading was really his first work and he began with the Western Pacific at Arinoso, Utah, in 1926 as material clerk with an extra gang. Shortly after he was made timekeeper and a few years later went to Winnemucca as warehouseman; then to Wendover as station clerk; to Elko as ticket clerk; to Winnemucca and later Sacramento as cashier; and, finally, to Stockton as claim clerk. In February, 1943, he was named assistant agent, headquarters Stockton passenger depot, the position he held until his appointment as district passenger agent.

This is a record of eighteen years of progress, which we hope will continue unbroken in the future.

## SACRAMENTO SHOPS

by "Hy" O'Rullian

★ A new metal flag-pole, towering 78 feet above terra firma . . . and weighing about 1,400 pounds . . . was recently erected in the Sacramento Shop yard. At the base of the pole, in the concrete foundation, is a vault containing records of the War Bond history at the Shop, as well as records of other war activities . . . Red Cross, War Fund, etc. Erection of this giant pole was under supervision of the ever-popular **Ross Kelleher**. A flag-raising ceremony will be held the morning of the opening day of the Fifth War Loan Drive.

The Softball craze has hit Sacramento Shops. A 4-team league has been organized . . . motive power offices, managed by **James R. Quick**; machinists, managed by **George Carson**; boiler-makers, managed by **George Brown**; car department, no manager named yet. These games, played evenings after work, provide a lift in morale and get all involved better acquainted. A fifth team may be organized by the girls in the store and mechanical offices. They have been practicing during lunch periods. Plans are in the making for one or more Sacramento Shops teams to tangle with a general office team from San Francisco.

We welcome back **Katherine Lanphier**, shop and car clerk. "Katie" has been on a 30-day leave of absence.

Recent Shops visitors were former boilermaker **Bert Follett**, USN, now boilermaker third class, and former machinist helper apprentice **S. Vacca**, USN, who is now enroute overseas.

Shop workers were saddened by the death of **Mrs. Emily Townsend**, boilermaker helper. Although 61 years old, Emily was very active until recently, when she became ill and passed away in the hospital.

Our bowlers have accepted a challenge to play **Jack Hyland's** crack (?) squad. Match will be held in San Francisco about June 11th. San Francisco papers please copy!

★ ★ ★

## 'TWIN TWACKS

An Indian chieftain opened a speech to his tribe with: "You all know me as Old Chief Trainwhistle, but since I am extremely democratic I hope that, for short, you will feel free to call me . . . "Toots."

★ ★ ★

A young lady finding herself stranded in a small town, asked an old man at the railroad station where she could spend the night. "There ain't no hotel," he said, "but you can sleep with the station agent."

"Sir!" she exclaimed, "I'll have you know I'm a lady."

"That's all right," drawled the old man, "So's the station agent."

## Hy-Lites

By JACK HYLAND

derers who have stolen billions in public and private properties, one of which was his grandfather's concern which manufactured metal foil products in Fuerth (Bavaria), Germany. **Werner experienced days in Gestapo prison cellars and recalls after his release, the forced legal bill of sale of the factory, exchanged for Reichsmark which was later confiscated.** The foregoing is only a part of the story but it serves to explain the true meaning in M/Sgt. Werner Morgenstern's recent letter written from a hospital in England which states: "I'm very anxious to rejoin my boys real soon and make up for lost time." Many of our readers may not know Werner by his name, for he was with the Guaranty Printing Co. (our present printers) before entering the services. He was more than helpful in assisting us with our early Headlight issues and we all join in hoping for a speedy recovery and that someday soon he'll be able to visit a very familiar city.

**Ray DeBurgh**, CM 1/c (formerly Traffic), now in Hawaii, writes **Ann Shuster**: "Glad to receive the Headlight and after reading, passing it on to the W. P. employee . . . **Jack Marshall** (West. Div.); then in turn to Mo. Pac., U. P. and S. P. men. It's enjoyed by all." We also enjoy hearing the boys like the issue.

Letter from **Ralph Schmitt** (Asst. Traffic Mgr.-Safeway Stores), previously with AF&PA, tells of liking England, that the English people are quite anxious to have the war over with and are working toward that end. Delivering the supplies to the ports for shipment overseas is the railroader's job Ralph, and you can tell our boys and the English, . . . **we're doing it.**

**Lt. Robert Grace** (Pass. Dept.), now at Salina, Kas., writes he is a "Bombagater" on a "Super-Fortress (B-29)" and from his description, it must be a wonderful ship. (Bob has already graduated from Navigation School and is at Bombardier School now—so assume the trick title is a combination of both.)

Was pleasantly surprised last month when **Maj. Henry Stapp** (Trainmaster) paid me a visit. His description of the **Salerno** invasion and his experiences in **Sicily** and **Africa** were most interesting. Our talk disclosed he made the trip back to the States in a bomber and also that he's a member of the world famous "Short Snorters."

At our recent "Bowler's Dinner" at San Remo's, all of us were surprised and equally glad that **PFC James Drury** (Car Record) was able to attend, securing his first furlough from Fort Benning, Ga. Jim looked in perfect condition and expects to be moved overseas shortly. (Keep us informed, Jim.)

Our deepest sympathy extended to **Patricia O'Malley** (Traffic) in the passing of her mother last April 27th. Those dearest to us are indeed greatly missed.

A few months ago **Pat Dooling** (son of **Chas. Dooling**—Attorney) enlisted in the Army Air Corps and was sent east. The luck of the Irish is still holding out, for Pat has now been transferred to "Marvelous Marin" which permits an occasional home cooked meal.

**Capt. Winton Hanson** (Detroit) was recently made "Chief-Traffic Section" of the San Bernardino Air Service Command and he writes the title includes . . . **two diesels, a crane and 14 miles of track.** Winton also sent me a copy of their Supply Div. bulletin which quoted an article from our April Headlight on "Perfect shipping helps defeat the enemy."

**Heavenly bundles** . . . First time parenthood status for **Lt. Hal** (Manifest) and **Mrs. Lorraine Furtney**, nee Nordberg (formerly Trans. Dept.) with arrival of a 6 lb. lass on May 2nd (name—**Lorraine**), and ditto for **Lt. Peter** and **Mrs. Maryanna Bowers**, nee Rice (formerly Traffic) of a little lad named **David** on March 1st.

**Tim Rabbittee**, our elevator man, who travels up and down . . . **was down** last month, being a patient at St. Joseph's Hospital following an operation on May 3rd. Being an Irishman, he should (when you read this) be back on the job.

Understand **D. C. Charlebois** (Asst. Roadmaster - West. Div.) has been at St. Joe's the past three months with a leg injury and we hope for a speedy recovery.

Letter from **G. L. Martin** (Reno) tells me the girls in the Trans. Dept. of the **Sierra Ordnance Depot** (Herlong, Cal.) have all supplied their pictures which will be mailed to **Lt. A. W. Arnold** (conductor), now in Italy. (P. S.—In case you're interested, "Ace," I have a letter duly signed by **Thelma Robertson** and **Gloria Hyatt** proposing marriage and both are willing to meet your boat in New York.)

Have you wondered how **Frank Sell** (L. A.) is so successful in securing highly prized space on "outbound" trains? **Bob Munce** (L. A.) has the answer . . . for when making telephone reservations the clerk must furnish his initials and Frank always repeats to the lady clerk: "F. S. . . like in **Frank Sinatra.**"

From **Marie Libbe** (Chicago) we learn **Major John Nolan** has returned from overseas and is now a patient at Gardiner General Hospital (Chicago) following an operation on May 8th. Understand he has managed to retain the Nolan quick wit and story telling ability. We all hope he'll be up soon and will receive an extended leave, permitting a visit to California.

**Cpl. Joe Corven** (Auditors) writes the coffee in England is worse than the beer and if he keeps on drinking . . . TEA, he'll turn into a sissy. (It's possible Joe's trip to Scotland was for spirit-ual reasons.)

Letter from **Sgt. Ken Thomson** (AF&PA), now in Italy, asks to be remembered to his friends back home. Ken has been overseas three months and insists that **California is "God's" country.** (No argument—we agree.)

## THE DISTAFF SIDE

By Barbara Spacher

★ Was rather surprised to find that we have many very talented people working for us and thought you might like to hear of them too. If and when the Western Pacific Club puts on a variety show perhaps some of them could be persuaded to perform. One such person is **Lorin Ricks**, GO general auditor's office, who is a very fine pianist. So fine, in fact, that many of his friends believe he should be on the concert stage instead of behind a desk! Lorin studied music at the Conservatory in Chicago and after that taught piano for several years. His father wanted to send him to Paris to study there, but Lorin (being young and foolish!) decided to stay here and make money! (Is THAT what we're making?) He now plays for his friends' entertainment, as he would have done had he gone on the concert stage, except that this way we don't have to pay to hear him!

★ ★ ★

Have had a few complaints (aren't people INSANE?) about the brevity of last month's column and hasten to assure all and sundry (you, too!) that the entire column was prepared by yours truly as usual and I cannot foist the blame upon anyone else. Ah no, I must stand alone and bow my head in shame. Mother, I cannot tell a lie, I did it with my little hatchet! I felt the Adam's poem was too good to miss and so could not resist passing it on to you; the joke was funny too. Well . . . I liked it! Well . . . I did and anyway—let's talk about something else! Isn't this a lovely day? No? Well what do you know about that! Awright, awright, so the joke **wasn't** that good . . . Well, I liked it! Shall we dance?

★ ★ ★

Ran into our associate editor, **Irv Abramson**, outside 526 Mission St. one day last week and he hastened to assure me that it was all too true about his running, crawling, sprawling, etc., through brush, dirt, gravel and other foreign objects, as reported by the editor in last month's Headlight. He seemed very brown and fit and looked pitifully at the poor office slaves dragging themselves into the building. "Ah," said Irv, "ah, poor souls, little do they know the freedom of the great outdoors, the feel of the open road beneath their feet. No, here they are, breaking their backs behind desks in stuffy offices, while I wander at will through the wide open spaces." Engineering department please note . . . what is this wandering stuff? I thought youse guys worked!!

★ ★ ★

Last month we had Mother's Day, so it is only fitting that this month we pay tribute to "Pop." Remember him? He's the guy that went out and bought a pair of boxing gloves the day you arrived! Look over those store windows and see what you can find for one swell guy. If all else fails, get him a War Bond. That's one thing you know he can use. Take a deep breath and stand up straight, Dad, for here comes YOUR DAY!

### WHAT'S IN A NAME?

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

★ **KLAMATH FALLS, Ore.**—This key city of south-central Oregon, distributing and marketing point for rich lumbering, agricultural, cattle and sheep raising areas, is of especial interest to the Western Pacific because the Great Northern Railway's line extends south from Klamath Falls to Bieber, Calif., there connecting with the Western Pacific's extension north from Keddie, station on the main line in the Feather River Canyon. Our Mr. Robert R. Taylor is the Western Pacific's ambassador in this territory, being general agent with headquarters at Klamath Falls.

For down-to-date information regarding the origin of the name Klamath, we are indebted to Mr. Lewis A. McArthur of Portland, Ore., who has made available to us galley-proofs of the revised edition of "Oregon Geographic Names," soon to be published by the Oregon Historical Society. Under "Klamath County," created October 17, 1882, by the Oregon Legislature, Mr. McArthur writes:

"Klamath County, taken from Lake County, as it existed at that time, was named for the tribe of Indians called Klamath by the white settlers. The first appearance of the name as far as the compiler knows, is in a letter from Peter Skene Ogden, dated Burnt River, July 1, 1826, which refers to the 'Claminit Country.' See Merk's Fur Trade and Empire, page 274. On October 5, 1826, David Douglas wrote of looking into the country called 'Clamite' by the natives who inhabited it. Ogden, who used the form 'Clammitte' on November 5, 1826, reached the headwaters of the Klamath drainage on November 27 of that year, but indicates that McKay and McDonald, of his party, had been there before.

"The theory has been advanced that the name originated with the French words 'clair metis,' meaning light mist, which frequently lies above Upper Klamath Lake. The trouble with this notion is that the French style would be 'metis clair,' and if these words mean anything, they mean a light colored halfbreed. However that may be, both Indians and white men used the name at an early day, the former for the lakes and the latter for the Indians. The name may be a corruption of Maklaks."

Mr. McArthur follows with references to early journals and historical writings from which we learn that Klamath was variously spelled: Clemmat, Clam-ath, Klamac, Klamet, Clemet, Tlamath, Climath, and Athlamet. He adds that the Klamath Indians, classed as a Lutuanian tribe, living about Upper Klamath Lake, also on Williamson and Sprague rivers, call themselves Eukshikni or Auknsi, "the people of the lake."

Klamath Falls, as Mr. McArthur says, is situated at the falls of Link River where that stream flows into Lake Ewauna, the place having been originally known as Linkville. He says that the Klamath Indian name for the place was Yukalona or Iuauna, which referred to the peculiar blowing backward of the

waters of Link River during strong south winds, the Klamath name for the falls being Tiwishkeni, or rush of falling waters place. Mr. McArthur says that the town of Linkville, forerunner of Klamath Falls, was founded by George Nourse in 1867.

From correspondence with Mr. Malcolm Epley, managing editor of the Klamath Falls Herald-News, and from his column headed "Today's Round-Up" we learn that the Klamath County Star in its issue of April 10, 1891, recorded the fact that Mr. Ira Leskard, local citizen, suggested the change of name from Linkville to Klamath Falls.

"Klamath Falls," says Mr. Epley, "came from the presence of rapids or low falls, in Link River, which runs through the town and which is sometimes called 'the shortest river in the world.' The falls are really just rushing water and sometimes strangers, visiting here, ask to see 'The Falls,' and are disappointed when told they really do not exist. A dam at the head of Link River now controls the flow of the water.

"This river is also interesting because a south wind, backing up the waters of Upper Klamath Lake from its head, used to cause the river virtually to go dry. Dam control has eliminated this phenomenon."

Under the sub-head "French Origin?," Mr. Epley said in a recent publication of his column:

"The theory that the name Klamath originated with the French words for 'light mist' is favored by Rachel Applegate Good (now Mrs. J. G. Swan), Klamath historian, if for no other than poetic reasons. Her father, the late beloved Captain Oliver Cromwell Applegate, liked the theory and Captain Applegate had strong poetic leanings. . . . Whether or not this theory is correct, I doubt if anyone who had stood on a hilltop and has seen the morning mists rise in the valley, illumined by the early rays of the sun, will question that 'the land of the light fog' is a most appropriate and beautiful name for the Klamath country."

In the foregoing, Mr. Epley was quoting at the close from the "History of Klamath County" by Mrs. Good. The name of George Nourse, mentioned above, is sometimes spelled "Nurse." We have read that the word "Maklaks" means the encamped people, but shall await the appearance of Mr. McArthur's revised edition of his authoritative work on place-names for further enlightenment.

Regarding Klamath River, Mr. McArthur says that the Indian name for this stream was Kohe, the generic name for river. Californians are interested in this name because the Klamath River flows from Lake Ewauna, Ore., across Northern California to the Pacific Ocean, the mouth of the river being in Del Norte County. There was once a Klamath County, California, but it was eventually divided between Trinity and Siskiyou Counties.

### SPORTS REVIEW

By Jack Hyland

★ On May 18th the "Summer League" came to a close and you've probably guessed it . . . the "Tigers" composed of Capt. Parker Swain, together with team mates Chas. Craig, Art Greiner, Cliff Ditty and Jack McCarthy, won top honors for the ten-week schedule. Oddly enough, the Tigers kegling outfit rolled into first place on opening night and never relinquished this position during the entire season. The "Outlaws" was the only team which had a chance to tie them, but they had to be content with second spot.

In order to clear the record, the final standings show:

	Won	Lost
Tigers . . . . .	28	12
Outlaws . . . . .	26	14
Skunks . . . . .	20	20
Flyers . . . . .	18	22
Lions . . . . .	16	24
Aces . . . . .	12	28

#### Potter Leads League

At the start of the season—none of us considered Al Potter as the man to beat for top individual average honors, especially—when on opening night his average was a flashy "141," holding down 17th position in the standings. However, as week after week rolled by it became evident that many of us had overlooked this up-and-coming bowler. Duplicating the feat of the Tigers, Potter never relinquished top position once he had achieved his goal, and although "yours truly" tried to catch him . . . I never did.

Final standings of individual averages of the Big Six are:

	Gms.	Avg.	H.G.	H.S.
Potter . . . . .	30	168	222	532
Hyland . . . . .	30	166	205	555
Sevey . . . . .	30	162	235	589
Craig . . . . .	30	161	213	559
Stoney . . . . .	30	160	211	529
Neuman . . . . .	24	160	225	513
Fee (**). . . . .	30	159	207	522

\*\* Note: The name of Dooley Fee has been added upon special request and because he tried so hard to climb into the Big Six and just missed . . . request has been granted. (Mrs. Fee — please note.)

#### Election of Officers

By an almost unanimous vote of the bowlers, held at Downtown Bowl's "Radio Room" on May 11th, new officers for the 1944-45 season will be Bill Stout, President; Bill Hatfield, Vice-President; Howard Sevey, Treasurer, and Parker Swain, Secretary. Manuel Bettencourt, our present secretary, because of his past excellent work, was unanimously elected and would have tied President Roosevelt's third term record had he chosen to continue. . . . However, as "Manny" cannot make the early starting time of our bowling, he decided it would be preferable to have someone in the office that was an active player.



J. H. Brown  
L. M. Carson  
R. K. Laracy  
Johnnie Lusar

J. L. Maxwell  
E. W. Steuben  
O. J. Streeter  
A. A. Thomsen

### SGT. ALLEN C. GUILIANI HONORED

★ On a Pacific coral atoll, home base of one of our Liberator bomber squadrons, Brig. Gen. Truman H. Landon, commanding general of the 7th Bomber Command, recently presented the Distinguished Flying Cross, for outstanding action against the Japs in an air attack on the Marshall Islands, to Tech. Sgt. Allen Charles Guiliani, former W.P. rip track employee at Stockton.

Allen, 22-year-old son of Mr. and Mrs. A. C. Guiliani, of 513 N. Ophir Street, Stockton, enlisted in the Army Air Corps in January, 1942, shortly after Pearl Harbor.

We are mighty proud of him.

★ ★ ★

### CLAIRBELL GROOM

★ We deeply regret to report the sudden passing, on May 12th, of Clairbell Groom, wife of Walter R. Groom, chief special agent and claim agent, at their home in Mountain View, California. Funeral services were held on the 15th and honorary pall-bearers were V. P. & G. M. Mason and assistants to general manager Craig and Fegley, among others.

★ ★ ★

### P. J. PECKENS

★ The officials and employes of the Western Pacific and affiliated companies deeply regret the untimely passing of Phil Peckens, former general agent at Salt Lake City, Utah, last May 21st.

Peckens was born in Hyde Park, Pennsylvania, September 7, 1881, and received his education in Williamsport, Pa. He annexed his first railroad position with the Lehigh Valley at Sayre in the same state and during the ensuing years was associated with the Grand Trunk, Great Northern, Milwaukee and Southern Pacific.

In 1927 he entered the employ of the Western Pacific and shortly thereafter became its Salt Lake City general agent, serving in this capacity continuously until his retirement November 1, 1943.

He is survived by his widow, Mrs. Bonnie Peckens.

### WILLIAM EDWARD BARNARD

★ Well-known, 77-year-old retired Western Pacific engineer, died on March 25th at his home in Sand Point, Idaho, following a heart attack. Funeral and burial services were held in the Idaho city.

Born February 23, 1867, near St. Clair, Michigan, Barnard started his railroad career on the Soo Line at Gladstone, Michigan, with Daniel Willard, late president of the B&O. In 1900, he worked for the B&O between Grafton and Parkersburg, West Virginia, and came to the W. P. in 1910 as the result of a visit in Winnemucca made enroute to Reno to see the Johnson-Jeffries championship bout, July 4, 1910. He last visited Winnemucca about a year ago.

Barnard retired June 27, 1938, when he and his wife moved to Sand Point, where they purchased a small ranch. His wife died January 28, 1943. He was affiliated with the Brotherhood of Locomotive Engineers, being a member of Division 846, Salt Lake City.

Survivors include three sons . . . Grover, of Portola, Calif.; Neal, of Roseville, Calif., and Bion, of Chicago, Ill.; three daughters . . . Mrs. Carrie Black, of Portola; Mrs. G. W. Reinhardt, of Spokane, Wash., and Mrs. Blanche Olsen, of Carmel, Calif., and two grandchildren.

—T. A.

★ ★ ★

### FREDERICK CHARLES RODEWALD

★ After twenty-six years of loyal and efficient service, Agent Rodewald, Hayward, retired on May 1st. He was born in Lyons (Clinton County), Iowa, in 1879 and his railroad career extends over some 49 years, during which he was employed on 17 different lines. He started with the Western Pacific in 1918 and has since held various telegraphic and agency assignments with us.

He will continue to reside at 315 Main Street, Hayward, and he has our best wishes for much happiness in his leisure.

### UTAH AND NEVADA NEWS

by Tom Aldridge

★ **Fred Ray**, car inspector at Elko, passed away on May 7th after a brief illness. His burial was at Elko on the 10th. Fred came to the Western Pacific in 1927 and had worked "third-shift" continuously. His loss will be keenly felt by his co-workers.

Satisfactory progress is being made with the new additions to the train yard at Wendover. The grading has been completed for tracks 6 and 7 and for the extension of track 1. The new ramps for loading potash and copper ore are about complete and the spur track for this purpose has been finished.

**Frank E. Cogswell**, Elko-Winnemucca freight conductor, has been assigned as flagman with passenger conductor **John McTaggart** in place of **M. J. "Mickey" Vaughn**, who retired April 24th.

**Margaret Barry** has returned to Pilot and the "graveyard" shift in the Wendover telegraph office is now presided over by **Elsie Spangler**.

**Elaine Bobo**, Wendover "beanery" cashier, returned recently from a visit with her parents at South Bend, Indiana. **Reah Weaver**, waitress, returned to her duties too, minus her tonsils!

The hotel at Wendover is being air-conditioned by the use of G. E. evaporative cooling units which will provide 20,000 cubic feet of cold air per minute. The project should be completed in early June.

Brakeman **Lucas**, with conductor **"Jim" Nelson** (Elko-Wendover), insists they have been regularly assigned to troop trains!

**Blanche Miller** is now working second trick in the telegraph office at Wells, in place of **J. F. McElroy**.

**"Jim" Crowe**, conductor (Elko-Wendover), has lost his "rear" brakeman, **W. W. Rockwell**, who bid in a job on the first district (Portola-Winnemucca).

Scrap rail is being picked up along the line between Pilot and Arnold's Loop.

The tunnel gang is now working at Hogan, Nevada.

**Alfred Chambers**, machinist helper, Wendover, made a rush trip to Elko last month to welcome the arrival of his second son!

To avoid delays and otherwise help moving long and heavy freight trains, several railroads recently conducted experiments with FM radio that were reported as successful. With this equipment, it is possible for the conductor in the caboose to exchange ideas with the engineer in the locomotive cab. (Editor's note: TIME magazine, May 1, 1944, reported **Rio Grande** officials and trainmen as delighted with tests of the FM two-way radio communication link between engine and caboose made on heavy freight trains making the 1,140-mile round trip between Denver and Salt Lake City. Only difficulty: the radio "conked out" in the six-mile Moffat Tunnel.)

## EASTERN DIVISION SHORTS

By Ona Jennings

★ **Nels G. Anderson**, former assistant roadmaster on the Western Division, has been appointed fourth district roadmaster at Wendover, succeeding **M. F. "Bud" Ringgold**, who left because of illness and is now located on the Western Division. Nels has been with the W. P. for many years, being first employed as section and extra gang foreman. Two years ago he was appointed assistant roadmaster, which position he held at the time of his recent promotion. Mrs. Anderson has joined him in Wendover and the Eastern Division extends a hearty welcome to them. Anderson, a native of Minnesota, has two sons in the armed forces.

**Jim Calkins, Jr.**, who has been calling crews for us during the past few months and who is the son of relief dispatcher Calkins, at Elko, passed his physical for the Navy and expects to leave soon. Currently, son and dad are enjoying a little vacation in California.

**Larry Carson**, crew caller, and **Jack Streeter**, yard clerk, have recently been called to the colors.

**Elaine Shelton**, assistant timekeeper, spent a few days visiting her husband, Lt. Fay Shelton, at Bushnell Hospital in Brigham City, Utah. He has shown decided improvement.

**Margaret "Mitzi" Lani**, secretary to division engineer, recently enjoyed a pleasant surprise in the form of a visit from her husband, Lt. Archie Lani, newly graduated from Luke Field, Arizona.

**Pvt. Fay Strange**, former head timekeeper, visited Elko during a recent furlough. He goes next to Camp Cook, California. Complete address comes later.

**Pvt. Tom Clark**, former assistant accountant, is now overseas, probably in England. No address yet.

**Edith Graham** gets a break when her father, who is connected with the state highway department, headquarters in Elko for the next several months.

**Jane Littlefield** is back with us temporarily as relief steno.

Extension of Elko roundhouse has been completed.

The Elko station is getting its spring cleaning this year, including liberal use of paint.

Telegrapher **Ramsdell**, last at Gerlach, has retired because of illness and has returned to Iowa. He has been with the W. P. since February, 1916, working at many points along the line.

**Marianne Smith, Ray Sargent's** steno, married Cadet Leland L. Stenovich, USN, stationed at Livermore, Calif., on May 12th. Her bridesmaid was **Peggy Phillips**. The wedding, followed by a reception, was at Marianne's home in the Ruby Valley.

**George Greathouse**, MW&S timekeeper, resigned last month. We're sorry to see George go.

**PFC Jack Ford**, 4th Air Force at Fresno, former ticket clerk, was a recent visitor while home on furlough.

Hats off to **Don Parent**, roundhouse clerk at Elko (working in the 4:00 to midnight shift), who is also the Elko High School teacher of foreign languages.

Recent California visitors were assistant timekeeper **Jean Roberts** and his wife; **K. K. Clark**, assistant chief clerk; and **Mary** and **Arnold Lamberty** (Mary is Loren Ames' steno). Arnold, who is a dispatcher, has been temporarily transferred to Salt Lake City. To that city went **Helen Abeggan** and **Ona Jennings** for a brief visit recently.

★ ★ ★

## STOCKTON NOTES

by Bette Elliott and Gene Neri

★ This month's baby department: Firemen **John Trow**, **Ed DeBrutz** and **Thomas Griffin** are all practicing solo lullabies. How about making it a trio, boys?

Just ask **Howard Q. Parker**, road foreman of engines, Stockton, what his middle initial stands for. (The Headlight staff can answer this query . . . the editor.) And if anyone happens to have any literature on "The Art of Frog Hunting," just pass it on to Howard. We have it on good authority that he is especially interested in learning this particular (peculiar?) art.

"Good-Neighbor" policy: A former W. P. employe was caught short of labor while harvesting his hay. So **Al Kasper**, storekeeper; **Clarence Hardy**, car inspector; **"Lefty" Myers**, blacksmith; and **Bob Travel**, machinist, went to the rescue. Every night, after they had finished their regular day's work, these men turned farmer and shocked hay 'til the sun went down. This is down-to-earth good-neighborly!

**Frank Hefley**, special investigator, is a collector of very unusual items. His latest is a radio which was submerged in the San Joaquin River for some three days. It works!

**Lawrence D. Brady**, terminal trainmaster, is back home after an operation at St. Joseph's Hospital, San Francisco. We're all glad to see him home and he has our very best wishes.

Is everyone ready for the new War Bond drive? The distaff side of this column's writers recently visited the general office war bond department and as a result has determined to "put her shoulder to the wheel" and work twice as hard for a better-than-good cause. En garde, you Stockton Western Pacificers!

★ ★ ★

★ Late flash from Lieut. **Frank E. Bedient** indicates he's overseas now tinkering with foreign railroads. He says **H. W. Jaeger** (GO office of aud. and frt. and pass. accts.) is nearby. Hope they get together. We note they have the same APO number. The editor envies Frank his experiences, but suspects no war bond salesmen are needed in the armed forces!

## EASTBAY GRAPEVINE

by Bob Runge

★ Saturday, May 13th! Wotta day! Merchant Shippers had open-house at their new facilities located exclusively on good ole W. P. rails. A. W. Frederickson, Dist. Mgr., was the host. (Nice hostesses too! Woo-wool) Barticians were Ralph Lewis, Hal Davis and Joe Holleman. Western Pacific was well represented at the shindig: W. G. Curtiss, Bill Fautleroy and John Coupin were over from San Francisco, while the Oakland delegation, headed by Carl Mangum, included Frank Perry, Al Rowland, Dave Copenhagen, Elmer Lindquist, Bert Lewis, John Evans, "Jenny" Jensen and yours truly.

Some things go without saying, but not a woman's tongue—exceptions—Clara Tempest, pin-up gal for the local office, and Ed Moss' girl Friday, Irma Piver. Both gals lost their voices for a few days.

Joe Stout, of the car department, says that his marriage has become a howling success. That's right, a new baby! It's a girl and both mother and offspring are doing fine. Cigars? Incidentally, Carmen Wiley and Wanda Charlebois are taking a leave of absence to do a little sewing on some tiny garments. The gals at the local office gave Wanda and Carmen a nice shower the other noon.

Dudley (Wendover) McKee left the city ticket office for San Jose, where he is now the chief clerk for Martin Kidd. Charlotte Green succeeded Mac at the local ticket dispensary. Congrats to both!

Our new steno? Oh, yes, I darn near forgot, her name is Phyllis Doswald. Hello, Phyllis, how are you? That's fine, glad to hear it. Next contestant please! Boy how I carry on (?)—it's the vitamin B Dr. Thomson has been giving me.

Well, wotta you know! Dave Copenhagen says that you can't take pills internally—you have to eat them. Hm-m-m and I've always just swallowed 'em.

Lt. Harry (Li'l Abner) Teller, USN, stopped in the local office to say hello, after spending 20 months in the South Pacific. Understand, Harry, your biggest difficulty was getting enough power to operate your movie gadget.

Jim Dillon received Easter greetings, via cablegram, from Jim Jr., who is stationed somewhere in Italy. Junior says that California is still the best place on earth. California Chamber of Commerce please note!

I didn't have to wash the dishes, or dust, over the week-end so that this bit of written confusion could reach you lucky people. Therefore, I wish to dedicate this column to my wife, Edna, for her splendid cooperation. Can I have my yo-yo back now, Honey?

RETURN POSTAGE GUARANTEED

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

RANDOM

★ Chief Petty Officer **John Beltz** (office of VP&GM in GO) spent twenty days in San Francisco with his family after twenty months in New Caledonia. He is now at Norfolk, Va., receiving training preparatory to embarking on active sea duty.

Machinist **Cliff Hedge**, Oroville roundhouse, recently became the proud papa of a brand new boy.

**Frank Rowe** (Lient., probably Captain now!), of our accounting department, was a general office visitor in early May.

We have visual proof, in the form of a photo from the United States Marine Corps, that PFC **Alvin W. Johnson**, former W. P. trucker in San Francisco, is, or was, serving with the Corps on Guadalcanal. We're happy to note he looks fit as a fiddle.

We hear **W. T. (Bill) Friberg** will shortly return to San Francisco as freight traffic agent in the office of our general agent. Bill has done a fine job in the Sacramento territory and as a train escort, at which he's quite a veteran.

While on the subject of train escorts, it appears we overlooked, among so many others, **Bon Golsalves**, who is now carrying on his chores in the Salt Lake City district. The oversight was unintentional, as we're sure Bob appreciates.

Understand **Herb Berg** is acting local chairman for the B of LE at Portola, vice Val Dycus.

**Frank King** (the Oroville one!) tells us the new yard office in Oroville is completed, occupied and quite satisfactory.

Our own eyes noted that the new yard office at South Sacramento appears about finished. Looks good, too . . . and not particularly by comparison either!

**Paul Jenner** (road foreman of engines) was noted at Elko somewhat off his regular beat. We implied that, but Paul has been reading too many "button your lip" posters!

Enjoyed a visit with **Al Evans** (timekeeper, extra gang No. 5 at Spring Garden) down the canyon on No. 11 one pleasant Sunday morning. Al was on his way to Oroville to visit his folks (though we saw his father, Grant Evans, conductor, at Keddle!) and to say hello to Major Hank Stapp (Al's former boss), who was at his Oroville home after licking that malaria bug at Hammond General Hospital, Modesto.

Western Pacific Reorganization Trustee **Thomas M. Schumacher** was in San Francisco last month after an inspection trip over the road. He was accompanied from New York by Metropolitan Life Insurance Company's Frederick H. Ecker.

General office note: **Doris Strickland** (whose husband is in the Navy) was given a surprise baby shower at the home of our editorial associate, Barbara Spacher, who, with Muriel Durham, sponsored the party, which was attended by Doris' good friends, several of whom are working in the office of our general auditor, as are Doris and Barbara. The gifts were all pink, for Doris seems to have a one-track mind! For us, this paragraph is quite an effort!

Last month, because of space difficulty, we had to omit a few items submitted by one of our Sacramento staff reporters, **Aggie Welch**, who subsequently scolded us for the omissions. To make up for that, we'll use them here, where they'll probably never be noticed!

Hearty congratulations were extended to assistant timekeeper **Van (Farmer) Davison** upon the arrival of ten little Easter bunnies at his Fair Oaks farm. This was the first "blessed event" of the season and it's generally conceded that "mid-wifeing" is one of Van's successful undertakings. In addition, he is "pop" to a dozen newly-hatched bantam chicks.

Still with Aggie's Sacramento contrib: The title of "professor" has been bestowed upon each of timekeepers **Jack Radonich, M. E. Lindley** and **Van O. Davison**. They have been . . . and maybe still are . . . instructing a group of the fair sex at an unnamed business college in the intricacies of the payroll accounting system. There was also something about new duds being quite becoming and something about Jack having a new haircut, but that's no good now because by this time he's probably in need of another haircut!

The personal record bureau is experiencing considerable difficulty in an effort to determine the juxtaposition of the names "Walter," "Lee" and "Hung," in connection with one of our men in San Francisco. In one case, Lee Hung Walter; in another, Walter Hung Lee, and finally, Walter Lee Hung. We are awaiting word from San Francisco to determine who "hung" whom!  
—The Editor.

WESTERN DIVISION NOTES

By Agnes Welch

★ Succeeding retiring Hayward agent Rodewald will be S. C. McDavid, formerly at Terminous. Keddle operator E. J. McGowan takes over as the new agent at Terminous.

"Andy" Anderson, who was recently promoted to roadmaster at Wendover, is succeeded by Howard F. Brecht as assistant roadmaster in charge of Mexican Nationals on the Western Division.

Telegrapher A. C. Gilliland, on the third trick at Oroville, passed away suddenly on May 3rd following a heart attack.

Lt. Frank A. Kelly, formerly section foreman at Carbona and division chairman of the Brotherhood of Maintenance of Way Employees, was seriously injured in a jeep accident while on active duty in India. He is now in a Denver hospital.

Pleasant Grove operator James H. Brown joined the Navy on May 1st.

News comes to us that Cpl. Hal Jensen (secretary to superintendent on mli-England.)

File Clerk Clarisse Doherty has taken a leave of absence to be with her husband, Lt. Charles Doherty, near Alexandria, Virginia.

Steno-clerk Janice MacCrone was assigned to position of file clerk.

The platform and paving work has now been completed at the Stockton and Sacramento passenger stations . . . complete with bright lights and safe underfoot conditions. The improvements will facilitate handling of passengers and remove hazard of accident.

Just to clear the record, Wellesley T. Richards, division engineer, Sacramento, was installed as second vice-president of the Pacific Railway Club on March 28th. Richards was previously third vice-president, having been elected to that office when he was with the Sacramento Northern Railway. With the W. P. now having two representatives (Henry Fegley is the other) among the officers of this club, it looks as though the W. P. will be doing much of the Pacific Railway Club's business for the next few years. (Editor's note: Secretary William Wollner does most of the work!)



57 Jessie Street  
San Francisco