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**THE HEADLIGHT**

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★

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*Those who expect to reap the blessings of freedom  
 must, like men, undergo the fatigue of supporting it. —Thomas Paine.*

**EDITORIAL**

★ We have heard some rather cynical comments concerning Western Pacific's recently announced provisional pension plan (discussed in last month's issue) to supplement benefits received from other sources at retirement. We believe the cynicism unjustified. We also think looking a gift horse in the mouth a bit silly! The funds to set up Western Pacific's plan are a direct charge against operating expenses. Thus payments under the plan can always be made when we earn our expenses. When we don't earn that much, we will really be in bad shape. Maybe it behooves those of us in the employ of the Western Pacific, the Sacramento Northern and the Tidewater Southern to do what we can . . . and each of us is in position to help . . . to assure the future of our railroads . . . and the pension payments. If you are dubious about ability to make those payments, do your share to influence passengers and shippers that we've got what they want. If you just like to hear yourself sound off critically on any subject, that's another matter!

The first day of the month is Easter . . . the Day of Resurrection. The 6th is the anniversary of our entrance into World War I (1918) . . . it is also Army Day. On the 13th our 3rd President, Thomas Jefferson, was born in 1743. Pan-American Day is the 14th. Patriot's Day (in Maine and Massachusetts) is celebrated the 19th. On the 21st the Spanish-American War began in 1898. James Buchanan, our 15th President, was born on the 23rd in 1791. Southern Memorial Day (in Alabama, Florida, Georgia and Mississippi) is celebrated on the 26th. Ulysses S. Grant, our 18th President, was born on the 27th in 1822, and James Monroe, our 5th President, was born on the 28th in 1758. If it's of any interest to you, the moon will be full on the 27th!

The 7th War Loan Drive officially begins on May 14th, but, since all War Bond payroll deductions for the months of April, May and June may be applied against our quota of some \$800,000, our campaigning must begin this month. Some nice comments about the War Bond showing of Western Pacific workers were made at a Chicago conference of Western Railroads under the auspices of the War Finance Division last month. Let's justify the kind words and, at the same time, do our share in battling dat ole debbil inflation, who, whether you realize it or not, will be baiting his traps to snare you during the ensuing months, which will undoubtedly be the toughest of the war.

American railroad men in the military railway service of the Army Transportation Corps now operate railroads in England, Italy, North Africa, Iran, New Caledonia, India, Belgium and France with 4,000 locomotives and 60,000 freight cars built in the U. S. A. They operate the restored French railways under strange and difficult conditions, particularly at night. Tracks sag where they pass over recently-filled bomb craters; the possibility of sabotage makes every tunnel a potential death trap; trains drive through the blackout without headlights and brakemen signal the engineer with the glowing tips of cigarettes. This is the hard way to get your supply of fags!

Early last winter, when some of us mistakenly thought the Nazis were crumbling and would quit before Christmas, there was much talk of a great nation-wide victory celebration. The days of bloody sacrifice since have somewhat tempered such talk. And that is good. For, even

after the Nazis are whipped . . . and at this writing that collapse is NOT just around the corner . . . we still have a tremendous job to finish in the Pacific. In that job, logistics plays a gigantic role . . . and in that role we Pacific Coast railroaders must and will perform a vital task. We cannot relax even for a few hours. Remember Iwo Jima and our honored dead when you think of premature celebrations. Naturally we Americans will exult . . . and justifiably so . . . when the Nazis surrender, but let's wait for a real Victory celebration when the Japs join the Nazis in ignominious unconditional surrender and the days of peace return to bless the world.

**RAILWAY BATTALIONS****V-E DAY**



## HELPFUL HINTS FROM THE FERRY-MORSE SEED CO. FOR VICTORY GARDENERS

### Short Cuts to Better Gardening

★ Many a Victory Gardener has learned a lot from experience in the past three years. Various knacks, devices, and methods have been found helpful in making vegetable and flower growing easier, more efficient, and more enjoyable. Here are a few of them picked up here and there:

There's the quick trick of making furrows for very small seeds by laying the rake handle flat on the ground parallel to other rows and pressing it lightly into the soil. The soil, of course, must be of fine texture and well prepared. The shallow depression left by the handle is just the right depth for lettuce, carrot, and other tiny vegetable and flower seeds which should not be planted more than a quarter-inch deep. The row can then be speedily covered by gently raking a thin layer of soil over it and tamping it down.

Mixing small seeds with a handful of sand or fine soil before sowing is a good idea. This method keeps the seed from blowing around and also from being sown too thickly.

Do you suspect the presence of that crafty nuisance, the cutworm, in your garden plot? The pest frequently hides in the soil and nips off young plants at the base during the night while you sleep. Tomato and pepper plants are often victims, as well as other transplanted seedlings. To combat this enemy, a paper "collar" is a handy device. Cut a strip of flexible cardboard about six inches wide and long enough to make the proper size hollow cylinder for encircling the plant you want to protect. Fasten the lapped ends together with a couple of paper clips, or, if available, use a paper cup with the bottom cut out. Slide the collar over the little plant when setting it out, sinking it about half way into the soil.

If your garden is 50x75 feet in size, or larger, plan to include a wheel hoe among your garden implements this year if at all possible. You can do the job of cultivating in about one-third the time it takes with a hand hoe. Remember, however, in laying out the garden for wheel hoe use, a little more space will be needed between rows than for hand hoe cultivation. With a wheel hoe you can travel up and down the garden rows with little more exertion than running a carpet sweeper over a rug. Weeds are quickly destroyed, the soil is well stirred, and there's seldom a backache in this kind of garden care.

### Gather Vegetables at Their Best

Do you know when to pick your sweet corn at its sweetest and juiciest? When your snap beans are snappiest? Your Swiss chard leaves most tender and the stems at their crispest?

Every vegetable in the Victory Garden has best stages for eating, before and after which their goodness is considerably less than one hundred per cent.

Snap beans should be picked before the seeds inside the pods have formed. If some of them get past that stage before you can use them, let the beans grow to full size and use them as green shells. Peas should be picked when the pods are plump and bright green. When pea pods are somewhat wrinkled and show streaks of white, the peas are too old for enjoyable eating.

Cut the outer leaves of Swiss chard when they are no more than ten or twelve inches long. Let the inner ones continue to grow, always cutting before they are grown to full size.

Be sure to cut sprouting broccoli while the buds are green and tightly closed. When they open and begin to show a hint of yellow, they have lost their fresh new goodness. Cauliflower, cousin to sprouting broccoli, should have heads that are firm and creamy white. Spongy looking heads are past their prime.

Too young sweet corn has neither flavor nor substance; too old, it is mealy and usually tough. It's exactly right when ears are well filled and kernels spurt milky juice at the prick of a thumb nail, as demonstrated by the young lady of our cover picture.

Cut kohlrabi bulbs when between one and three inches in diameter. Larger than that they are likely to be tough as shoe leather. Turnips are best at medium size, rutabagas when fully grown under cool moist conditions.

Let parsnips and salsify or vegetable oyster stay in the ground until late fall. Then the roots should be fully developed. Some of them can be dug for winter use, but plan to leave at least part of the crop in the ground over winter. Dig them in early spring for flavor unsurpassed.

### RANDOM

★ We wish those of our readers who think San Francisco fogs are heavy, dense, thick, or impenetrable (please don't crowd) could have been with us last November on Long Island and last month in New Jersey for the enjoyment (?) of fog which Noah Webster failed to adequately define in his popular book, but which motorists can easily describe in a few choice words!

While we're in the East, we might mention that ETM **Dana C. McCready** was planning to enter a hospital for an operation late last month. We hope all goes well with him.

**Charles K. (Chuck) Faye**, assistant to general manager, was in Washington, D. C., last month to confer with governmental bureaus on our manpower problems. A few days later, selective service boards were authorized to make more liberal deferments for transportation employes, among others. We leave it to you whether the old Chukker was doing a job!

On our way East, ass't. DC&H sup't. **Leonard F. (Bud) Velsir** came to the rescue of our weakening stomach. With some 540 passengers on First 40, space in the dining car was at something of a premium. At Wendover, Bud conveyed a supply of sandwiches to us and the day was saved. We finally did get a meal in the Burlington diner the night before reaching Chicago!

We're embarrassed, but maybe you didn't notice. In naming the people appearing on our March cover, we overlooked the "intruder" in the cab of the Diesel . . . Engineer **Nelson L. Smith**. No one has called our attention to this oversight and we hope, once, to beat the ordinary observant Western Pacificers to the punch!

Shortly after our March issue was published, we were saddened by the news of the passing of **Mrs. Quon Soohoo**, wife of our Portola photographer responsible for the March cover picture. We extend our sincere sympathy to Quon and his three children in their bereavement.

The Sacramento Air Technical Service Command has set up an assembly line for B-24s for the first time since establishment of McClellan Field. Lt. Col. **William O. Moore**, chief of the SATSC maintenance division, says employes are completing their work on these planes so rapidly that it is difficult to keep them supplied. Our particular interest here is that Col. Moore was formerly a WP fireman at Wendover and he is the son of **Mason Moore**, former manager of the abandoned Deep Creek Railroad. We're indebted to Sup't. **Glenn Curtis** for this story.

Our thanks to **Pearl Mayfield**, of GO transportation department, for her faithful and neat attention to our railroad's service banner hanging in the lobby of our general office. —The Editor.

### OUR COVER PICTURE

is by courtesy of the Ferry-Morse Seed Company, of Detroit. The young lady is demonstrating when corn is ready for husking, shucking, or picking, whichever you prefer.

## Hy-Lites

By JACK HYLAND

Letter is post-dated "Somewhere in Germany" and is signed . . . **Lieut. Werner Morgenstern**, and we extend our congratulations. Prior to our entry into the present conflict, Werner experienced days in a Gestapo prison cellar and recalls the confiscation of his grandfather's metal foil plant in Feurth (Bavaria), Germany, by the Nazi plunderers, so we know when he writes: "I have a little personal score to square up in this war", he really means it.

That busy old bird, the Stork, stopped off at the Alta Bates Hospital, Berkeley, Cal., at 7:43 p.m. last February 18th and left a cute little lady of 7 lbs. 1 oz. and thus our pal and friend **Lt. Ray Boyer** (Traffic) entered the state of "fatherhood". Understand little "Susan" and her happy mother, **June**, are in good health, as is "Papa" who secured an early furlough from Camp Ellis, Ill., and visited the G. O. on March 6th, looking mighty proud . . . and can't blame him.

Received a Japanese postal card from **B. E. Outlaw**, T 2/c (former switchman, San Francisco) which was mailed from the Marianas Islands. He writes: "This card wasn't intended for me, but as the Japs haven't any more chance to use it, I will." He appreciated the December Headlight and especially the calendar cover, account previously he had to make his own, for calendars just don't exist out there. (Glad you like it, and also the smaller one mailed with the February issue, and if you want more . . . holler).

By the way . . . possibly some of you San Franciscans will recall that dentist of mine, **Dr. Leo Boyle** (whom I mentioned awhile back) who gave out with a "shot" following extractions of teeth. Well, in case anyone needs a . . . (tooth extracted), he has moved to a larger office so as to accommodate the additional patients, and the new address is . . . 1057 Flood Bldg. (If four new customers come to your office, Doc, . . . does that mean a "fifth" is on the way?)

Last February mentioned the double names of **Pat O'Malley** and **Pat O'Malley**, also **Tom Barry** and **Tom Barry**, working for the Western Pacific. Now have some more . . . but wait a minute . . . this one's on me . . . for there is (so help me) another **Jack H. Hyland**, working in our "Extra Gang #5". Now I'm really serious when saying . . . hope our paychecks never become switched, unless of course, **Jack Hyland** (meaning me) receives the largest. (Thanks to **Carl Flaig** (Treasurers) who done tole me about this other fellow.)

Wish to express my appreciation to **Jack Sullivan** (owner of Reno's Bank Club) and to our mutual friend—**G. I. Martin** (Gen. Agt. -Reno) for sending me that lovely and I DO MEAN . . . LOVELY Bank Club calendar. G. I. indicated because of the present paper shortage the calendar supply this year is limited, but from my observance of the cover picture . . . it would seem, clothing is also very scarce. (Since writing this have received additional "B.C." gifts, which proves that any money I (left) in the Bank Club, was money well spent).

We learned a great deal about the Stockton area from our super-duper-scooper **Frank Rauwolf**, so with apologies to **Bette Elliott** and **Gene Neri**, we report Switchman **O. M. Kidder** (age 52) passed away on March 2nd on his way home from work; **Kenneth Bones** (train desk) resigned last February to join the Merchant Marine; **R. E. Williams** was in St. Joseph's Hospital last month and is now, minus an appendix; . . . Chief clerk **W. F. Keough** resigned after 18 years service to accept position with the Navy at Rough and Ready Island; also (Gene) **E. J. Neri**, our capable rate clerk in Moody's office, passed his pre-induction physical, as did **M. A. Potter** (Lathrop); also that **P. J. Calcertera** was appointed Local Frt. Agent (TSRy) Turlock, Cal.

While talking with **Art Thatcher** (Spcl. Agent) the other day asked him about some of "his" boys and learned Warrant Officer **Erwin Broderson** (now in Italy) recently had the "props" knocked from under him—with bronchitis and pneumonia at the same time; **Sgt. Elmer Carleton** (Philippine Is.) writes: "Every tank we knock out and every dead Jap is one less to bar the way to Victory"; and **Bill Bergman** (BM 1/c) writes from the Solomons to say he's scheduled to return to the States shortly and will be mighty glad to see S. F. and Oakland again.

Just heard of another columnist . . . (that's a two-eyed creature who uses one eye for peeking and the other "I" for writing) . . . he's **Cpl. Anthony Quill**, formerly Car Record (now in San Diego) and his column appears in the "Brigadier", a paper published by the "37th Brigade" in Los Angeles. Tony has quoted some of our Headlight copy and asks: "Do you mind?" The phrase sounds quite familiar but as usual, the inquiry is made after the deed is done . . . but in your case—the answer is . . . "Not at all". (P.S.—and in the other case—"Sometimes").

Frt. Claim Dept. news: **Virginia Gerrity** (a Chicagoan) is **Tom Barry's** new secretary, replacing **Vyda Taylor** who resigned last month. Virginia is quoted as saying: "The 'Windy City' is just a breeze compared to San Francisco". Another addition is **Charlotte Jardine** . . . and no relation to the "El Jardin's" people. Understand **Florence Burson** has never had her name appear in my column . . . well, here it appears; also heard **Virginia Vonderheide** has that "far-away or glacial" look in her eyes . . . wonder why?; and that **Clara Nini** is hoping that friend hubby (Eddie) doesn't receive his Navy travel orders for awhile yet.

Following up quickly and promptly on my engagement notices of last month . . . learned (first hand from the lady herself) that **Donna Nichols** (Treas. Dept.) and **Walter Stoy** (U. S. Navy) are planning on becoming "Mr. and Mrs." comes this September 8th . . . if Uncle Sam doesn't change their plans.

## SPORTS REVIEW

By Jack Hyland

It appears to be a two-cornered race—with the Oakland Carmen still leading the field, their closest rivals being the Freight Agents gang (the first half winners), thus from all appearances these two teams will be battling each other for the 1944-45 Championship on May 17th. Including games of March 15th, the team standings are as follows:

	Won	Lost	H.G.	H.S.
Oak. Carmen	26	4	871	2512
Freight Agents	22	8	883	2486
Trafficers	16	14	849	2444
Treasurers	16	14	849	2297
Disbursements	15	15	838	2371
Transportation	14	16	871	2477
Switchmen	13	17	816	2332
Auditors	12	18	822	2289
S. F. Carmen	8	22	789	2287
Freight Accounts	8	22	827	2267

### Wilkinson New League Leader

After leading the league since August, **Charlie Dooling** had to give way to another good bowler, and so this month **Bill Wilkinson** of the Oakland Carmen takes over top position. The major hy-lite of the past month was the bowling of **Dooley Fee**, who slapped the timber around on three consecutive nights with a 554 on Feb. 15th; a 545 on Mar. 1st, and then going all out on Mar. 8th when he had that curve ball working to perfection to click a 602 series and a 236 high game. His sudden come to life placed him in the following "Big Ten" list:

	Gms.	Avg.	H.G.	H.S.
Wilkinson	84	166	224	568
Dooling	81	166	257	577
Potter	78	165	235	604
Stoney	66	165	208	558
Prismich	84	164	215	543
Craig	66	164	210	553
Fee	39	164	236	602
Brown	75	163	230	626
Lindskoog	75	163	228	582
Sevey	84	161	222	563

Over the week-end of Feb. 24th-25th a considerable number of Western Pacific bowlers participated in the Sou. Pac. Co. 5th Annual Handicap Tournament staged at Downtown Bowl, San Francisco. Our league entered six teams and they placed as follows: 5th—Freight Agents (3122); 6th—Oakland Carmen (3115); 9th—Transportation (3094); 12th—Disbursements (3082); 13th—Trafficers (3071), and 24th—Auditors (2782). Our individual singles leader was **Al Potter** in 15th place with a 658 series; our top doubles team was **Joe Stout** and **Roy Nelson**, placing 7th with a 1310 mark, and our best "all events" man was **Fred** (knock-em-down) **Thompson**, who had a 1933 total, being only 54 pins behind the actual winner. While only a few of us were able to place in positions eligible for prizes, all of our bowlers expressed their appreciation of the courtesy extended us by the Southern Pacific Bowling League.



## THE WESTERN WAYFARER

### THE WHY OF WESTERN PLACE NAMES

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1945, Thomas P. Brown)

"Westward the course of empire takes its way,

The first four acts already past,

A fifth shall close the drama with the day;

Time's noblest offspring is the last."

—George Berkeley,

Bishop of Cloyne (1685-1753).

★ Come Wednesday, April 25, the "City by the Golden Gate" will be host to the history-making United Nations Conference. As many of the perhaps 2,000 delegates, attaches and press representatives will doubtless marvel at our kaleidoscopic array of picturesque, also bizarre geographical names, we write this article for THE HEADLIGHT as an over-all summary to give an inkling as to why the virile, optimistic western states constitute such a happy hunting-ground for place names.

Here is a partial listing of origins: I—The pioneers carried west the names of their old homes, just as did the Romans with their Lares and Penates when they moved. II—Names resulted from voyages of discovery, explorations and migrations—also real estate promotions; III—Various races or nations identified with the history of the West left their name-marks; IV—Names of persons; V—Names associated with historical events; VI—Ghost names of the "Days of Old, Days of Gold and Days of '49"; VII—Names growing out of incidents, profound or casual; VIII—Old, fanciful, coined names, including names spelled backward; IX—World War II names.

There's a story back of every name. The geologist picks up a rock and writes a monograph on a phase of earth-history; the paleontologist finds a fossil bone and reconstructs a dinosaur; the historian takes a place name and reenacts an episode or event in the building of the West. And now for a few illustrations:

I—Quincy, Calif., was founded by settlers from Quincy, Ill. They were like the Pilgrims who named Plymouth, Mass., for Plymouth, England.

II—Balboa is remembered in a Southern California name; Sir Francis Drake, by Drake's Bay, north of San Francisco.

III—The First Americans are still on the map. Thus, many chiefs: Seattle and Multnomah, Wash.; Pocatello, Idaho; Winnemucca, Nevada; Ouray, Colo.; Sequoia, Calif. The Utes were "dwellers on the mountain top", whence Utah. The water-utes (in the valleys) were Pai-utes, whence Piute, Nevada. Indians in the Northwest said "Spokan-ee: Good sun!" as their morning salutation; whence Spokane, Wash. In Arizona, Indians called a river which hid in the sands: Hassayama. Ergo, if one drinks from this stream he never can (or will) tell the truth again. Ten Sleep, Wyo., was that many nights (and days) from Fort Laramie in non-pullman days.

From south of the border have come Aztec names: Coyote (Coyotl), the wolf

dog, and Temescal, Indian substitute for a Turkish bath.

Spanish names are legion. Steaming under the Golden Gate Bridge, the Pacific visitor comes in view of Alcatraz (The Rock), island of the pelicans. On

#### SPANISH NAMES

"A little learning is a dangerous thing;  
Drink deep, or taste not of the Pterian spring."

The tempo of life has been greatly accelerated since Alexander Pope wrote these lines in 1733. Perhaps were Pope to be reincarnated in these fast moving times of 1945, he would forgive this venturesome attempt to reduce to the irreducible minimum, for the quick use of our readers, the super headlights of Spanish pronunciation. So, discarding qualifications:

Spanish **a** is pronounced ah; **e**, closed, as in ale; **e** open, as in set, **i**, e; **o**, o; **u**, oo. In the West **c** before e and i, is s (no lisp); **g**, before e and i is h; **h** is mute; **j** is **h**; **ll** is **y** or perhaps a subtle blending of **l** with **y**; **n** (with tilde over it) is **ny**; **qu** is **k**, or **kw**; **rr** is rolled; **x** at the beginning of a syllable is **h**, but at the end of a syllable is **s**. However, in certain Mexican words (Nahuatl) **x** is **s**, or **z**, thus: **Xochimilco**: So-chee-meel-koh.

It is important to follow Spanish style in the division of words into syllables. Words ending in a consonant, except **n** or **s**, are stressed on the last syllable; words ending in an unaccented syllable, or in **n** or **s**, are stressed on the next to the last syllable. The acute accent is used to denote exceptions.

Illustrations: **San Jose**, Sahn Hoh-say; **San Joaquin**, Sahn Hwah-keen; **La Jolla**, Lah Hoh-yah; **Chico**, Chee-koh; **Cabrillo**, Ca-bree-yoh; **Sierra Madre**, See-ayr-rah Mah-dreh; **Yerba Buena**, Yare-bah Bway-nah; Canon, with tilde over the first **n**, Cahn-yohn; **Punta**, poon-tah; **Martinez**, Mahr-tee-nace; **Oaxaca**, Wah-hah-kah.

the skyline of San Francisco rise Twin Peaks. In the early days they were called Los pechos de la choca: The breasts of the Indian girl.

The Franciscan padres who founded the missions of California along El Camino Real (The King's Highway) bequeathed many names: San Diego, Los Angeles, Santa Monica, Santa Barbara, San Luis Obispo, San Jose, San Francisco—the long list suggests the litany of the saints. And among the many Spanish names of the Southwest is Santa Fe, New Mexico, "Royal City of the Holy Faith of Saint Francis."

In California the Russians are remembered by Sebastopol, and the Russian River (Slavianka: Charming

little one). French trappers were refreshed at the sight of trees, hence Boise, Idaho. Chinese Camp, Calif., has its connotation. Hindoo, a Western Pacific Railroad point, recalls that Hindus were employed in construction days. Aloha, Ore., is Hawaii's greeting and goodbye; the Owyhee River is really Hawaii River.

IV—Ogden is named for the discoverer of Humboldt River—first named for him, but re-named by Fremont, the Pathfinder. Lassen Peak is for Peter Lassen, the Copenhagen blacksmith—who became a California pioneer. Pike's Peak is for Zebulon Pike; Stockton, Calif., for Commodore Robert Field Stockton; Bozeman, Mont., for John M. Bozeman, the trail-blazer.

V—Donner Lake is named for the ill-fated Donner Party. Emigrant Gap is significant.

VI—In prose or in verse or in song, Bret Harte, Mark Twain and numerous others have made famous such names as Hangtown, Gouge Eye, Poker Flat, Dead Man's Gulch, Jackass Hill, Fiddletown—all recalling the epoch of E Clampus Vitus.

VII—One of a group of gentlemen whose mission is to select a site for the University of California looks out over San Francisco Bay and quotes the lines prefacing this article. So the name: Berkeley.

Two men, one from Maine, the other from Massachusetts, both leaders in laying out the site of a future great city, toss a coin. The Maine man wins. Hence Portland, Ore., not Boston.

Prospector Ed Schieffelin, starting out in Indian country, is warned that all he will find is a tombstone. He strikes it rich, whence Tombstone, Ariz.

James Fennimore, called "Old Virginia" because he hails from that commonwealth, spills some "strong water." Lest the precious liquid be wasted, the quick-witted miner says: "I christen this spot Virginia." And that is the "why" of Virginia City, Nevada—of Comstock Lode fame.

Along a Nevada road, leading up to a Western Pacific construction camp is a crudely lettered sign: "TO BAR", reference point being the "Rag Saloon." Wayfarers read the sign as "TOBAR". The name sticks.

VIII—Tia Juana of racing fame is Aunt Jane, but Calexico and Mexicali are formed from California-Mexico or vice-versa. California-Nevada produce Calneva and Calvada.

IX—Herlong, a Western Pacific station in California is named for Capt. Henry W. Herlong, the first ordnance officer to give his life in World War II—killed in line of duty in an airplane accident in Georgia.

"There is nothing so new as the Old West."

—Dolores Cadell, Reference Librarian,  
San Francisco Public Library.

Bach, R. R.  
 Beard, S. F.  
 Bengal, A. D.  
 Garcia, J. F.  
 Gist, F. G.



Holt, H. S., Jr.  
 Lewis, William  
 Monahan, R. A.  
 Worth, C. L.

### PFC. DAN S. NYREHN KILLED ON IWO JIMA

★ Pfc. Dan S. Nyrehn, 19, formerly a track laborer on our Saduro Section, was one of the Marines who made the supreme sacrifice on Iwo Jima to give our Air Force a springboard within fighter distance of that doomed Jap city of Tokyo. Dan was killed in action on that island on February 22nd.

He entered WP service in January, 1943, and joined the armed forces in January, 1944. After his training at San Diego, he was sent to Pearl Harbor and Guam before participating in the invasion of Iwo Jima.

One of his brothers, Nelden Nyrehn, was killed on Guadalcanal in November, 1942, and another brother, Delmar Nyrehn, also on military leave from the WP, is serving with the Marine Corps in the Pacific.

We offer our sincere sympathy to Dan's parents, Nelden and Jannett Ellis Nyrehn, and to his sister Kathleen Nyrehn, all of Wendover.

\* \* \*

### S/SGT. WILBUR M. AMLIN DECORATED

★ Staff Sergeant Wilbur Amlin, former Western Pacific fireman, was this year awarded the Silver Star for gallantry in action in Germany. The presentation was made by Major General McLain at ceremonies held somewhere in Germany.

Sgt. Amlin is a member of the amphibious group of U. S. Army Engineers and has seen service in Alaska, England, France, Belgium, Holland and, of course, Germany. Congratulations, Sarge!

\* \* \*

### CAPT. DON L. BURGESS

★ Tena Webster (freight traffic) has produced a recent letter from Don Burgess (also freight traffic and one of our best Army correspondents) in which Don modestly fails to mention his promotion, but in front of his name Captain has replaced Lieutenant! Congratulations, Don, and more power to you in your New Guinea operations!

### RALPH HAZEN ALLEN RETIRES

★ On March 1st, Ralph H. Allen, head capital expenditure and valuation clerk at GO, retired after almost 35 years of service with the Western Pacific and almost 43 years of railroad service.

Ralph was born at Union City, Pennsylvania, on October 17, 1887, and began his railroad career with the Rio Grande as an office boy at Denver in July, 1902. Later he became bond coupon clerk and bill clerk for that road. In 1910, he came to the Pacific Coast and worked for the Pacific Electric Railway for a few months as voucher clerk at Redondo Beach.

On August 20, 1910, he joined us as a clerk in the DC&H department at Oakland. Subsequently, he became general clerk in the accounting department at San Francisco; then capital expenditure clerk and, on June 1, 1918, assumed the duties he held until his recent retirement.

Since Ralph was one of the "old guard" and popular with officers and employes not only at GO but over the length of our railroad, he will be missed in more ways than one. His GO friends gave him a parting gift of War Bonds and a fine pipe. A group of his more personal friends honored him with a luncheon at the Commercial Club and presented him with a traveling kit to remind him of his promise that, though he plans to live in Arizona, he will make periodical trips to San Francisco.

His many friends wish him good health and many happy years in which to enjoy his leisure . . . and poker!

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### FRANK A. SELL PROMOTED; J. H. EPHRAIM APPOINTED

★ Frank Sell, former chief clerk to our general agent at Los Angeles, has been appointed city passenger and ticket agent in that city. Frank's many friends in GO wish him well.

Effective April 1st, J. H. Ephraim was appointed to fill the newly created position of city passenger and ticket agent for us at Chicago.

### LT. ROBERT RAY SHISLER

★ In our January issue we noted that Lt. Robert R. Shisler, who formerly worked in our Eastern Division office at Elko, had been reported missing in action. We regret now to announce that Lt. Shisler was killed on October 29th, 1944, in the Pacific Ocean 1,070 miles west of San Francisco, when his ship was torpedoed by an enemy submarine.



Ray entered the Army on November 10th, 1942, and was sent to Camp Houston, Texas, where he was assigned to the transportation office and made a Drill Sergeant because of his one year ROTC service at the University of Utah. In June, 1943, he was sent to OCS at New Orleans and was graduated from the school of transportation in October of that year. He then reported to the Army service officer at Portland, Oregon, and was assigned as ship's Cargo Security Officer.

When his ship was torpedoed, Ray was on his 4th voyage across the Pacific with supplies, having previously visited most of the islands in the South Pacific and spending considerable time in Australia.

Ray's father, Thomas Shisler, of Roosevelt, Nevada, wrote, rather poignantly, that his "whole heart and soul were in getting this war over so he could get back to work again". Our sincere sympathy goes to Ray's family and to his many friends on the Eastern Division with whom Ray was so popular.

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### ALLIS-CHALMERS TRIBUTE

★ On its Saturday evening, March 24th, radio program, featuring the Boston Symphony, Allis Chalmers Manufacturing Company paid a fine tribute to the railroad industry . . . and to railroad workers . . . for their war-time performance. The habit of accepting record-breaking railroad achievements as routine made this praise doubly welcome.



## HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(Dale Carnegie has not yet accepted our apologies)

### ARTICLE V.

★ Last time we were talking about vibration. High speed increases vibration and we can expect much higher speeds in railroading. We thus enter a new world and must guard against its effects and load freight accordingly.

Not long ago a chair was loaded among other freight, one leg became wedged between the slats of a crate, the chair was wedged tight and did not move but the crate did; result, broken leg of chair.

You have heard of tractors and other articles "walking" off a freight car. Vibration will cause this and such freight if not properly blocked and tied down may be found along the right-of-way. Proper loading is very important and everybody interested should know why this is so.

Kitchen cabinets usually have a light-weight top serving the usual purpose in the kitchen. In one instance such a cabinet packed in a large corrugated carton arrived at the car door and was placed against the wall. There followed a consignment of washing powder in cartons. They were stowed on top of the cabinet. The individual carton was not very heavy, but, when ten of them were placed on top of the cabinet, the vibration caused this weight to break in the top of the cabinet.

The loader did not think of that possibility. He did not think, or he did not know, that when the car moves the freight in the car also moves, in this case up and down because of vibration. Light cartons would have done no harm, but this was a concentrated weight hammering the top of the cabinet and it gave way.

There is a very great force exerted when heavy weights make sudden stops, so it is well to consider this up and down movement when loading freight. That is one reason why we say do not load heavy freight on top of light freight. Some will say this cannot be avoided. This is true if it is not given thought at the very beginning of the load when it is possible to distribute the load by allowing room at one side for lighter freight, alternating as the loading progresses. Men will find a way to do this when they think about it and they will prevent a lot of damage.

Always think of movement. Let us take a shipment of plate glass in various size crates, some high, some low. Let us load as they come, against end of car, some high, some low, the bottom half of the high crates will be held solid but the top half will not. What happens? The high ends will "whip" and likely crack a plate of glass.

But put the high ones together and the low ones together and this is avoided; yet if they are not properly braced they will fall over with sudden stops. If they are loaded against the side wall, instead of the end wall, then high and low will make no difference because there is little or no movement side to side and this particular style of package will likely ride safely, but it still must be braced because cars do go around curves!

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## PORTOLA PUTTS

By Jessie Hoag

"Buck" Phelan and Ted Wood (both engineers) have returned to the Portola board after their sojourn on the Stockton board.

After 27 months' service in Alaska, Pvt. Arthur Heckala (engineer) happily informed his wife, Doris, he'll be stationed at San Francisco's Presidio . . . permanently. (He hopes.)

Conductor F. P. Carpenter is passing out the cigars . . . it was a 7½ lb. girl, born January 31st. The little lady has been named "Margaret Anne" and is their second child; same thing for Yardmaster "Hank" Parrish, his reason being "Lana Louise" who arrived February 28th, weighing 7 lbs. 9 oz. . . . and with red hair.

Loren "Bud" Quigley and George Swartsley (both brakemen) have been "accepted" by the Army, and are now on the "waiting list".

The addition of Frances H. Keys (revising clerk) brings the total of "Pin-up Girls" to eleven at the Portola station, and the men are really stepping around these days. Wonder if they'll miss us when the war is over.

S/Sgt. Walter Powell (former brakeman) stationed at Seattle, Washington, visited his old buddies last month.

Robert Joy (fireman) is back on the job after a nine month (free room and board) sojourn in the Army, at Indian Gap, Pa.

Dr. F. B. Galbraith (formerly of Roseburg, Ore.) has arrived to partially relieve Dr. W. B. McKnight with his duties at the Portola Hospital. Dr. Galbraith was a medical officer in the submarine service during World War I, and from the outbreak of War II has been serving on the President Coolidge, until civilians were prohibited from all merchant ships.

Stuart Fulcher is now Signalman 3/c, and during his 17 months' service has seen ports in North Africa, Sicily, Italy, India, Ceylon, Egypt, Panama and, of course, the United States.

Engineer and Mrs. Ed. Groves have received happy news, for previously S/Sgt. William Burns (Mrs. Groves' son) was reported missing in action last October, but now the word is, he's a prisoner of war, somewhere in Germany.

John H. Wise (pipefitter) passed away February 24th after 24 years' service. John is the father of Wm. Wise and father-in-law of George Saxton (both W. P. engineers).

## EASTBAY GRAPEVINE

By Bob Runge

★ May 28, 1877, was a quiet spring day in Galesburg, Ill., quiet except for one home. This home was having a new baby delivered to it on that day. It was a baby boy and the name finally decided upon was Fred Haigh . . . Fred Haigh Sargent. On May 20, 1912, this same Fred Sargent went to work for the Western Pacific in San Francisco and then shortly afterward came to Oakland . . . Ta-uh-tah ta tah! TIME MARCHES ON! It is now March 1, 1945, and Fred Sargent, after devoting 32 years, 9 months and 8 days to the W.P., has decided to retire. Seriously though, Fred in his position of industry clerk made many friends for the W.P. and was instrumental in securing a goodly number of cars via the Feather River Route. I am sure that I express the opinions of all who know him when I say, "Good luck, Fred, and may you have many pleasant years in your retirement".

Things we never knew 'til now: "Scotty" Sedwick of the LO worked with Fremont Older and other San Franciscans to supply author Herbert Asbury data for his book "Barbary Coast"! Madeline Miller of the LO is the granddaughter of Harry Roff, the first pony express rider out of Oakland. That was back in the days when men were men and women were women . . . naturally!

Joe Solari, Joe Rios, Joe Perry and Jimmy Prociarione were doing a lot of grunting, pushing, pulling . . . and swearing . . . at the roundhouse the other day in an attempt to remove some kind of a pin from one of the iron horses, but the darn thing wouldn't move! After the three Joes and Jimmy had given up Jack O'Sullivan very nonchalantly walked over and pulled the pin loose! Moral of this, fellows, is to be like Jack and eat your "krunchy wunchies" for breakfast.

Understand that Uncle Sam is breathing down the necks of Lou Whisder, engineer, and Paul Slater, fireman . . . know just how you feel boys! Uncle quit breathing down "Swede" Westman's neck . . . no, he didn't run out of breath . . . need I go further?

Off the scratch pad: "There's one born every minute" . . . Ed Roth just sold his 19?? Durant! For you younger readers Durant was the name of an auto! Betty Stadtfeld left the Easton Bldg. for Charleston, S. C. . . . went to see papa. Marilyn "Junior" Riddle took over Betty's job as manifest clerk, Muriel Raskopf went on "Junior's" former job and Alice Lemke, a new gal, took on the scratch and pound job . . . steno to you, bub! Of course, this is all subject to change without notice! The Hayward station is getting a lift in morale . . . a new paint job! Charlotte Green has an interest in Palm-dale . . . the interest has wavy hair!

I wish to thank my many readers for their kind letters and suggestions. Sorry that I cannot accept your suggestions . . . it's against the law to jump off the Bay Bridge. (Assoc. Ed. note: You could be pushed.)

RETURN POSTAGE GUARANTEED

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

## WESTERN DIVISION WHITTINGS

By Agnes Welch

★ The news of **Don Simmons'** sudden passing on March 1st came as a shock to his many WP friends. Don entered service in 1934 and worked in the capacity of burro crane operator. Our sincere sympathy is extended to his family.

The roundhouse foreman's office and enginemen's locker room at the Oroville roundhouse, which have been under construction for the last couple of months, are almost completed. This is a great improvement over the former quarters and will certainly add to the comfort and convenience of those concerned.

**Siri Hurlbert** has taken over her new duties as bond clerk in the superintendent's office (good . . . Editor!)

We understand anyone interested in buying rabbits may communicate with **Don Cooper**, telegrapher, Mason.

Agent **Austin Oels**, Keddie, spent a few days last month visiting with his son (in the Navy) who expects to go overseas shortly.

In a recent letter from Pvt. **Joseph Bramse** (see last issue) he said Brakeman **Robert D. Monahan** was in his battalion in Belgium. Robert is the son of **Dan Monahan**, train desk clerk, Portola.

Glad to see **Russ Willard**, social security clerk, back on the job after two weeks' hospitalization.

Sgt. **John Rossi**, of Fort Myer, Arlington, Va., was a recent visitor in the superintendent's office. We understand **Hal Jensen**, who is in Belgium, has received two more promotions. Hal was a corporal, then sergeant and now First Sergeant.

Last January the following firemen were promoted to engineers: **John W. Moss**, **George Marley**, **Rufus C. Kennedy**, **Robert R. Williams**, **John R. McNeill**, **Len A. Barry**, **Kenneth Cooper**, **Fremont J. Bohanon**, **Ellis C. Scott**, **Jack D. McClure**, **William C. Filbeck**, **Ernest Mancuso**, **Edgar C. Newman**, **George R. Porterfield**, **Leland M. Beveridge** and **Lionel K. Lucas**.

★ ★ ★

## ARMY-NAVY FREIGHT DISTRIBUTING AGENCY

★ The United States Army and the Western Pacific Railroad on March 29th observed, with friends and guests, the opening of the enlarged facilities, on Byrant Street, San Francisco, to be occupied by the Army-Navy Freight Distributing Agency.

## WP Men Attend Chicago War Bond Conference; Our Chair- man Addresses Meeting

★ **George B. Carson**, General Chairman, BRT; **William S. Jones**, General Chairman, ORC; **F. Ross Kelleher**, assistant car foreman, Sacramento Shops; **W. E. Meyers**, General Chairman, BLE; and **William R. Stowell**, General Chairman for the Blacksmiths, accompanied by Western Pacific's General War Bond Chairman **Walter C. Mittleberg**, attended the U. S. Treasury Department Conference for Western Railroads at Chicago, March 12th, to discuss pre-7th War Loan plans.

Our chairman held the spotlight for several minutes with a talk, made at the request of the War Finance Division, on the methods used on our railroad to promote payroll savings by regular and systematic purchase of War Bonds. **James L. Houghteling**, chairman of the conference, paid tribute to the fine showing made by the Western Pacific workers during the past year or so. In his talk, **Mittelberg** stressed throughout the value of personal contact, pointing out that only in that way can a war bond campaigner really discover what the railroad men and women are thinking about War Bonds and what prejudices or objections may exist.

Messrs. Carson, Jones and Meyers are members of the Western Pacific's General War Bond Committee. **Ross Kelleher** is primarily responsible for the fine showing of the Sacramento Shops' workers, and **Bill Stowell** has been largely responsible for the Sacramento Shops' blacksmiths' 10% or better standing, which has been maintained from the early days of the payroll savings plan until now.

The Chicago conference disclosed that the "E" War Bond quota in the 7th War Loan Drive will be four billion dollars. All bonds purchased through the payroll plan during the months of April, May and June will apply toward our quota of some \$800,000. Based on our current monthly total of War Bond payroll deductions, every WP worker would have to purchase an extra \$100 War Bond during the months of the drive in order to attain our quota. Spread over six pay days, this is not an impossible task.

Guaranty Printing and Lithograph Company

## WENDOVER WHISPERS

By Marchetta McDuffie

★ Pfc. **Lawrence Hays**, brakeman, is now in France. Conductor **Jimmy L. Collins'** son is in a Belgium hospital. Jimmy has had letters from both the nurses and the Red Cross reporting his son is coming along nicely. Hope he'll soon be home with you, Jimmy! Back on the active list, after being discharged from the Army, "**Boomer**" **Reese** is with us again. Glad to have you back, Boomer!

Welcome to **R. E. Rhodes**, our new cafe manager. Also welcome to **Johnny Naylor**, who is relieving **Jimmy Magson**, now on a well deserved rest. **Marie Naylor** has joined the forces at Wendover as 3rd trick operator. **M. L. Preston** is also a new member, working as 2nd trick operator.

Perhaps **O. J. "Jim" Crowe** can tell us what there is on passenger jobs that interests him and after one trip he's tired! How about it, Jim? Here's hoping that **G. A. "Gus" Snowberger**, who recently bid in a passenger job, likes it better than Jim . . . and will last longer!

Don't worry, **Bruno**; perhaps Uncle Sam will let you wander around for a while yet! Bruno has been looking mighty pale these last few days just imagining how he will look in khaki! (May we ask who Bruno is, please, or should we know?—Editor.)

The explosion heard in the yard office a couple of weeks ago occurred when "**Flo**" **Jones** figured her income tax. The roof is still intact, through no fault of Flo!

**Tom Costa**, carman helper, who lost three toes in an accident in Wendover Yard, is coming along nicely, which we're very glad to report.

★ ★ ★

## LEN W. SHIRLEY APPOINTED

★ Effective March 20th, **Len W. Shirley** was appointed superintendent of Sacramento Shops, succeeding **F. L. Crissey**, who has taken a new assignment.

Shirley's previous experience was with the Union Pacific. He was district sup't. of motive power for that road at Portland, Oregon, at the time of his appointment on the WP.