



JOHN WILLIAM MACKAY  
1831-1902



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**THE HEADLIGHT**

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*Yesterday is but a dream and tomorrow is only a vision.  
 But, today, well lived, makes every yesterday a dream of happiness.  
 And each tomorrow a vision of hope.*

—From a translation of The Sanskrit.

**EDITORIAL PAGE**

★ And each tomorrow a vision of hope! How dreary this world would be were we without our vision, our dream, our hope of tomorrow . . . the future. Our hopes and our dreams of tomorrow are our shield against the every-day difficulties of life . . . the reverses we suffer. How true this is, and has been . . . as we pass through the travail of war. And yet we Americans (civilians) are undoubtedly the luckiest people on earth. During these terrible years we've sacrificed little. We have not had to endure the hardships of war, as have the peoples of our allies. Still we've much to hope for. The safe return of our loved ones . . . our friends . . . now serving in the armed forces and a world peace to follow this conflict which may stand as a barrier against the insanity which periodically robs the world of the cream of its manhood.

Some of us indulge in New Year resolutions. At the time, assuring ourselves that we will not again do this or that seems like a good idea. A well-known road is paved with such resolutions! Still, it is a time for inventory. The advent of a new year, more so than a birthday, impresses the wisdom of Austin Dobson's "Time goes, you say? Ah no! Alas, Time stays, we go." If our stock-taking convinces us of the fallacy of this or that and we've the intelligence to change our course . . . and the will to stick to it . . . to that extent the New Year thinking has its value. Happy New Year!

★ As we go to press, final steps in Western Pacific Railroad's financial reorganization are being taken. The new securities are just about ready for delivery to the adjudged creditors, as decided by the Interstate Commerce Commission and the Federal District Court (Judge A. F. St. Sure). When our magazine reaches you, the Western Pacific Railroad proceeding will almost surely have been dismissed by Judge St. Sure and our railroad will once again be officially solvent. More than nine years ago, in 1935, inability to meet all financial obligations, resulting from several years of atrophied revenues, forced management to seek refuge under Section 77B. An improvement program initiated in 1927, after the advent of Arthur Curtiss James on the Western Pacific scene, had necessarily to be curtailed due to the business depression of the thirties . . . and finally abandoned until surcease was obtained from the then onerous fixed charges. Later, under the impact of a tremendous war-time traffic, Western Pacific exhibited a tonnage carrying capacity unsuspected by many. Now, with the road's funded debt drastically reduced and with fixed charges cut to assure substantial coverage during post-war years when gross earnings will return to a more nearly normal level (and your guess as to what will constitute a normal level in the post-war era is as good as ours, no doubt!), we can face the future with a new feeling of confidence and the comforting conviction that financial difficulties will not again beset us for many moons. In any event, we begin the new year on a sound solvent footing.

★ The March of Dimes, under the auspices of the National Foundation for Infantile Paralysis, will be held January 14th to 31st. All railroaders are urged to join the great crusade against infantile paralysis.

★ Many illustrious Americans were born in January . . . Millard Fillmore (13th president . . . born 1800) on the 7th; Alexander Hamilton (born 1757) on the 11th; Benjamin Franklin (born 1706) on the 17th; (Robert E. Lee (born 1807) on the 19th; Thomas J. (Stonewall) Jackson (born 1824) on the 21st; William McKinley (25th president . . . born 1843) on the 29th; Franklin D. Roosevelt (32nd president . . . born 1882) on the 30th; not to mention Trainmaster James F. Lynch on the 11th, the editor's wife on the 17th and the editor on the 23rd . . . truly a great month in which to be born! Too, on January 6th, 1838, the first telegraph was completed and on January 30th, 1882, Thomas Edison perfected the first electric lamp.

Incidentally, January was named for Janus, the god who, in Roman religion, guarded doors and watched over all entrances into new places or events. He had two faces, looking in opposite directions. In modern times, two-faced persons are not held in high esteem!

On January 4th, Utah observes the 49th year of statehood, having been admitted to the Union in 1896.

★ Demonstrating the rapid swing to Diesel-electric locomotives in freight service, figures released recently indicate the nation's Class I roadroads placed in service during the first nine months of 1944 an aggregate of more than 18,900,000 lbs. tractive effort of such locomotives. This compares with an aggregate of 18,500,000 lbs. tractive effort of freight steam locomotives added in the same period and a total of 18,500,000 lbs. tractive effort Diesel-electric freight locomotives in service at the end of 1943; in other words, the total tractive effort of the Diesel-electrics in freight service was doubled in those nine months!

★ Our compliments to the Military Police of the Train Guard Section, San Francisco Area of the Ninth Service Command and congratulations on completion of their Red Cross standard first aid training. Certificates were recently awarded to 65 members of the San Francisco unit.

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## RANDOM

★ If **Violet Bone** (machinist helper, Portola roundhouse) isn't a leading contender for the Western Pacific beauty championship, then the editor is willing to admit this is a bad start for the column! Violet's husband is with the armed forces in Italy.

**Bette Ann Elliott**, clerk to storekeeper, Stockton roundhouse, is wearing a beautiful solitaire on the correct finger, received on September 26th (late, aren't we?) from Capt. **Thomas Dudley Linscott III**, of the United States Army Medical Corps. He is now at Fort Riley, Kansas, according to latest reports. Capt. Linscott practiced at Berkeley in civilian life. In addition to storekeeper clerking, Bette, as Ann Elliott, is currently lending her contralto voice to entertaining service men at USO centers. She sang recently at San Francisco's O'Farrell Street USO and is booked to appear at San Francisco's Stage Door Canteen. Bravo!

From contraltos to wrestlers . . . it's an easy leap for us! Some months ago, The Headlight mentioned **Dean Detton**, leading heavyweight professional wrestler, as having worked for us at Portola. We overlooked mentioning **Dory Detton** (Dean's brother), no mean wrestler himself, one of our Feather River Canyon engineers, headquarters Portola; and **Gil K. Knutson**, another heavyweight wrestler of renown . . . and now a War Bond salesman of good repute, who is a WP fireman at Portola. Gil, with **Clair Donnenwirth** (engineer), **Howard Parker** (engineer) and **Floyd Seaton** (conductor), staged a whirlwind War Bond Payroll campaign at Portola early last month. The magnificent work they did . . . and fine response obtained from the train and enginem . . . and others . . . should go a long way toward improving the showing of both the Eastern and Western divisions.

Welching, even spelled welshing, amounts to the same thing. For months now, one of our assistant freight traffic managers, whose initials are **MEB**, has refused to make good a domino loss in the trifling (?) amount of one (1) dollar. The welchee dislikes resorting to blackmail, but there appears no other recourse!

Believe it or not, **Collis P. Huntington** is working for us at the Winnemucca roundhouse. The SP must be slipping!

**Jessie Ruth Hoag**, our new Staff Reporter at Portola, is stenoclerk in Agent **Dan Irwin's** office. Being the daughter of Engineer **Francis T. Wood**, the Western Pacific is not exactly strange to her, but she's been working for us only a few months. We're mighty glad to welcome her and

**Marchetta Cronin**, our new Staff Reporter at Wendover. Marchetta (pronounced Mar-kee'-ta) is and has been trainmaster's clerk at Wendover since October, 1942. She received her schooling at Portola and, for some unknown reason, moved to Wendover! Ah, Wendover, the garden spot of the salt flats!

Eastern Division Supt. "**Jack**" **Duggan** tells us he now has some 25 girl telegraphers on his division. He feels, as do we, that these girls deserve much credit for coming to our assistance in this emergency, when good male telegraphers are almost as scarce as hen's teeth.

Sincere congratulations to Conductor **Harry W. Gibson**, Eastern Division, who, in November, completed 35 years of service with the Western Pacific Railroad. He began with us in the 1906 construction days.

**Jane Littlefield**, our Elko staff reporter, sang her swan song (or whatever) with her column in this issue. Jane will attend the University at Reno shortly. On and off, Jane has done considerable work for the WP at Elko and for the past few months handled the war bond desk. In her high-school days, we understand Jane was runner-up in a state-wide (Nevada) oratory contest. We don't like to see her leave, but wish her much happiness.

Recently CTC was cut in to a point 270 feet west of the west switch of Belden and, if our authority is as good as we think it is, our CTC should be cut in as far west as Merlin when this issue reaches the news stands!

Marine Pvt. **Richard E. Stansberry**, former WP employe, has been graduated from the infantry training school at Camp Pendleton, in southern California, and is now ready for assignment to a Marine combat unit.

Major **John C. Nolan** (former AGPA, Chicago) has been discharged from Gardner General Hospital, Chicago, and reported for further duty at Miami Beach, Florida, in mid-December. Good luck, John. Miami Beach must be pleasant in December, what?

**Marie Libbe's** (Chicago traffic) 18-year old son (we think his name is Frank!) entered the armed forces last November and is taking his basic infantry training at Little Rock, Arkansas.

In a recent highly complimentary news release, the director of the San Francisco American Red Cross Blood Donor Service commended the spirit displayed by a group of 20 persons from Plumas County, including Quincy, who journeyed to SF for blood donations. The director also expressed his gratitude to officials of the WP who made special low round-trip rates for members of this blood donor party. This was the third excursion made to the blood center from Plumas County. Included in the group was **Mrs. L. W. Larison**, wife of a Quincy physician, a 7-time donor and a number of Type "O" donors, whose blood has gone to base hospitals in the south Pacific by Navy plane for use in whole blood transfusions to wounded Americans.

We're very happy to learn through **Rufus N. Blagg** and **Aggie Welch** that Lt. **Frank A. Kelly** (formerly Western Division section foreman) has recovered and returned to duty with the U. S. Army Engineers RR Corps training young soldiers to be good railroaders. Frank's address is 410 S. Seventh Street, Laramie, Wyoming.

**Velma Mikolash** (trainmaster's clerk, Stockton) certainly brightens the appearance of Phil Prentiss' office!

Quoting from "The Reno Lions Roar" . . . A few days ago, **G. I. Martin** was visiting the Kaiser shipyards. He stooped over to tie his shoe. Someone smashed a bottle of champagne over his stern and launched him as the City of Reno! GI, as you must know, is our general agent at Reno. It's the lost champagne that worries us!

Through Major **Earl K. Hobbs**, TC, Commanding, 766th Railway Shop Battalion, Camp Millard, Bucyrus, Ohio, we learn that Pvt. **Robert J. Fisher**, formerly a Western Division fireman, and Pvt. **Rudolph H. Hancock, Jr.**, formerly Eastern Division fireman, are serving with that battalion. Our greetings to them.

From RT 2/c **Orren K. Prentiss**, former Western Division brakeman, now serving on an LST in Pacific waters, we learn has seen action in the Philippines . . . plenty of it! For one thing, it appears two Jap planes got within range of the LST's guns and now two Jap flags are on the con . . . a perfect score. Orren says they're sleeping on deck close to their guns! He also mentions meeting **Dave Norman**, formerly of the Portola ice deck, now an electrician's mate third class. Orren also mentions a meeting with an 18-year old native girl who spoke excellent English. No comment!

The Headlight sometimes takes quite a beating. **Ray S. Manson** (carman at Sacramento Northern's Chico Shops) tells us that when our magazine finally caught up to his son **Elwin Ray** (formerly of Sacramento Northern's store department) it was in pretty bad shape. It had difficulty keeping up with Elwin, who transferred from the Engineers to the Air Force as a cadet last March; then, 4 months later, was recalled to the Engineers and sent to Camp Claiborne, Louisiana, as an instructor; then to Fort Belvoir, Virginia, for OCS, from which he was graduated in November. Now he's a Lieutenant in the Engineer Corps and is temporarily at Fort Lewis, Washington (Co. B, Eng. Tng. Sect. ASFTC)!

Trainmaster **John McNally** (Keddie) gave us the whereabouts of his three sons in the armed forces. Fireman 2/c **Bob** is on the USS *Saratoga*, Sgt. **LeRoy** is in Holland and/or Belgium (!) and Sgt. **John, Jr.** is in training at Tucson. Good luck to them all.

—The Editor.



## Hy-Lites

By JACK HYLAND

achievements of our home front forces, their endless production of munitions, ships, planes, supplies, and rail transportation to the ports for delivery to our courageous forces at the battlefronts . . . that our nation, people of every religion, every race and every class, stands together united, working for a common goal. For all this we give thanks, but we must do more, by translating our thankfulness into action. We must continue in ever increasing volume our home front service, buying war bonds, donating blood, saving salvage and not being an absent worker for one single day . . . we must continue to live and work as a united people, so that our heroes, on their return will realize that they have not fought and sacrificed in vain. So with the beginning of the New Year, as true, liberty loving Americans, let these be our resolutions for the year . . . 1945.

**Bill Hatfield** (Loc. Frt. Office) has been displaying a large "NAZI" flag sent him by his son **Franklyn** (formerly Loc. Frt. Office) who is with a tank destroyer unit. Since landing on the Normandy beach he has covered a lot of territory, including France, Belgium, Holland and for the past months has been in Germany. Frank was wounded in the leg on one occasion and blown out of his tank destroyer by a land mine on another, but he passes it off lightly by saying . . . "It's all in a day's work".

**PFC Barney LaRash** (AF&PA) dropped in last Dec. 11th and after serving 25 months in the South Pacific (commencing with the first and original landing of Marines on Guadalcanal), during which time he earned "Three Gold Stars and a Presidential Citation", he has now earned a vacation, but in the Marines, a vacation consists of guard duty at the Oak Knoll Hospital, Oakland, Calif. However, it gives Barney a chance to be home for Christmas and New Year's . . . and we know he and his family are well pleased with the new set-up.

Slightly more than 2½ years ago, **Dorothy Burrell** earned the distinction of being the first girl employed by our Treasurer's Office. Shortly after "Pearl Harbor" she became interested in aviation, with ambitions of becoming a pilot and although Dorothy failed to pass the strict eye test, she never faltered, doing the next best thing . . . joining the Women Fliers of America, enlisting in the Civil Air Patrol and acting as a Junior Hostess at the Stage Door Canteen. However, on December 16th Dorothy left the Western Pacific service and early this month will be heading for Fort Des Moines, Iowa, for her Air WAC training and still has hopes of some day returning to her friends in the Bay area to give them a lift home in her own plane. Best of luck, Dot, and if your dreams come true, how about a trip . . . "in your flying machine"?

**Pvt. John** (Lightning) **O'Connell** (formerly Traffic) writes to say . . . he is now at Camp Bowie, Texas, and is learning to be a surveyor and in the Armored Field Artillery; this means . . . learning to survey a target so that their 105-mm. howitzers will hit 'em without seeing 'em. In recalling our noon-time luncheons at Wilke's and your so-called "hot tips" on the horses, John, maybe you had better take an additional course on how to . . . "pick 'em without seeing 'em".

Trying to keep up with our younger generation is an almost impossible task, for no sooner had our last month's magazine gone to press, which contained the announcement of **Nancy Taber's** (Trans. Dept.) recent engagement of Oct. 22nd to Lt. **Robert Moore** (US Navy) . . . when we learned they were married. Typical of many wartime weddings, the nuptials were hastily arranged, the ceremony taking place on Nov. 23rd at the St. Clement's Episcopal Church in Berkeley, Cal., which was followed by a reception at the home of Nancy's mother. **Janet White** (Trans. Dept.) was one of the bridesmaids, and other employee friends attending were: **Tena Webster** and **Jim Curry** (Traffic) and **Richard Beltz** (Gen. Mgrs.). We extend our blessings to the happy couple.

Received a letter from **S/Sgt. John Jessiman** (formerly Section Foreman - Sacramento) now in India, and although he received the July Headlight on Nov. 20th, he was glad to receive it even then for he says: "With a few thousand miles between me and California, The Headlight is my only means of learning what is happening on the good 'old Western Pacific, unless someone writes me—which isn't very often". Glad our contribution helps Jess, and if any of our former Feather River Canyon brakemen (there are two I believe) who are in India with a R.R. Eng. Bn. read this . . . look him up, he's with the H&S Co. 1891 Eng. Avn. Bn.

**Herbert Austin** (Frt. Claim) on behalf of himself and **Mrs. Edna Austin**, was seen passing around a box of super-deluxe candy early last month as a result of their blessed event, "Gary Philip" who arrived on December 2nd (weighing 7 lbs. 11 oz.) and who will henceforth celebrate his birthday on the very same day each year. (Possibly the Austins figured Gary was destined to become a railroad man later on . . . so they started him off with an official title, his initials being "G.P.A.", or General Passenger Agent.

**Cpl. Alfred McQuaid** (Car Record) has been transferred to Douglas, Ariz., arriving there on Sept. 23rd, his first wedding anniversary. In reading The Headlight, Al noticed the item covering **Pfc. Tony Quill** (Car Record) who was married on the same date, and says "After the war, the four of us can celebrate our anniversaries together".

The Traffic Dept. went "all out" last Nov. 21st when **Edith Loeffler**, **Janice Cady**, **Clare Leonard**, **Pete Citron**, **Bud Gentry**, **Clifford Worth**, **Byron Larson** and myself, made the trip to the Blood Bank, donating our "life's blood" with the hopes that our blood will save a life. **Wanda Blanchard** also went along but because of a recent cold, was prohibited from contributing.

And another red-head enters the picture . . . but this one belongs to **Don** and **Louise Cathcart** (formerly AF&PA) and his name is "**Donald Anderson**" weighing in at 7 lbs. 9½ oz., last December 7th at the bright and early hour of 3:41 a.m. Congratulations . . . and thanks for the cigar, Don.

Recent letter from **T/5 Jim Drury** (Car Record) tells of his travels through Liverpool and Southampton, Eng., Utah Beach and LeMans, Fr., and then to Liege, Belgium, where he had his first experience with the "V-2" robot bomb. Jim writes he can't tell us a thing about the robot bomb's weight or size, but says they sure can rattle the windows, and we know he's the same Jimmy, for he adds . . . "Some fun, huh fellow?"

Extend our deepest sympathy to **Bill Stout** (Auditors) in the recent passing of his mother, and also to **Roy Campbell** (Traffic) in the loss of his brother . . . both departing from this earth early last month.

Flash . . . I mean "SPLASH" went **Bill Friborg** (Traffic) when he stepped off a troop train at Elko, Nev., last month and instead of hitting the ground he unsuspectingly stepped into a cinder pit and dropped down into about 12 feet of water. The worst part, excluding the loss of his hat, was the temperature . . . 18 degrees below. Brrrrrrrr!

On October 29th little **Tina Captan** was christened under the rites of the ancient Greek Church. Following the christening, "Daddy" **Nick Captan** (Roadmaster, 1st sub-div. SNRY) was host to a large gathering of friends at a reception-dinner at the Eastern Star Temple, Sacramento. Two of the speakers were **J. C. Wilson** (conductor) and **L. H. Rodebaugh** (Gen. Claim Agt.)

**Bob Runge** (Oakland) reports he received a letter from **Cpl. Carl Thorsen** (Oakland) now with the 5th Air Force in the Southwest Pacific, which tells of his mail coming in every once in awhile, but The Headlight, he says, comes through regularly each and every month, without fail. Appreciate your "Thank you" note, Carl, and we'll keep it coming, without fail.

**Clyde Janic** (TF&PA-Portland) dropped in on his former Traffic Dept. friends last Nov. 30th on a delayed vacation. We learned Portland's new chief clerk **Larry Moe** (who succeeds Clyde) has a brother, Don, who sings with Kay Kyser's band under the name of Don Leslie (don't know why the change in name, but what's a name, Moe or less.) Also heard **Caroline McClung's** (Secretary to Gen. Agt. McMullin) husband is stationed with the Army in Hawaii, and she hopes he'll be home for Christmas next year.



# THE WESTERN WAYFARER

## UNIVERSITY OF NEVADA

By Thomas P. Brown, Publicity Manager, San Francisco

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(Air: "On the Road to Mandalay")

*"In our mountain-circled valley,  
Where the silver Truckee flows,  
And our Varsity stands proudly  
'Neath the shadow of Mt. Rose,  
In the land of the Sierras,  
Where the western breeze blows free.  
It is there we lift our voices,  
N.S.U., in song to thee.  
Where the Indian war-whoop shrill  
Echoed sharp from hill to bill,  
Now the student voices mingle  
In the dear, old college cheer.  
Where the silver Truckee flows  
And the air of freedom blows,  
There to thee we lift our voices,  
N.S.U., forever dear."*

\* The setting and the spirit of the University of Nevada, Reno, are portrayed in this first stanza of a song written in 1901. The author was Elizabeth Spayd Stubbs (Mrs. Gordon Haines True) of the Class of 1899, and a daughter of Joseph Edward Stubbs, third president.

It is in this setting and atmosphere that the University of Nevada has become a living tradition with a wealth of memories and a history that is inspiration to the young men and young women who enroll in its halls of learning. Here the writer must confess a personal interest in the subject, partly because the Reno Branch of the Western Pacific Railroad skirts the easterly boundary of the campus.

The University of Nevada is one of the land-grant colleges (Morrill Act, approved by Abraham Lincoln, 1862). Almost unique is the fact that the "Battle-Born State" (1864) provided in its constitution for a state university. The Nevada legislative act locating the university at Elko, was signed by Gov. Lewis R. Bradley in 1873, and it was opened there on Oct. 12, 1874, virtually as a preparatory school, with D. R. Sessions as "first principal." Instruction was largely individual and, quoting Professor Sessions, "Mathematics was a favorite subject." By act of the 12th Nevada Legislature (1885) the university was moved to Reno where it was formally re-opened (March, 1886) with J. W. McCammon as principal and A. H. Willis as instructor in *mining and assaying*.

On Sept. 5, 1887, President LeRoy D. Brown, of Ohio, and Miss Hannah Keziah Clapp of Carson City, a *faculty of two*, opened the university proper with 36 students, Morrill Hall then being the only building. The first regents were Governor C. C. Stevenson, John M. Dormer, secretary of state, and W. C. Dovey, superintendent of public instruction.

Successive presidents have been: Stephen A. Jones (1890-1894); Joseph E. Stubbs (1894-1914); Archer B. Hendrick (1914-1917); Walter E. Clark, now president emeritus (1917-1938); Leon W. Hartman (1939-1943); Charles H. Gorman, vice-president and comptroller,

acting-president ad interim; and John O. Moseley, of Tennessee, who was inaugurated Oct. 12, 1944 — precisely 70 years from the first day at Elko.

The School of Mines, now the Mackay School of Mines, was organized in

### THE MACKAY STATUE

\* The picture on the cover of this issue of THE HEADLIGHT, made especially for this occasion by Photographer Bennett, Reno, by courtesy of Professor A. L. Higginbotham, head of the University of Nevada Department of Journalism, shows the commanding bronze statue of John William Mackay (1831-1902) which stands in front of the Doric-columned facade of Mackay Science Hall of the Mackay School of Mines, at the northern end of the tree-lined Quad.

The figure of the Nevada pioneer, clad in miner's garb and with left hand resting upon a miner's pick, looks across Reno and the valley of the Truckee River, the eyes resting upon the Virginia Range, site of the historic Comstock Lode, Nature's banker for much of the early development of the Pacific West.

This memorial statue of the "Bonanza King," acclaimed by the late Grant H. Smith as the "Comstock's greatest miner and most notable man," was presented to the university by his son, Clarence Hungerford Mackay, and his widow, Mrs. Marie Louise Mackay.

The sculptor was the noted Gutzon Borglum, who was born in Nevada's sister state of Idaho, and who designed and carved the massive heads of Presidents Washington, Jefferson, Lincoln and Theodore Roosevelt on the face of Mt. Rushmore in the Black Hills of South Dakota.

Endowments and gifts to the university by Clarence H. Mackay and his mother in honor of the humble miner from Dublin, Ireland, who "came up the hard way," and who in years following his Virginia City days, founded Commercial Cable Co. and organized Postal Telegraph-Cable Co., amount to more than \$1,500,000.

1888 with Robert Dyas Jackson, University of California graduate, as director; the Agricultural Experiment Station, of which Dr. Samuel Bradford Doten is now director, was organized (Hatch Act) in 1889. The first class (School of Liberal Arts) graduated in 1896, comprised Frederick Amos Bristol, of subsequent South Africa mining note; Henry Colman Cutting, who later developed Richmond, California, and Frank Herbert Norcross, who was to become chief justice of Nevada's Supreme Court.

Today, the University of Nevada is a well-equipped organization built around three colleges: Arts and Science,

Engineering and Agriculture. There are 27 buildings. In normal times, student enrollment ranges from 1,200 to 1,400; the faculty comprises about 80 members, who, with extension, research and administrative officers, make a total of about 150.

Scholarship standards are high; degrees command recognition. For many years Nevada has been on the approved list of the Association of American Universities, also that of the Northwest Association of Secondary and Higher Schools.

Distinction has been achieved by many graduates and faculty members. Dr. James Edward Church, emeritus professor of classics, is internationally known for his notable work on snow surveys. Emmet D. Boyle, '99, was governor. United States Senators Pat McCarran and James G. Scrugham are U.N. men. Seventeen graduates or former students have been awarded Rhodes scholarships.

While university emphasis has been given, from the very beginning, to mining and agriculture, which are basic industries in the Sagebrush State, other lines of education have been fostered. These include the Department of Journalism which is conducted on practical lines and on the foundation idea that students admitted must have a definite aptitude for the course. So Nevada's Department of Journalism is well represented in the editorial rooms of Nevada's newspapers. Four of the graduates in journalism have become distinguished correspondents in this World War II: Joseph F. McDonald, Thor M. Smith, Norman Bell and Robert C. Miller.

The complete story of this university, an institution ever responsive to the needs of the people of the state, and doing its full duty in the war time emergency, not to mention the many graduates who are now in the armed forces, cannot be told here. The writer recalls, however, the following sentiments expressed by Hannah Keziah Clapp, the university's first woman professor, at the Tri-Decennial Celebration, June 1, 1904:

**"I am proud of this magnificent university; I am proud of its triumphs and history. I rejoice in your pride, and pray earnestly that when you look about you and see how much you have, you may feel the inspiration of humble beginnings, remembering that faithful service and worthy work make those humble beginnings the foundation of greatness, as they are the foundation of the great institution you have today."**

These words were spoken forty years ago. At that time the speaker was looking back on thirty years of history. As we view the "Old School on the Hill" as it flourishes today, we believe that Hannah Keziah Clapp possessed the gift of prophecy.



Collins, R. N.  
Fife, H. W.



Kendall, D. L.  
McDonald, E. J.

### ROBERT JUNIOR BAKER REPORTED KILLED IN ACTION

★ Pfc. Robert J. Baker has been reported killed in action on October 24th, 1944, by the War Department. Robert had just passed his 23rd birthday.

He was born in Mystic, Iowa, and moved west to Nevada in 1942, going to work for the Western Pacific at Gerlach as a pumper in the water service department in May of that year. He continued in that work until his induction into the Army in March, 1943.

Bob saw his first action in North Africa. Later he was moved to Italy, serving with the 135th Infantry and participating in the raid on Cassino. During this time, he was awarded the Combat Metal and the Purple Heart. He also suffered two other wounds.

Our sincere sympathy is extended to Bob's parents, Mr. and Mrs. William T. Baker, his sisters Mary Ann, Donna, Joyce and Gladys, all of Gerlach, and his brothers Pfc. Thomas J. Baker, serving with the Medical Corps in New Guinea, and Pvt. Richard Baker, at Camp Roberts, California.

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### ROBERT RAY SHISLER AND WILLIAM DeWAN BURNS REPORTED MISSING IN ACTION

★ Lt. Robert R. Shisler, 24, of Roosevelt, Nevada, has been reported missing in action since October 30th by the War Department. He was officer in charge of supplies on cargo ships in Pacific waters. Robert entered the Army in October, 1942, and had been overseas since last January. He attended University of Utah and later worked for us at Elko in various capacities, holding, at one time, the position of secretary to Division Engineer Hollenbeck.

Staff Sergeant William D. Burns has been reported by the War Department as missing in action in Italy. William was born in Oakland some 29 years ago and was working as a fireman on our Western Division prior to entering the armed forces.

We will remain hopeful about receiving more favorable reports later concerning Bob and Bill.

### MORE RANDOM

★ Heard some interesting football and radio gossip from **Bill Banyard** (secretary to superintendent, Western Division). He can really recount his experiences in a vivid manner. Incidentally, we understand Bill held the football field goal kicking record for some time, or shared it with another specialist, kicking 41 out of 44 efforts between the cross-bars while at Drake. The record was only recently surpassed.

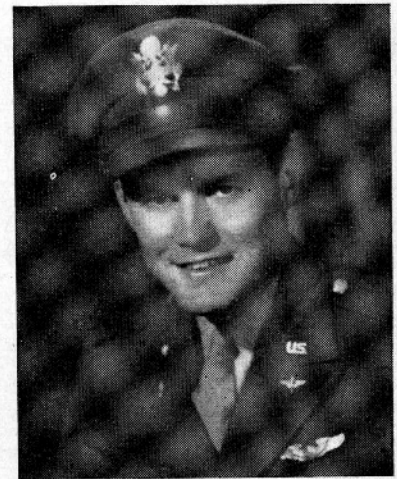
From Tooele Ordnance Depot's Daily Information Sheet of December 1, 1944: "Credit has been given T.O.D. for \$15,000 worth of Series C War Bonds purchased by the Western Pacific Railroad Company. Although it does not affect the depot quota of E bonds, it does enable T.O.D. to make a fine report of total sales. Above all things it indicates a splendid spirit of co-operation by the Western Pacific Railroad!" . . . Thanks, T.O.D.

On a recent eastern trip, the editor found New York Central dining car and passenger service still maintained on the high pre-war standard. Burlington and Union Pacific followed in order of performance. Western Pacific, under severe handicaps, is doing fairly well, though only a small vestige of the old-time WP courtesy in dining cars remains. The waiters encountered seemed to be making the best effort to maintain our standards.

The War Bond chairman expresses his thanks to Ass't. Trainmaster **Kilgore**, Trainmasters **Lynch** and **Howell**, Car Foreman **Ben Coomes**, Roadmaster **"Andy" Anderson**, Engineers **Howard Parker** and **Clair Donnewirth**, Conductor **Floyd Seaton** and Fireman **Gil Knutson**, on the Eastern Division for their fine 6th War Loan support; also to Agent **"Bill" Moody**, Engineers **Stillman Lampley** and **George Love**, Conductors **Russell Rolfe** and **"Andy" Stene** and Switchman **"Baldy" Hughes**, all of Stockton, for their assistance in the drive, though the whole program had to be shortened because of operating conditions at Stockton. We'll pick up soon where we left off on the Western Division and hope the War Bond showing of that group will continue to improve as it has in recent months.

### EDWARD LEON REEL AND JOHN PAUL PIRES LOST IN ACTION

★ Missing since November 6th in the central Pacific area near the island of Morotai (just north of Halmahera, all now in American hands), while on a bombing mission over the Philippines, the War Department announced last month that Lt. Edward L. Reel, a bomber pilot, was killed in action. The necessity to record these words is the saddest duty yet imposed on the writer. Eddie was very well known and liked in the general office and in the Los Angeles area, where he had been serving as chief clerk to "Dick" Wilkens, our Los Angeles general agent. Beginning as a rank novice in our general office bowling league, he kept plugging until he was one of our best. His steadfastness, humor and winning smile endeared him to us all.



Lt. Edward L. Reel

Born in Mayetta, Pottawatomie County, Kansas, a little more than 29 years ago, Eddie was educated at Topeka, Kansas, and Boulder, Colorado, coming to the Pacific Coast in 1937. He went to work for us in our traffic department as a junior clerk and handled various desks in our rate bureau until 1941, when he was appointed chief clerk in our Los Angeles office.

In February, 1943, Eddie enlisted in the Army Air Force and all of us eagerly watched his progress. We were made happy by the news of his thrilling rescue after floating in the Pacific Ocean for six hours when his Mitchell medium bomber was forced down last September. We hoped against hope that good news would follow the latest missing-in-action report, but it was not to be.

We gratefully salute the memory of Lt. "Eddie" Reel. We shall miss him, Alice.

★ Fireman 1/C John Paul Pires, a veteran of seven major battles at 22, was killed in action, according to the Navy Department's announcement last month.

John was born in Sacramento and, following graduation from Sacramento High School, worked as a machinist helper in our Sacramento Shops prior to entering the armed forces in Oct. 1942.

Our sincere sympathy is extended to his family and his friends at the Shops.



## HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(Renewed Apologies to Dale Carnegie)

### ARTICLE II.

★ The loss and damage bill consists largely of small items. A track shovel is a small item; yet 99 tons of freight must be hauled one mile to get the money to pay for it . . . 32 tons must be hauled one mile to pay for a broom. Small items soon run into large money . . . and so it is with loss and damage.

A bad order warehouse truck may cause damage by dropping a package and may also cause personal injury. A bad spot in the warehouse floor may have the same result, all small matters in themselves but possible of serious results. They can be readily corrected if attention is called to them.

Many shipping clerks, packing re-used containers, do not consider it important to erase old marks. To them it is a small matter, but when such a container travels on the wrong marks to the wrong place, it immediately becomes of large concern to the proper consignee who may be in urgent need of the goods.

We know of nothing more important than the simple operation of correctly marking a package and removing old marks.

Every person working in a freight house can depend on it that the most valuable service he can render to the customer is to aid in correcting this failure by passing the information through the usual station channels so the shipper will be advised and prevent future cases.

Everyone working around freight cars at loading time will see iron and steel rods, pipe, bars, etc., with so-called fly-tags on which are placed the marks. They will observe that other pieces of freight can rest on these tags. What happens? When the bundle or piece is picked up, the tag pulls off and we have an unmarked piece of freight.

The folks in the shipping room do not think about this so we must remind them of it. They will then bind the tag flat to the bundle and it will not then likely pull off.

Practically every shipper will correct small matters of this kind when they know what it leads to because they also have a customer to be served and we do a good job of railroading when we help the shipper to serve the customer.

Shippers do not usually object to constructive suggestions. If a shipper is regularly delivering freight in corrugated containers with the tape loose and is told about it, he will know that someone is failing to properly moisten the tape and he will correct it because he also knows that such a container will likely fail in transportation.

The corrugated container is a very good container, providing it is properly closed, which means that the flaps must meet in order to "square up" the box . . . and it must be taped to hold the flaps closed . . . and, of course, the tape must stick. A container that does not "square up" will not load "square" and damage is likely to result.

## WESTERN PACIFIC CLUB MEMBERS DANCE AT ARIEL CLUB

★ An enthusiastic group of our Club members and friends seemed to thoroughly enjoy the Christmas dance at San Francisco's Ariel Club, on the Embarcadero, the night of December 16th.

We had no difficulty hearing the music produced by Mel Dunn and his orchestra; Jack McMillan, of the Rio Grande Railroad, amazed us with his dexterity during his sleight of hand performance, ably assisted by Johnnie Carroll; Jim Boone, United States Army (husband of Eileen Boone, formerly of the general auditor's office) gave us a wonderful imitation of Tommy Riggs' Betty Lou; Lorin Ricks (general auditor's office) did amazing things with the keys on the upright in the refreshment (?) room, and other unidentified persons took advantage of the opportunity to do a little (very little!) harmonizing; and Jack Hyland displayed a hitherto hidden talent on the drums!

John Quinn and Frank Rauwolf did the heavy work with the tickets and other necessary incidental work, while Lou Jean Keller and Janie Coon handled the decorations under the watchful eye of President Frank Lindee.

We've only sympathy of those of our members who passed up this fine entertainment and nice words for those members who regularly attend Club functions . . . and enjoy themselves.

## WENDOVER WHISPERS

By Marchetta Cronin

★ **Chauncey P. Walker**, better known as "Snuffy", resigned last month as night yardmaster to open a restaurant at Casa Grande, Arizona. His many Wendover friends wish him success.

**Carroll Hood**, of our Salt Lake City traffic department, spent a week or so here last month ironing out some car problems. In his spare time he was found acting as relief janitor!

Welcome to **Mary Jane Whitaker**, who has taken over duties as ticket agent, and to **Betty Patten**, general clerk at the freight house; also to **Harry Marshall**, crew caller, who is relieving **Annette Starnes** now on leave of absence.

**Esther Witt** was the successful bidder on the second shift yard clerk job.

Another sincere welcome to **John A. Brennan**, who took over as our Wendover Café manager on December 11th.

Congratulations to Trainmaster **Irving L. (Kil) Kilgore** and his aide (?) for their splendid work at Wendover during the 6th War Loan Drive. The Wendover forces signed up for upwards of \$2,000 issue price of War Bonds monthly.

## SPORTS REVIEW

By Jack Hyland

★ At it stands today, the Freight Agents kegglers lead the Western Pacific Bowling League by two full games over the Traffickers, and from past performances they appear to have the inside track for the 1st half leadership.

Incidentally, the Transportation outfit came up with a nifty high game last December 14th, when they topped the previous high team game of 911 established last season by the Traffickers, when they mowed 'em down for a big 913 game, composed by—Chas. Craig, 207; Marge Patsey, 174; Earl (The Lion Hearted) McKellips, 189; Parker Swain, 150, and Chas. Dooling, 193.

The team standings just prior to the games on December 21st are:

	Won	Lost	H.G.	H.S.
Freight Agents .....	33	18	850	2477
Traffickers .....	31	20	845	2394
Oakland Carmen..	29	22	864	2491
Transportation .....	28	23	913	2436
Freight Accounts..	26	25	877	2479
Treasurers .....	25	26	897	2429
Switchmen .....	24	27	863	2333
Auditors .....	22	29	872	2452
S. F. Carmen.....	19	32	817	2262
Disbursements .....	18	33	838	2357

### Dooling Maintains Leadership

This fellow Dooling is sort of stealing in on "President Roosevelt's" record, for this month marks the "fourth time" our column has listed him as our top man in bowling. However, Charlie has rightfully earned this distinction through very consistent bowling, week after week, for the records show that on opening night (Aug. 17th) his average was "169", and still is . . . after 51 games.

The Big Ten list remains about the same mainly because it is very difficult to pick up any percentage points after 50 or more games, the only exception being Lee Brown, who smashed out a 626 series (including a 230 game) last Nov. 30th, to top the season's high series honors. In entering the select circle, Lee missed by 11 pins of topping the all-time W. P. League high series of "636" held by Jack Hyland, or bettering Joe Corven's "634" series or Howard Sevey's 627 series. The list includes:

	Gms.	Avg.	H.G.	H.S.
Dooling .....	51	169	212	577
Craig .....	36	167	210	553
Brown .....	48	166	230	626
Potter .....	48	165	235	568
Lindskoog .....	51	164	228	582
Lewis .....	43	163	205	539
Wilkinson .....	51	163	224	547
Stoney .....	42	162	200	519
Prismich .....	51	161	211	540
Heagney .....	48	161	213	587

Prior to going to the dance last Saturday, Dec. 16th, Johnnie Prismich broke down and told us (Mary Jane Coon, Lou Jean Keller and myself) of the Oakland Carmen's bowler's trip on Dec. 9th to Sacramento, where they bowled the Sacramento Shop's team . . . and LOST. The final was 2360 for Sacramento and 2242 for the Oakland squad, and a return match is in the offing. This wasn't on the 'confidential' record was it, John?



RETURN POSTAGE GUARANTEED

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

## WESTERN DIVISION

### WHITTLINGS

By Agnes Welch

★ J. J. "Johnny" Martin, formerly foreman of Extra Gang 9, has been promoted to assistant roadmaster, headquarters Keddie, succeeding Willard C. Zent, who was appointed roadmaster on the Eastern Division. Johnny began his Western Pacific service in April, 1933, as an apprentice foreman and, in July, 1939, became a section foreman and, in 1942, was promoted to extra gang foreman.

Edward Hennessy, formerly assistant T&E timekeeper, was successful bidder for position of assistant chief clerk, superintendent's office. Ed has been with the Western Pacific since November, 1924, beginning as roadmaster's clerk at Portola, and has worked many of the desks in the superintendent's office, including personal record, file clerk, accountant and extra gang timekeeper. We wish Ed success and happiness in his new work.

A Christmas party was held at the La Rosa Cafe, Sacramento, on December 20th, by the superintendent's office force. Roadway Clerk Ed. Lindley was in charge of the entertainment.

Pete Hanley was the successful bidder for the Hayward agency. Tom Barry, formerly of Portola, bid in the sixth trick in SR office. John Vinson has returned to the Western Division, bidding in position of teletype operator, Oakland Yard. Helen Miller bid in the third trick telegraph position at Spring Garden; Ralph Bane second trick at Blairsden and Clyde Lawson returned to his old love of third trick wire chief at SR.

SR Manager Clint Terry was off ill for a few days and handyman Larry Contri is back on the job after a siege of illness.

Two new teletype positions are being put on at Stockton Yard and it's expected that the new telegraph office at Merlin will be open when this Headlight is released.

We're wondering why Brakeman Almer Jones is flagging and Brakeman Mort Beck was moved up closer to work with Conductor Les Henry? Incidentally, Les is now called the "Old Gray Fox" . . . but we don't know why?!

N. G. "Andy" Anderson, roadmaster at Portola, was a Sacramento visitor early last month.

Steno-clerk Siri Hulbert bid in a temporary position in the ticket office. She is relieving Toni Foster, who has taken a leave of absence to visit her husband (in the armed forces).

## PORTOLA PUTTS

By Jessie Hoag

★ Mae Williams and George O. Swartsley (fireman) were married at the Millbrae Community Church, Millbrae, California, the 10th of last month. Gunner's Mate 1/c Harold Swartsley, brother of the groom, was best man, and Mrs. James Burton, the bride's sister, was matron of honor. George took a 15-day leave of absence for the occasion, following which the couple resumed residence at Portola.

Tom Barry, first trick operator, and his three daughters: Mrs. L. R. Hollenbeck, of Los Angeles; Mrs. Claude Holloway, of Houston, Texas; and Mrs. John P. Rice, of Portola, were reunited for the first time in five years on December 5th. To celebrate the event, they enjoyed a belated Thanksgiving dinner. Also present were Tom's seven grandchildren.

From Great Lakes, Illinois, we learn that Jesse C. Currier was graduated from that Naval training station after an intensive course in basic engineering.

Claude Huntsman, second trick dispatcher, has been elected local chairman for the ATDA.

Sl/c Ernie Howell (brother of Trainmaster Bill Howell and son of Morgan Howell, Sr., traveling boiler inspector, Elko) was on one of our 39s last month on his way to Treasure Island to pick up a new ship. His first two were lost! The Headlight (via Jack Hyland's Hy-Lites) previously carried notes of Ernie's exploits.

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## OAKLAND PASSENGER DEPT. CHANGES

★ General Agent Russ Cleland announced last month that Joseph F. Hamer was appointed city passenger and ticket agent; George A. Mix, appointed city passenger agent; and Miss Charlotte Green was appointed assistant city passenger and ticket agent.

To clear up (?) any uncertainty, Russ announces the position of city ticket agent is abolished.

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## MORE HY-LITES

This fellow Lt. Frank Bedient (TF&PA-Reno) really gets around. His latest "V-Mail" letter tells of his rooming with Lt. Thomas Conway (AF&PA) and in (of all places) a convent. Frank writes "The Western Pacific contingent of this outfit are doing O. K.—both of us", and continues with "Tom says 'hello' to all the gang back home." (P. S.—Suppose you have heard, Frank, that your wife, Ginger, won third place in the Women's Bowling Tournament with a nifty 612 series).

## ELKO ECHOES

By Jane Littlefield

★ We hear that Pfc. Frank Oldham has been moved from New Guinea to "somewhere in the Philippines"; also that James Hamilton, formerly one of our telegraphers and now with the 78th Flight Group in England, has been promoted to staff sergeant; and that Tom Clark, formerly assistant accountant and now "somewhere in France", has been made a corporal.

Sgt. Morqan Howell, Jr., formerly a brakeman, now, with the 727th Ry. Op. Bn., says he has been moved from Italy to France.

New employes recently welcomed to the superintendent's staff are Margaret Hulan, of Denver; Catherine Fields, W. L. Tanner and T. W. Daniel, formerly with the Missouri Pacific.

Congratulations to Emily Sansinena, roadmaster's clerk, and M/Sgt. Ben Butler, of the Medical Corps, who were married at the Catholic Manse the 16th of last month. A miscellaneous shower was given for Emily by the WP Elko girls.

Cpl. Robert Rankin, former WP worker, now a groundman for the Army Air Force on active duty in Italy, writes that his group has received four Presidential citations. Congratulations to you and your comrades, Bob!

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## STOCKTON STUFF

By Bette Elliott and Gene Neri

★ Agent Bill Moody's freight office force held a Christmas party on the 22nd of last month. Each participant received a present and each bought one. Price was limited to 50c so everyone had a good time!

Arletta Wickman, freight office steno, recently returned from a New York City visit with her husband, who is in the armed forces. Agent Moody and W. L. Moore returned from short vacations which must have been very welcome after the strenuous activities of the agency.

Had an opportunity to visit Lathrop Holding & Reconsignment Point last month and found the amount of materiel stored is tremendous. Calls from all points in the United States requesting information seem to be the regular order of business (this is Gene speaking!).

Joan and Gene Neri were blessed with a baby girl on November 6th. Latest reports indicate all three are doing well!