



**DAWN OF D-DAY  
ON THE FRENCH INVASION COAST**

Vol. IV

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No. 7

EDITORIAL PAGE

**THE HEADLIGHT**

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★

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*"We hold these Truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness . . ."*

★ So that these words may continue to mean something, thousands of Americans have sacrificed their lives on the Cherbourg peninsula and on the island of Saipan, thousands of miles apart. Those D-Days have come and gone. Those bloody dawns are now history. It's horrible to die at dawn just when everything is beginning to live. It's always unpleasant to die, but it is truly heroic when it constitutes one step, no matter how small, in the march back to a more civilized world . . . and in such a world there is no room for the ravings of a Schicklgruber or the smooth prattle of a Tojo. The climax is near. The last chapter has been started. For many the Great Adventure ended almost before it began, but the others will carry on to a successful conclusion . . . speedily, we hope.

\*\*\*

AMERICA UNLIMITED . . . Eric Johnston, a westerner and president of the United States Chamber of Commerce, has done considerable straight talking which should appeal to all clear-thinking Americans inclined to reflect soberly on the future of our nation. Remember, it will not be all milk and honey . . . don't get any fancy notions in that direction. It will be exactly what WE want to make it. Gentlemen of labor (to paraphrase Johnston), don't give me that far-away look, or tilt your respective noses upward because of Johnston's association, for, in spite of it, you should give a thorough reading to his excellent logic for the improvement of industrial relations. We think it has possibilities. Hopefully, we expect the future to bring a more realistic approach to that problem. We think it can be done. We feel it must come if we are to live together in the future and build an America far beyond the dreams of our forebears. By that, we don't mean great wealth and tremendous industry, but a happier, a more carefree, a peaceful America, both in domestic and foreign affairs. The first step in that direction is the acceptance by labor of its full share of responsibility. Then, gentlemen of management, you must more fully realize your obligation; you must attempt to meet labor half way; you must adopt constructive measures to indicate an increased social consciousness. And with labor's acceptance of equal responsibility, it must not turn a deaf ear to management when the latter voices a desire for a better understanding; labor must realize that management, too, is simply a group of "mere mortals". Of such stuff can we lay the foundation for improved conditions in the railroad management-labor world. Of such stuff can we start toward the AMERICA UNLIMITED now being urged so eloquently by Eric Johnston. For what are we waiting? Railroads have led before and should assume the lead in this all-important endeavor to set a fine example for others to emulate.

\*\*\*

On a recent war bond tour, the chairman of your general committee was told by an Eastern Division worker out on the desert that he had bought \$2,500 in war bonds and that was enough. This man claimed to have four sons in the armed forces. From his remarks, the conclusion inevitably appears that he places a \$2,500 value on his four boys. The chairman knows many people on our railroad, including himself, who do not know these boys yet place a higher value on them. This man also claimed to have as many bonds as any three or four men on the railroad. Your chairman believes that, in a show-down, he could disprove that a couple of thousand times . . . even-up!

\*\*\*

In our May issue, we ran the story of the three Cannons . . . Jack, Gordon and Clyde, who were serving together on our airplane carrier BLOCK ISLAND. News dispatches on June 5th reported the loss of this ship by enemy action, but we're happy to learn that the Cannons are safe.

\*\*\*

Most of our readers are familiar with the fact that a great many Mexican Nationals have been working on our railroad, as well as other western roads, for some time, but, for those who are not aware of the situation, we desire to doff our hats publicly to these men who have helped immeasurably in track maintenance, upon the quality of which rests our ability, in great part, to move the heavy volume of traffic uninterruptedly. The work is not easy, the hours are long and the sun very frequently is quite hot, yet, on the whole, our Mexican friends have performed magnificently.

Amigos, nos saludamos vuestros buenos trabajos. En este tiempo de la lucha Vds. han demostrado que sois hermanos de nuestra causa comun. Sin vuestra ayuda los ferrocarriles del ceste no pueden operar eficientemente. Estan Vds. haciendo un buen trabajo por lo que agradecemos muy mucho.

\*\*\*

"Short-Snorter" Major Henry E. Stapp and Lt. Com. Alan F. Williams were recent visitors in San Francisco. We missed Al, but saw Hank. We're proud of them both. Al is now Commanding Officer of the 43rd N. C. Battalion of the Seabees. Hank, though looking fine, is still on the more or less inactive list because of that malaria bug.

*OUR COVER: We are indebted to the United States Coast Guard Public Relations Office, Twelfth Naval District, for their courtesy in permitting the use of this official photograph taken during the invasion of France the morning of June 6th.*

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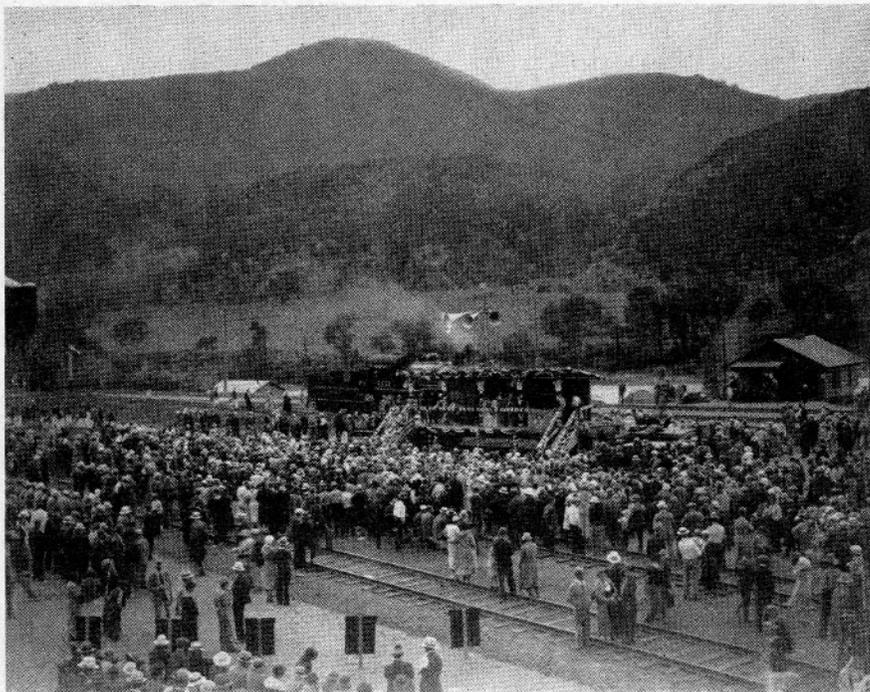


Photo courtesy Denver &amp; Rio Grande Western Railroad

### DOTSERO ANNIVERSARY

★ "Engine 540 calling caboose 0147—I'd like to call your attention to some deer beside the track. Keep your eyes peeled as we round this curve and you will see them off to the right about 100 yards up the mountain. That is all."

High in the cupola of a Rio Grande caboose as the 54-car freight train snaked around a bend in the Colorado River near Dotsero, Colo., an old-time conductor craned his neck for a view of the spectacle heralded to him by radio from the "head-end". The rear brakeman scrambled up to the cupola and focused his eyes along the canyon. Then—"Caboose calling engine—We can see those deer now—Oh boy!"

That conversation, which occurred on April 18 while a Rio Grande diesel locomotive thundered with its train across the Dotsero cutoff in the Colorado Rockies, symbolizes a decade of progress for the Rio Grande Railroad since the memorable day of June 16, 1934 when the opening of the cutoff placed Salt Lake City and Denver on a direct transcontinental rail route "Thru the Rockies—Not Around Them."

Perhaps farthest from the minds of some three thousand dignitaries who rode the first trains to the memorable dedication and observed a hitherto virgin mountain wilderness abounding with deer, was the possibility that an engineer could converse with a conductor by short wave radio frequency modulation equipment linking a locomotive with a caboose three tunnels and four turns away.

But it is now a reality—another milestone in western railway history. Proof of the practicability of engine-caboose radio telephone communication was engraved on a log of the radio's performance during the 1,140-mile round trip

between Denver and Salt Lake via the Moffat Tunnel and Dotsero cutoff—and, the FCC willing, it may not be many months before all Rio Grande trains will be so equipped.

The Dotsero cutoff is a section of line in Colorado 38.27 miles long between Dotsero, Colo., at the western end, and Orestod (Dotsero spelled backwards) at the eastern end. Its construction fulfilled the dream of David H. Moffat, Colorado banker and railroad builder, who spent his fortune in building the Denver & Salt Lake Railway, over whose tracks the Rio Grande operates between Denver and Bond, which is located at the eastern end of the cutoff.

Its opening provided a new transcontinental railroad route thru the Continental Divide and put to practical use the world-famous Moffat Tunnel which cost more than 18 million dollars to slash through the solid granite of James Peak at an altitude of 9,239 feet.

The cutoff, built with approximately \$3,850,000 loaned by the Reconstruction Finance Corp., reduced the rail distance between Denver and Salt Lake City by 175 miles and provided a new and direct gateway for Burlington, Rio Grande and Western Pacific railroads between Chicago and San Francisco.

The dedication ceremony, held at Bond on Saturday, June 16, 1934, was an epoch-making event, with speeches by governors, mayors and railroad officials and with a parade of trains, including the then brand new Burlington Zephyr.

Colorado's governor, Ed C. Johnson, took the throttle of the westbound giant locomotive at Orestod, where the cutoff connects with the Denver & Salt Lake Railway. Governor Henry H. Blood, of Utah, piloted the first train in from the west end of the cutoff, taking the throt-

tle at Dosero, on the Rio Grande line. The two trains met at Bond.

J. S. Pyeatt, then president of the Rio Grande, made the principal address. Other speakers included Charles Elsey, president of the Western Pacific; Ralph Budd, president of the Burlington; L. W. Baldwin, president of the Missouri Pacific, and L. M. Allen, passenger traffic manager of the Rock Island.

★ ★ ★

We are indebted to the Rio Grande News Bureau for this feature. Because of the close relationship of the W. P. to the D. & R. G. W., we feel the Dotsero anniversary story will prove interesting to our readers.—The Editor.

★ ★ ★

### AT RANDOM

★ On June 13th, **J. W. (Jack) McClymonds** celebrated his 82nd birthday. "Uncle Jack" is our perishable freight manager and one of the most popular gents in the traffic, or any other department, of this railroad.

The Oroville MERCURY recently carried an item announcing that a daughter was born to the wife of **J. N. Dudley** on June 4th. If this is our car department's **Jack Dudley**, we extend our congratulations and best wishes.

The so-called weaker sex has completely taken over another of man's supposed domains at our Pilot station. The three operators holding the fort at Pilot are **Vida Holbrook, Blanche Miller** and **Margaret Barry**, all of Reno. How things at Pilot have improved!

**Clarence Hoover**, assistant to general manager, spent several days at Portola recently instructing train and engine-men . . . and others . . . in the intricacies of CTC operation in the canyon. He then went on to Keddie and Oroville for more of the same.

**Al Penzel**, who was chief clerk in **Charlie Harmon's** Sacramento general agency, recently hit the road as a solicitor. **Ed Jagels**, of San Francisco and Klamath Falls notoriety, took over Al's former duties. All this was caused by **Bill Friborg** returning to San Francisco! **(Mrs.) Lucille B. Parliament** joined our Klamath Falls organization as secretary to the general agent. Traffic department, of course!

S/Sgt. **Millard A. Parks** (39840408, Company "A", 762nd Railway Shop Battalion—Diesel) writes the editor from "Somewhere in Iran" a tremendously interesting letter which should get more space, but, because of the tight situation this month will have to go over to next.

Capt. **"Wint" Hanson**, San Bernardino Army Air Field, formerly our TF&PA at Milwaukee, was a San Francisco visitor last month. He looks fine and, it is said, is now a confirmed Californian.

**Russ Cleland, Harold Wyman, "Bud" Velsir, Joe Hamer, Ed Millfelt** and **Tal Kelly** journeyed to San Jose, in June to attend the annual barbecue of the San Jose Passenger Club. Executive chef **Carl Nipper**, local TF&PA, produced some delectable food.

Thanks to **Manny Bettencourt** for the last two 'graphs. . . The Editor.

## Hy-Lites

By JACK HYLAND

vice in the Pacific war zones. However, it was even more shocking to **Emmett M. Dillon** (Gen. Auditors) for his son, **Emmett J. Dillon** (AM 1/c) was aboard, returning home for the first time since October, 1941. Unfortunately, when Emmett obeyed the "abandon ship" order, he lost all his personal belongings, which included many souvenirs and a considerable amount of money, but as these are only material things, we are glad Capt. Joseph Chambers was only concerned with saving human lives . . . and not a single life was lost.

Letter from **Jim Drury** (Car Record) discloses he expects to leave Fort Benning, Ga., real soon, and hopes to a cooler spot. Incidentally, Jim arrived back at camp (from his furlough) a day early and was promptly notified of promotion from PFC to T/5, . . . meaning \$12.00 more in salary. (Goodness knows—three days' earlier may have secured a Captain's rate.)

The Traffic Dept's "Three Musketeers" are now all overseas . . . **Lt. John Skinner** in Italy, **Lt. Don Burgess** in New Guinea and now **M/Sgt. Arthur Allen** has moved from Texas to England. (John, Don and Art all enlisted on the same day, long before Pearl Harbor, and received their initial training in Hawaii.)

At the Central Presbyterian Church, Chicago, Ill., on May 13th, **Vista Quillman** (Chicago) answered her question with "I DO" and became the bride of **Herman V. Kraechan** (Boatswain Mate 2/c). Vista really picked herself an honest to goodness mate. Congratulations to the newlyweds.

**PFC Barney LaRash** (AF&PA) writes his Marine outfit finally left Cape Gloucester (New Britain) and had moved to another island in the South Pacific for a rest. They were recently issued 10 bottles of good old U.S.A. "Acme Beer" and now their main worry is . . . will they get more?

Recently learned **Lt. John C. Casey** (Army Air Corps) received his "Silver Wings" on May 23rd at Marianna, Fla. Incidentally, his dad . . . **Pete Casey** (Carman—SF) celebrated his "50th" birthday last June 8th, and proving he's in perfect health, bowled four complete games that evening. Congratulations to both father and son.

Luckily for **Ken Stoney** (Traffic) the Exposition Flyer was late in departing from Oakland last May 27th . . . for he missed the regular ferry boat connection. He's now in training for long distance swimming, the "across S.F. Bay" style. **Malcolm Roper** (FTM) told me—the excuse given him wasn't good but it equaled Ken's card playing ability at "Hearts".

**Joe Bunker** (Cincinnati) sends word **Lt. Jack Boyer**, Trans. Corps (formerly with Passgr. Dept.), later with Panama Railroad, was a local visitor en route from New Orleans to Indianatown Gap, Pa., where he expects orders for "overseas" transportation. Best of luck, Jack, and let us have your address.

To our friend **Parker Swain** (Manifest) we extend deepest sympathy in the passing of his father last June 8th in Bakersfield, Cal. We heard Parker was required to walk many miles to reach his destination . . . tire trouble.

Recent visitors at Gen. Office were: **Lt. Eddie Reel** (L. A.), who has completed his B-25 combat training and expects to move overseas promptly, his plane being at Sacramento's McClellan Field. **Boyd Sells**, Yeo. 2/c (Traffic), had his furlough cut short when orders came through—requesting his immediate return. Needless to say . . . he returned and on time.

Wish to extend congratulations to . . . **Mr. and Mrs. Thomas P. Brown**, who will have occasion to celebrate their "25th" anniversary on July 14th.

Through **L. F. Gartner** (Cincinnati) we learn that "**Doug**" **Holland** of Smith Holland Co., Greensboro, N. C., has two cover pictures of our Headlight issues hanging in his office . . . "**The Saga of the G. B. & T. R. R.**" (Jan.-44) and "**Guadacanal Native Church**" (Apr.-44). Such news is very gratifying and hope **E. A. Heberle** (TF&PA) will always take along an extra Headlight on his Greensboro trips. Understand **Lt. Everett Lamphere** (Traffic—SF) was a recent visitor.

Letter from **Sgt. Connie Murphy** (Car Record) tells of his first local dance in England and that while their style is somewhat different than ours, if you can jitterbug . . . You're really tops. (When it comes to your doing the jitterbug Murf . . . **THAT I MUST SEE.**)

For **John** (Light'nin') **O'Connell**, formerly Traffic but later with Rosenberg Bros., presents were in order on June 13th account his birthday, and his presence also was in order on June 14th account the Army. Suppose the "**Top Sarg**" will soon be changing John's nickname.

Extend personal apology for not having previously mentioned **Mrs. Carl Johnston** as one of our faithful bowling spectators. She hasn't missed a single night during our Winter and Summer League games. In fact, neither has **Carl Johnston** (Asst. Car Foreman). Am I forgiven?????

**PFC Douglas Knapp** (Gen. Aud.) dropped in on the office gang last month on his way from Fort Benning, Ga., to Camp Breckenridge, Ky. Not a very direct route but the Army possibly figured "via San Francisco" was best for all.

**Lt. Frank Bedient** (Reno), now in England, expresses some distaste of English beer as all his predecessors, and somewhat indicated he used to make a much better grade during prohibition days. (I recall those days, Frank, . . . but golly, didn't we have a lot of friends?)

## THE DISTAFF SIDE

By Barbara Spacher

★ As you all know, the 5th War Loan Drive is now in progress. You have probably seen innumerable posters, slogans and movie "shorts" urging you to buy more bonds now than ever before and most of you are doing so. However, there are still the dissenters . . . the dubious ones who blow hot and cold—one moment enthusing over the fine investment war bonds make, the next moment grumbling, "Well, I got to live, don't I? After all, I'm doing my bit; I'm working in a vital industry." It is difficult to believe that even after Dawn June 6th there are still people who voice these sentiments. Does the soldier say to his commanding officer as they wait in the landing barges . . . "Oh, no, sir, I'm not going ashore to fight on that beach. I've done my bit. I've been a good soldier for a year now."? There is no record of any such statement! Of course, YOU aren't one of those dissenters. Or are you?

★ ★ ★

"As I would not be a slave, so I would not be a master. This expresses my idea of democracy. Whatever differs from this, to the extent of the difference, is no democracy." Most of us have our own ideas as to what constitutes democracy, but I think that Abraham Lincoln summed it all up when he wrote those words in 1858. To be neither master nor slave, that is the essence of democracy. When thus put baldly, it is indeed sorrowful to see how very far we still are from the perfect state, what a long road there is yet to travel before we reach the goal. But true democracy is worth, it MUST be worth, all the sacrifices and hardships that have been and are being endured in its name. In a truly democratic world there would be no titanic struggles—it would not be necessary to shoot and club the other fellow because he was trying to impose his will on ours. People of all colors and creeds could live together in peace and harmony. Perhaps this seems too ideal a state; one might say that such a perfect state could never be achieved on this war-torn earth. But we must have faith . . . faith in ourselves and faith in the future. As we near the 168th anniversary of our country's independence, let us look forward with confidence and, as Lincoln said . . . "have faith that right makes might; and in that faith let us to the end, dare to do our duty as we understand it."

### WHAT'S IN A NAME?

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

★ **DENVER.** "Queen City of the Plains," and capital of Colorful Colorado, is on the through route of the Western Pacific "Exposition Flyer", which operates between San Francisco and Oakland, on the west, and Chicago, on the east, via Salt Lake City. For an authentic account of how Denver came to be so named, we are indebted to Mr. L. R. Hafen, Executive Director, of the State Historical Society of Colorado, with headquarters in the State Museum at Denver. Writing in THE COLORADO MAGAZINE, published by that organization, Mr. Hafen says:

"Placer gold discoveries in Cherry Creek and effluents of the South Platte made by the W. Green Russell party of prospectors during the summer of 1858 led to the founding of Denver. The 'Lawrence Party' from Lawrence, Kansas, started 'Montana City' on the South Platte a little south of present Overland Park, Denver, on Sept. 7, 1858. The town was deserted within a few months. The St. Charles Town Company, organized on Sept. 24, 1858, laid claim to a town site on the east side of Cherry Creek, near its mouth, but made no improvements.

"The real beginnings of present Denver date with the organization of the Auraria Town Company on Oct. 31, 1858. The town was built on the west side of Cherry Creek, near its junction with the Platte. The name was taken from Auraria, Georgia, home town of the Russell brothers, pioneer prospectors. It is a Latin word meaning 'gold town.' Gen. William Larimer and a party from Leavenworth, Kansas, arrived at Auraria on Nov. 16, 1858. The following day they formed the 'Denver City Town Co.' and proceeded to take possession of the St. Charles town site on the east side of Cherry Creek.

"Denver City, which the Larimer party founded, was named in honor of Gen. James W. Denver, Governor of Kansas, which Territory then included the site of Denver. Auraria and Denver were active rivals until 1860 (April 3), when they were consolidated under the name of Denver."

Delving into "Colorado: Guide to the Highest State" and into the "California Blue Book", published by the office of Hon. Frank M. Jordan, Secretary of State, we find that General James William Denver was at one period of his life a prominent citizen of California, thus affording another bond between the Golden State and its sister state of the Far West.

Denver was born in Winchester, Va., in 1817, taught school and practiced law in Ohio, edited newspapers in the Mid-West, served in the Mexican War and joined the gold rush to California.

He was California State Senator from Klamath and Trinity counties in 1852, California's second secretary of state (appointed by Governor Bigler) in 1853, and later was a member of Congress from California. His first Federal appointment was as governor of the Territory of Kansas, 1857-1858, restoring law

and order in that domain, and then he was appointed Commissioner of the Indian War Debt, 1861. He served as a brigadier-general in the Civil War, commanding troops from Kansas. General Denver died in Washington, D. C., in 1892. His grave is in Wilmington, Ohio.

**COLORADO.**—This name is Spanish and means "colored." One writer says that the name was first applied to the Colorado River by Castenada, the historian of Coronado's Expedition, and that Castenada wrote of the "colored rocks" which wall in the great river. On this point we have a letter from Mr. L. R. Hafen, cited above, in which he says:

"I have not been able to determine the first use of the name Colorado River for that stream, but it does not date before Coronado. Diaz, one of Coronado's lieutenants, discovered the river and called it **Tizon**, meaning Firebrand."

(Note.—The word "Auraria" will be found in the Annals of Tacitus, the Roman historian.)

**ECKER STREET.** San Francisco—The Western Pacific Building, in which are the general offices of the Company, is situated at the corner of Mission and Ecker Streets. From Miss Dolores Cadell, reference librarian, San Francisco Public Library, we have the information that Ecker Street was named for George O. Ecker, a watchmaker and jeweler of San Francisco, who kept an establishment on Montgomery Street, near Clay, in the early '50's. He was assistant alderman of San Francisco, 1853-1854. Miss Cadell cites as authority Albert P. Whelan: "The Streets, Avenues, Alleys and Lanes of South of Market—The Story of Their Origin," published in "South of Market Journal," April, 1927.

**APACHE, Ariz.**—According to Will C. Barnes, this word probably means enemy. It is the term used by the Zuni Indians for their ancient antagonists, the Apaches.

**CALISTOGA, Calif.**—Samuel Brannan, its founder, envisioning this town as the Saratoga of the West, spliced "California" and "Saratoga" to form this name. Brannan Street, San Francisco, was named for this pioneer.

**OURAY, Colorado**—Named for the great Indian chief who for many years tried to preserve peace between his tribesmen and the whites. A request of the chief was that the location of his grave be held a secret. It was not revealed until the death of his wife, Chipeeta, in 1924.

**BEND, Ore.**—This name derived from **Farewell Bend on the Deschutes River**, the point where travelers had their last view of the river as they headed for the Willamette Valley.

**HETCH HETCHY, Tuolumne County, Calif.**—Derived from Hatchatchie, a Central Miwok Indian name for a grass or plant which grows in the meadow at the lower end of this deep valley, producing edible seeds which the Indians pounded into meal in mortars.

### SPORTS REVIEW

By Jack Hyland

★ Following the termination of the "Summer League" last May 18th, the bowlers insisted upon a continuation of activity for Thursday evenings. To satisfy their desires, Pres. Bill Stout arranged a "Sweepstakes" schedule, and from the records it must have met with approval for 68 bowlers participated during the three nights' play.

#### Art Greiner Consistent Winner

Proving to be a thorn in the side of many contestants, Arthur was a steady bowler during the schedule, being rewarded by placing within the first three on each night of play. Results of the first three places were:

|           |                         |     |
|-----------|-------------------------|-----|
| May 25th: | Art Greiner . . . . .   | 701 |
|           | Fred Thompson . . . . . | 672 |
|           | Thos. Kearns . . . . .  | 668 |
| June 1st: | Dick Fox . . . . .      | 661 |
|           | May Denning . . . . .   | 660 |
|           | Art Greiner . . . . .   | 659 |
| June 8th: | Chas. Craig . . . . .   | 664 |
|           | Dick Fox . . . . .      | 631 |
|           | *Art Greiner . . . . .  | 609 |
|           | *Voy Neuman . . . . .   | 609 |

\* Tied for third place. (All foregoing scores include handicap.)

A summary of the sweepstakes play for the three weeks' schedule show:

|                    | Gms. | Pins | Avg. |
|--------------------|------|------|------|
| Craig . . . . .    | 6    | 1059 | 176  |
| Greiner . . . . .  | 9    | 1583 | 175  |
| Fox . . . . .      | 9    | 1503 | 167  |
| Thompson . . . . . | 9    | 1452 | 161  |
| Neuman . . . . .   | 9    | 1452 | 161  |
| Kearns . . . . .   | 9    | 1390 | 154  |
| Denning . . . . .  | 9    | 1356 | 150  |

#### Sacramento Shops vs. San Francisco

A special bowling match was arranged last month when "Hy" O'Rullivan accepted a challenge from the San Francisco General Office keggers to play the Sacramento Shops team. The game was scheduled for June 18th and on that Sunday afternoon Capt. E. Asbury, with team players—A. Stadler, G. Carson, F. Napoli and M. Velasich, rolled into town and, in fact, kept right on rolling at Downtown Bowl . . . for when the final tally was made, they were ahead of the Gen. Office unit composed of J. Hyland, S. Lewis, C. Dooling, L. Brown and H. Heagney, by a 2434 to 2424 score. Velasich was high for the visitors with a 517 series, and Brown's 509 series led the local outfit. Due to the closeness of the score (also proving Scorekeeper M. Bettencourt is an honest man), a return contest is contemplated for the near future at John Bascou's Alhambra Bowl in Sacramento. Lee Brown is especially anxious to make the trip, for we understand there is a little debt of 90 cents which he intends to collect from the Alhambra Bowl owner.

Belmont, J. H.  
Bramse, J. E.  
Brown, H. M.  
Brown, R. O.  
Calkins, J. C., Jr.  
Currier, J. C.  
Del Castello, Bruno  
Esparza, L.  
Fisher, R. J.



Joy, R. P.  
Kennison, G. H.  
Mathews, C. H.  
Moore, P., Jr.  
O'Neill, N. G.  
Parks, H. E.  
Rhoades, J. L.  
Wehe, J. F.

### CLIFFORD LOUIS JOUBERT, JR.

★ The seventh gold star in our service flag is for Sergeant Clifford Joubert, formerly employed as a machinist helper in our Sacramento Shops.

A native San Franciscan, Joubert had only recently passed his 26th birthday when, on March 22nd, he was killed in action over Germany.

Joubert enlisted in the Army Air Corps October 17, 1942 and was graduated from the Kingman, Arizona Gunnery School on September 27, 1943. He arrived in England March 10, 1943. He served with the 466th Bombardment Group of the 786th Bombardment Squadron.

Clifford was unmarried and is survived by his mother, Mrs. Helen Nicolosi and his step-father, Frank Nicolosi, a machinist at Sacramento Shops.

As in most such instances, we have no information concerning the action in which he was engaged, but what little we do have indicates he participated for some time in the "softening-up" treatment being given the German Reich.

Clifford died a hero's death. We revere his memory.

★ ★ ★

### CLARENCE JAMES McWILLIAMS

★ The eighth gold star in our service flag is for Clarence McWilliams, formerly employed as a laborer in our Sacramento Shops.

He died of wounds sustained while at Ft. Devens, Massachusetts. McWilliams joined our organization March 4, 1942, and left on September 23rd of that year to enter the armed forces.

In the complete absence of any details concerning his rank, the branch of the armed forces in which he was serving and the nature of the incident resulting in his death, we can only express deep regret at the news and advance our sincere sympathy to relatives and friends.

### HOMER W. DUNN APPOINTED SIGNAL ENGINEER

★ After 28 years in the service of the Santa Fe, Homer W. Dunn was appointed Signal Engineer for the Western Pacific on June 1st.

Dunn was born in Delta (Keokuk County), Iowa on January 29, 1892, moved to Rogers, Arkansas, in 1906, where he attended preparatory school; then attended the University of Arkansas (1910-1914), where he majored in electrical engineering and was graduated with degree of B. S. in engineering.

He first worked with the Union Switch & Signal Company from 1914 to 1916, then went to the Santa Fe, serving as draftsman, chief draftsman and assistant signal engineer, the position he held at the time of his W. P. appointment.

With installation of CTC now under way in the Feather River Canyon, the position of signal engineer for the W. P. assumes added importance.

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### JOHN RICHARD COLES

★ On March 31st, John R. Coles retired as signal engineer after almost 36 years of association with the Western Pacific Railroad, beginning as interlocking towerman on July 1, 1908. He served as signal engineer since August 1, 1917.

Coles was born at Whaplode Drove, Lincoln, England, in 1873.

We offer belated wishes for many years in which to enjoy the quiet of retirement.

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### MEMBERSHIP NOTES

Committee Chairman Bill Stout has just received the new Membership cards which have been distributed to General Office members and Non-Local cards will be ready for mailing within the next few days. The new cards have space on reverse side for recording of dues and replace the receipts heretofore issued. For information of non-local members, the date shown covers period for which dues were last paid.

### RICHARD DEAN SARBACH

★ We very much regret to report the passing of Richard Dean Sarbach, only son of David R. Sarbach, our round-house foreman at Portola, on May 31st at the Western Pacific Hospital. Death was caused by pneumonia resulting from a severe case of measles.

Richard was born December 3, 1929, at Montpelier, Idaho. He was an honor roll student at the Portola High School and was an excellent athlete.

Eastern Division Superintendent Dugan made his business car available to the family for the trip to Salt Lake City, where funeral services were held under the direction of the Latter Day Saints Church.

All of us extend to Dave Sarbach and his family our sincere sympathy in their great bereavement.

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### ARTHUR JOSEPH PIERS PROMOTED

★ Arthur J. (Andy) Piers, who was promoted to assistant chief dispatcher, Eastern Division, on May 15th, was born in Borden, Indiana.

By slightly over-stating his age, he was able to start his railroad career in 1906 . . . as a brakeman for the Pennsylvania. Cut off in 1907 by the financial panic, he devoted himself to the study of telegraphy and, in the fall of 1909, went to work for the Monon as a telegrapher. Between 1909 and 1912 he did some work for the New York Central and Southern Pacific, in addition to the Monon. Then he went to the Union Pacific as a dispatcher and, except for the period October, 1917, to January, 1919, was with that road until 1920, when he came to us as a dispatcher.

"Andy" served in the Army's Signal Corps (30th Service Company) in World War I and spent some time during that period as instructor of telegraphy at the City College of New York. He was in mid-ocean, on his way to active duty, when the armistice was signed and his ship returned to the States.

His nick-name "Andy" was bestowed by the late Mike O'Connor, who decided any "A. J." must be Andy!

★ ★ ★

### MORE "AT RANDOM"

Seen on WP Caboose 750 the inscription "Buy more Bonds and less whisky . . . B of RT". Ordinarily we'd frown on the idea of defacing property with writing of any kind, but, in this case, we're mighty happy to know some representatives of the Brotherhood of Railroad Trainmen is with us 100 per cent and wants us to know it. Whoever he is, hope he can convince ALL the brothers.

. . . The Editor.

## EASTERN DIVISION SHORTS

By Ona Tellaisha

★ **George W. Naylor**, former dispatcher at Elko and Salt Lake City, has been appointed assistant chief dispatcher at the last-named point.

**Jack O. Goodwin** has been appointed acting roadmaster at Winnemucca, succeeding **Gordon W. Clark**, on leave. Goodwin comes from the Western Division, where he was assistant roadmaster at Oakland.

**Tony Martinez**, the boy from Mexico—and our assistant roadmaster and Mexican interpreter, took the big step on June 3rd. His bride is **Esther Alvarado**. They honeymooned in San Francisco.

**Harry Frost**, former ass't timekeeper, Elko, is now timekeeper for extra gang 32. He was a recent visitor and it was good to see him again.

**Louis Grebenc**, formerly dispatcher at Elko, has transferred to Portola. They tell me Lou has discovered 14 lakes to fish, but to date he has caught but two! (Editor's query: two lakes or two fish?)

**William P. Vannoy**, formerly dispatcher at Elko, has transferred to Salt Lake City.

**Joseph B. McGuire**, formerly operator at Winnemucca, is now agent at Shafter.

**Marguerite I. Glenn**, formerly timekeeper's steno, has taken over position of MW&S timekeeper formerly held by **George Greathouse**, resigned. **Ruth Johnson**, formerly B&B clerk, now has Marguerite's former job. **Nevada Michelson** has assumed the duties of the late Ted Kendall and **John Murphy**, formerly accident clerk, has been assigned to Nevada's former duties as assistant accountant. **Tony Primeaux**, formerly mechanical clerk, is now accident clerk and **Edith Graham**, formerly roadway clerk, takes over as mechanical clerk. **Madeline Fritz**, formerly file clerk, is now the roadway clerk, while **Florence Duncan**, who has been an extra clerk in the superintendent's office for some time, is now our file clerk.

Newcomers at Elko: **Bob Lynch**, son of Trainmaster Jim Lynch; **Iris Woodward**, high school graduate from Winnemucca; **Caroline Wolf**, from Reno; and **Beverly Gittins**, whose husband is in the Seabees.

Chief Dispatcher **Harry Yoe** is happy over his good fortune in securing the services of four experienced dispatchers . . . **Melvin Booth** (formerly with S.P., Sparks); **James Carpita** (formerly U.P., Milford); **Alva Overlin** (formerly with Rio Grande, SLC); and **James Jackson** (formerly with Santa Fe, Winslow).

New telegrapher at Winnemucca is **William H. Sheppard**, formerly with the Government Engineers Corps in Alaska.

## STOCKTON NOTES

by Bette Elliott and Gene Neri

★ **Marcella Kidd**, freight office steno, recently had her purse snatched while on her way home from the theatre. She showed up for work looking pale and minus the tips of her finger-nails. Wotta scrapper! Net loss: personal papers and some cash.

Assistant Agent **Angelo Prato** was sent to San Francisco for treatment of eye trouble which Stockton doctors failed to solve. We hope for a speedy recovery.

The feminine half of this column is doing herself proud in 5th War Loan results, but who could resist such a saleslady? (That is Gene Neri's comment. The editor's is that apparently **Bette** was so busy with the 5th War Loan she forgot the July issue!)

**Bobby Robertson**, **Frances Hoffman** and **Virginia Fredricks** made a trip to Oakland recently to donate blood to the Red Cross.

★ ★ ★

## PORTOLA PARAGRAPHS

by Gladys Kirkman

★ Conductor **H. A. Holsclaw** and Mrs. **Holsclaw** proudly announce birth of a 7-lb. 10-oz. baby girl named Helen Louise.

**N. F. "Red" Nally**, former iceman-laborer, in the U. S. Navy stationed at San Diego, was home on leave last month.

Seaman 2/c **G. F. Bruckner**, former ED brakeman, was also home on leave after completing his boot training at Camp Scott, Farragut, Idaho.

MoMM 3/c **Harold G. Eckenroad**, former ED brakeman, now stationed at Navy Pier, Chicago, traveled from Chicago to Portola to spend one day here! Harold was in the Navy Air Corps for four months in 1943.

Pvt. **H. E. "Bud" Baldwin**, former crew dispatcher here, now with U. S. Army at Fort Ord, visited Portola during his furlough last month.

So did Staff Sgt. **Robert D. "Bud" Monahan**, Railway Operating Battalion, Little Rock, Arkansas.

Also Pvt. **R. W. Grummert**, former WD fireman, now in the Marine Corps, Camp Pendleton, Oceanside, California.

Called to the colors . . . WD brakeman **G. K. Taber**.

★ ★ ★

**FLASH** . . . The first unit of the Central Traffic Control became effective June 25, 1944, at 2:01 p. m. between Del-leker and Spring Garden, twenty-three miles of mountainous single track in the Feather River Canyon just west of Portola. Eventually the C.T.C. will operate over 116 miles between Oroville and Portola. Smaller units will be cut in as they progress. Watch the Headlight for feature articles on engineering, operation and safety.

## EASTBAY GRAPEVINE

by Bob Runge

★ One night last week I couldn't seem to get to sleep. I tried, I tried very hard, but to no avail. Then I did it! I didn't mean to, really I didn't. I wasn't going to reveal this, but my conscience will not let me rest; so, just because I couldn't sleep I kept a lot of poor innocent little sheep jumping over a fence all night. Whatcha expect, a murder?

**Jim Dillon** received a pleasant surprise several weeks ago. **Jim Jr.**, who Jim Sr. thought was in Italy, came home for a short furlough. Jr. didn't waste much time after he arrived as he was married on June 10th to **Beverly Parker**. Congratulations, chilluns!

Wonder what **Al Rowland** was thinking about the other day? He called **Ed Thompson** and when Ed answered the phone, Al said, "Hello Thompson, this is Ed!" See, folks, I'm not the only one blowin' my top.

Should've had this in before, but I didn't. Why? I dunno! Those two new faces gandering at you from behind the counter at the local madhouse (ticket office to you, Bub) belong to **Tom Kyle** and **Ray Bonham**. Tom is the blonde and Ray has the seegar. Hi yah, boys!

Just heard that the San Leandro cherry picker received a promotion—it is now Cpl. **Bill Castro**. Bill is somewhere in the Pacific with the marines and the money (he's in the paymaster's office).

According to **Harold Sutter**, May was the heaviest month for the sale of passenger tickets in the history of Fruitvale station and the Flyer doesn't even stop there now! Personality, that's what does it, Harold, personality. Incidentally, Fruitvale has additional freight business account Encinal Terminal's canned goods pool-car warehouse, located exclusively on our rails, has started operations. S-a-y, speaking of operations, did I ever show you mine? W-ell I tell you it was—beg your pardon—O-o-h you—don't—care—to—hear—about—my—op-er-a-tion. Gratitude, hmph!

**Russ Cleland** confessed the other day that when he was courting his wife he couldn't sleep at nights account thinking of her. That's nothing, Russ, her father probably couldn't sleep either thinking of you. While we're still drowsy, asked **Harvey Naylor** how late he usually slept on Sunday mornings. Harvey said it all depended on the length of the sermon!

Hi podner! Ah reckon you've heerd of **Harold "Dead-Eye" Wyman**. What! You means ta say you ain't heerd of ole "Six-Shot"? Waal, it's like this. One mornin' "Dead-Eye" walks out the door of his shanty and thar a starin' him in the eye was a big (?) rattlesnake. Was "Dead-Eye" skeered? Ah should say not! He fetched up his trusty shootin'-iron and aimed! "Dead-Eye" took one shot; two shots; three shots; four shots; five shots; six shots! Did "Dead-Eye" get the rattler? Did the rattler get "Dead-Eye"? Will there be a seventh shot? No, thanks, I'll have ginger ale this time. Be darned if I know! Ask Harold or Russ.

RETURN POSTAGE GUARANTEED

THE WESTERN PACIFIC CLUB

526 Mission Street  
San Francisco 5, Calif.

## UTAH AND NEVADA NEWS

by Tom Aldridge

★ Lt. Col. **Arthur W. Kellond** has succeeded Lt. Col. **Willis G. Carter** as station commandant at Wendover Field. Formerly chief of the Aircraft Accident Analysis Council, headquarters 2nd AAF, Col. Kellond was also stationed at Peterson Field, Colorado Springs, Colo. He is a native of San Antonio, Texas and returned last summer from three years of foreign service with the 6th Air Force in the Caribbean theater, where he was assistant plans and training officer. He is a pilot, having been graduated from the Kelly Field flying school in 1940.

Wendover Field entered upon a new career last month. After serving as a heavy bombardment training base for two years, Lt. Col. Kellond, in one of his first announcements, stated that Wendover Field will be devoted exclusively to the training of fighter pilots.

Furnishing recreation and entertainment for convalescent patients at the station hospital, **Miss Alice Milne**, American Red Cross worker, also edits "Bed-side Banter," a weekly publication designed to bring added cheer to the station hospital patients.

In pre-qualification tests, held last month at Wendover Field, on the base range, Flight Officer **Harry T. Lincoln, Jr.**, scored 15 straight bulls-eyes and finished with an impressive 192 out of a possible 200, to record one of the best scores ever made at Wendover with the carbine. The flight officer is a direct descendant of Abraham Lincoln.

The new school building at Wendover, soon to be completed, will be ready for use when the next term opens in September. This is a modern building and a big improvement on the old school, which will be used as a library.

Pvt. **Russell M. Thorpe**, formerly third district brakeman, is now ASN 39928072, Co. "C", 752nd Railway Operating Battalion, Camp Planche, New Orleans 12, Louisiana.

Work on the new air-conditioning project at the Wendover Hotel has been completed and the operation of the apparatus is very satisfactory.

Wendover Hotel Manager **Harold Sinz** has secured the services of **Julian Abasolo**, who has an excellent reputation as an international chef. Since he has been on the job, many compliments on the high quality of his cooking have been received.

The Federal Housing Project at Wendover, known as "Nevtah Village" and "North Nevtah," was completed early this month. All of the units were ready for occupancy on June 1st.

## WESTERN DIVISION SHORTS

By Bill Banyard

(Pinch-hitting for Agnes Welch)

★ Present war-time standards seem to require the employment of two men to do one man's job, but here's the one about two men (?) endeavoring to do the job ordinarily very capably handled by one girl . . . **Aggie Welch** . . . now on vacation from duties as secretary to Assistant Superintendent **C. E. McDonald**. **Dan Irwin**, assistant chief clerk and your temporary reporter are the two men doing the trying!

Lt. Com. **Alan F. Williams**, of the Seabees, formerly division engineer, dropped into the Sacramento office last month while on leave. Al, looking even more fit than usual, says the Navy seems almost like a vacation after his trials and tribulations on the railroad. We know what he wants and we wish him luck.

**Earl D. Brown**, former PR clerk, has taken over as assistant chief clerk, succeeding **Edward Hennessy**, who assumes new duties as assistant accountant. **Dorothy Knowles**, formerly secretary to Chief Clerk **Frank Fowler**, has been assigned to Earl's former job.

**Sam Long**, B&B clerk, just returned home from a siege in hospital. **Steve J. Gardner**, head M of W clerk, has just entered Mercy Hospital, Sacramento. We wish both of our very good friends a speedy recovery.

**Dorothy White** is a newcomer in the chief dispatcher's office, filling in for **Siri Hurlburt**, on leave. Later, Dorothy will be relief steno in the chief's office. Drop in some time and see her specifications for a new gadget called the "oxo-phone." Quite a deal. Ask **Lou Jaskala** . . . or better yet, ask Dorothy; she's cuter! (Question: Is the invitation to see Dorothy's specifications extended to the editor?)

Roadmaster **John P. Connelly** and War Bond Chairman **Walter Mittelberg** recently signed up track forces on John's second subdivision in a bond drive and succeeded in securing subscriptions from practically every worker along the line for 10 per cent of gross earnings. Assistant Trainmaster **Phil Prentiss** also participated in the drive. (This sounds as though Phil was an "also-ran", but

as a matter of fact he rendered invaluable assistance. The Editor.)

In a similar drive on the third subdivision, Roadmaster **Bruce McNeill**, Trainmaster **John McNally** and Walter achieved excellent results. Congratulations to all.

Well, we've made the Headlight deadline, but we've a more important deadline to meet . . . our 5th War Loan quota. BUY THAT EXTRA BOND NOW!

★ ★ ★

## SACRAMENTO SHOPS

by "Hy" O'Rullivan

★ Quick action by Patrolman **Andrew Crist** recently prevented the possible destruction by fire of a Standard Oil Company truck. The supposed gasoline and oil in the containers on the truck turned out to be fly-spray! Andy's reward was a bubble-bath with foamite and no doubt he'll need a new suit of clothes!

Hats off to **Jim Purcell** and his blacksmiths. Ever since war bond sales began, the blacksmith shop has stayed over 10 per cent. Nice going, blacksmiths!

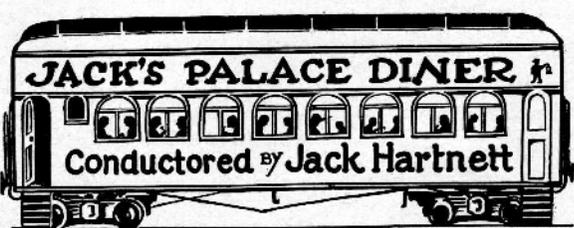
The opening of the 5th War Loan Drive saw go-getter **Ross Kelleher** sell upwards of \$4,000 worth of bonds, but what got the shop workers was Ross returning to work later with new shoes, trousers, etc.! Ross is now wearing out the new shoes trying to get more subscriptions!

A recent shop visitor was **Jack F. Davis**, machinist mate 1/c, who is with the 3rd Construction Battalion (Seabees to you), stationed in New Caledonia.

Another recent shop visitor was **Eddie Steuben**, former electrician, now with the United States Navy at Farragut, Idaho.

**James R. Quick**, popular timekeeper, is welcomed back after his recent major operation. He made an exceptionally fast recovery and we're wondering if the nurses had anything to do with that! The office workers sent him a box of cigars and his rival machinists sent him flowers!

Machinist **George Carson** recently bowled 12 consecutive strikes as WPAC bowlers defeated a rival group in league play. However, seven of these strikes were in one game and five in the next. Had they been put together, he would have had one of those rarities . . . a perfect 300 game.



57 Jessie Street  
San Francisco