



Vol. IV

NOVEMBER

No. 11

*To avoid criticism, do nothing, say nothing, be nothing.*—Elbert Hubbard.**THE HEADLIGHT**

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★

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For our cover photograph we are indebted to the Redwood Empire Association and to George Makins, Manager of the California Turkey Growers Association. The axe-wielder is Jean Paselk. The gobbler is not identified because his career is about to be terminated abruptly.

**EDITORIAL PAGE**

★ For a short one, this month is certainly going to put on a real show during its brief career. Opening with All Saint's Day, it plunges hurriedly into the national elections on the 7th, goes on with the observation of World War I Armistice Day on the 11th, gets the Sixth War Loan Drive off to what we hope will be an encouraging start on the 20th and on the 23rd (see Governor Warren's mid-October announcement) gives us our annual day of Thanksgiving with the traditional turkey (we hope again!).

★ In July the WFA announced its set-aside order to assure that American armed forces in this country and overseas will have their turkey dinner on Thanksgiving, Christmas and New Year's Day. Holiday turkey is a definite tradition in the armed forces and the total set aside for our service men and women may exceed 35,000,000 pounds. On Tom Brown's authority we can say that California is the No. 1 turkey-raising state of the nation (an estimated 1944 production of 4,200,000 turkeys). Turkeys sent to our fighting men will go by ship, plane, truck, jeep, mule-back . . . and, of course, by railroad . . . to the battlefronts in every part of the world. Last year turkeys were the feature course of meals served to combat troops on the aforementioned holidays in Guadalcanal and the Solomons. Sailors and marines wounded in the bloody fight on Tarawa ate turkey in sick bay aboard the ships that evacuated them from the island. Turkeys were cooked in the galleys of American fighting surface ships and submarines in the Pacific, the Atlantic and the Mediterranean. They supplied traditional American holiday dinners for our forces in North Africa and Italy and for millions of American soldiers in England, then in training or poised for D-day. This year some of the turkeys produced on American farms will also find their way to fighting fronts in Europe, Asia and the Pacific to give our combat forces a taste of home as they drive our enemies closer and closer toward defeat. As for us civilians . . . well, there may be available about 3 lbs. per capita this year. That sounds like enough what with the stuffing, cranberries, candied yams and whatnot!

★ Too, this year we've had much to be thankful for in the progress of our arms against the Nazis and the Japs. The show-down in the battle for Germany is rapidly nearing. Our re-occupation of the Philippines has begun. Our enemies are flirting with oblivion. To bereaved families there surely appears nothing for which to be thankful; yet there is one thought they may cherish . . . that this time future world peace MUST be molded in the crucible of their affliction.

★ The Sixth War Loan goal is 14 billions of dollars. The WP-SN-TS quota will probably run around \$435,000 for two months. Since we're payroll subscribing about \$115,000 per month now, we can exceed our quota by doubling our purchases during November and December. If these extra purchases are made through outside sources, advise your local war bond committeeman so WP-SN-TS workers may receive proper credit.

Jack Hyland recently handed me a story which, for the stark courage displayed, seems worth repeating. It's a dispatch from Robert Vermillion, written at Epinal, France, about an American soldier whose left arm was ripped off at the shoulder by a razor-sharp shell fragment. He had just arrived at the front and had not yet fired his own gun. He did not faint; his attitude was one of surprise as a compress was put on his shoulder and the flow of blood was stopped. After sitting quietly for a few minutes, he walked over to his severed arm, took off the wrist watch and tried to remove the wedding ring, following which he WALKED 3 miles to an evacuation station. We feel this narrative requires no additional comment save that the 6th War Loan Drive begins November 20th and ends December 16th.

★ The American Museum of Safety has made a special safety award to American Railroads based on the 1943 record of only one passenger killed for each 336,000,000 miles traveled in that year. Railroad men are constantly striving to improve their safety record. The railroads' safety crusaders are entitled to and should receive complete and earnest cooperation.

★ It may be more than passing interest to record that, while during World War I the operation of railroads took money out of the U. S. Treasury, the railroads this time are putting money into the U. S. Treasury. The figures: \$1,600,000,000 appropriated by Congress to meet deficits resulting from government operation versus \$3,250,000,000 in taxes paid into the U. S. Treasury since Pearl Harbor under private ownership . . . currently paying federal taxes of \$4,250,000 daily. During the same period the railroads have paid \$750,000,000 in taxes for the support of state, county and city governments . . . at the rate of \$800,000 daily, making a rather tidy total of \$5,000,000 daily paid in taxes by the nation's railroads. Even our innate modesty fails to embarrass us in pointing out that the railroads have, withal, accomplished a far bigger and better transportation job during the present emergency.

★ According to J. B. Morton (Morton's Folly) . . . when a motor vehicle is traveling so fast that it cannot pull up quickly enough to avoid knocking down a pedestrian, the horn is blown. This is called a warning! We add, too many drivers act as though they were taught, if at all, that the brake is located in the center of the steering wheel! A warning from A. Nonymous . . . Life is like a one-way street in two respects: You are not coming back and a lot of people on it are going in the wrong direction!

VOTE IN THE NATIONAL ELECTIONS ON NOVEMBER 7th.

*One day, many months ago . . . maybe years, EARLE ENNIS, then writing the column SMOKE RINGS for the San Francisco CHRONICLE, devoted himself exclusively to the general subject of railroads and altruism. We present the column to you in the same spirit Earle Ennis wrote it, hoping you'll appreciate his humor as fully as we did.—The Editor.*

### Demonstrating that Altruism and Social Solicitudude begins in the Roundhouse

★ Nobody has really ever appreciated the human side of the railroads. Most people think of them as soulless corporations, but they are not. They have built themselves up to the astounding valuation of \$20,988,000,000 by kindness and consideration. And it makes our blood fairly boil when we hear them maligned.

For instance, no industry has been more considerate of its employes. Here is one example. There are 420,118 miles of trackage in the United States. Now, the railroads could have laid these tracks side by side—133 of them, between San Francisco and New York. But they didn't. They recognized the fact that railroad engineers chew tobacco and need plenty of room. So they scattered those tracks all over the country. This act alone saved their engineers \$3,000,000 in raincoats.

In their relations with the public the railroads are always accommodating. Take fares, for instance. Railroads will carry a passenger 54 miles for \$1. But if a passenger only has 75c, do they refuse to carry him? They do not. They just open a vestibule and throw him into an orchard at the end of 40 miles. And for the small charge of 10 cents, they'll throw his baggage after him. Nowhere else in the world can you find such whole-hearted co-operation.

It was the railroads that educated millions of people to the fascination of the cross-word puzzle. The railroads issue 80,000,000 timetables annually. After a person has worked on a timetable for months, and learned how to find his train, and pick out its schedule, he can sit down and work out a cross-word puzzle in no time at all. For this training alone the railroads deserve the thanks of thousands.

Here's another example of consideration: The standard track gauge used to be six feet. One road, running between New York and St. Louis, had a lot of complaints about the width of its track. Folks who wanted to commit suicide would lie down on the tracks and wait for the trains, and the trains would pass over them without injuring them. So in 1871 this road changed its gauge to 4 feet 8½ inches and there hasn't been a complaint since. Which goes to show that a railroad always tries to meet public demand.

In the early days hoboos had little shelter in bad weather. One day a philanthropic railroad head built a bridge. The idea spread. Today there are 191,779 bridges in various parts of the country under which a hobo can make himself a pot of coffee, protected from the weather.

The Lucin cutoff is an example of service. Utah eggs for some reason need a lot of salt. The diners just couldn't carry enough salt to satisfy the traveling public. So a railroad built the longest bridge in the world to meet the demand. As the trains speed through Utah, all the dining car chef has to do is reach down and scoop up all the salt he wants for 19 miles along the right of way. Now—you can't beat that for trying to please the public.

The Denver and Rio Grande Western Railroad makes its trains climb 11,522 feet to Ibex, Colo., just to give its passengers a good view. The South Carolina Railroad discontinued a bonfire it kept burning on a flat car ahead of locomotive and installed a headlight with a candle in it, because its passengers objected to the smoke. Railroads will even go farther than that.

There was one road on which was a mail clerk that was in love with a lady postmaster. He didn't get to first base until the company put on a mail-bag catcher. The catcher picked up the lady postmaster and threw her right into the arms of the mail clerk. She stayed there 30 years. Ten years after that happened, there wasn't a road in the country that hadn't installed mail-bag catchers, just for its mail clerks.

The railroads have even built their locomotives so their parts can be used to repair jallopies. The Mallet articulated, oOOOOO OOOOOo to you, has 16 nuts that can be used by a motorist. The U. P. ooOOOOOOo has three, and the Pacific ooOOOo two.

The railroads in a spirit of generosity have even named three trains after women—the Nelly Bly, the Ann Rutledge, and the Pocahontas. They refused to name one for Eleanor Roosevelt. They said they were afraid it would keep running off the track.

### MAJOR HENRY EDWIN STAPP PHILIP FAIRFIELD PRENTISS

★ Major Henry Stapp and Phil Prentiss were appointed trainmasters at Stockton, effective October 16th, according to announcement by Western Division Superintendent Curtis.

Major Stapp was trainmaster at Keddie just before being commissioned a Captain in the U. S. Army Transportation Corps in March, 1943. Prior to that he had served as road foreman of engines, engineer, fireman, machinist helper and car helper, starting at Oakland in 1918. Stockton will be more or less "home grounds" for Henry, since he attended high school there.

"Hank" served in Africa, at Arzew, Algeria, with the 10th Port of Embarkation; then on detached service to Eastern Base Section Transportation Headquarters at Mateur, Tunisia, as Chief of Rail Division; then back to the 10th Port of Embarkation, participating in the invasion of Sicily and being on the first LST to land at Palermo during the Battle of Sicily and until March 1, 1944. The officers and men of the 10th Port of Embarkation were commended (as reported in February 1944 issue of The Headlight) by Lt. Gen. Geo. S. Patton, Jr., for exceptional service during the campaign under practically continuous bombing attacks. He contracted malaria in Tunisia and was ordered home earlier this year as executive officer of the 750th Railway Operating Battalion. A recurrence of malaria, after returning to the States, caused hospitalization until June 1st. Since then he has been assisting in training railroad units. He was placed on inactive duty as a Reserve Officer effective October 16th.

"Phil" Prentiss, who, until his new appointment, was assistant trainmaster (headquarters, Sacramento) . . . a position now abolished, began as a clerk in Oakland in 1919, became a switchman in 1923, and in 1937 was promoted to yardmaster at Portola, remaining in that position until early 1942 when he was promoted to assistant trainmaster.

Stapp will have jurisdiction over all operations on the first and second subdivisions. Prentiss will have jurisdiction over all operations in Stockton terminal, in addition to handling such road duties on the first and second subdivisions as may be assigned to him.

Our hearty good wishes to them both for continued success.

\* \* \*

### CHARLES STUART CROCKETT

★ In a tragic plane crash near Deming, New Mexico, Cpl. Charles S. Crockett, Radioman on a B-17, was killed the night of October 19th. He was the son of Assistant Valuation Engineer Charles G. Crockett.

Charles, who lived in Burlingame, was employed as a chairman and rodman on WP engineering field parties during school vacations between the summers of 1942 and 1943. On July 9th of the latter year he left our service to enter the armed forces.

We extend our deep sympathy to the Crockett family in their great bereavement.

## Hy-Lites

By JACK HYLAND

participated in the attacks. Our proud feeling however, was of short duration, for on returning to his base, Eddie was compelled to make a crash landing of his Mitchell bomber into the spacious Pacific Ocean. Fortunately, the helpless crew, donned in "Mae West" lifejackets, were sighted floating in the water, and were saved through the efforts of the pilot and two Bay Region men of a Liberator bomber which, after dropping a life raft, hovered over the downed "B-25" for more than two hours until a Navy Catalina flying boat came to their aid. We are exceedingly happy Eddie and his crew are safe, and we extend our deepest appreciation to the Liberator's **Lt. Harry Pennington** (pilot) Krypton, Ky., to **Lt. Kenneth Garlach** (navigator), 1200 Jamestown St., San Francisco, and to **T/Sgt. Richard Burke** (radio operator), 2901 - 76th Ave., Oakland, for their part in this dramatic sea rescue.

It may be "Leap Year", but I'm positive **Harry Stark** (AG&PA) did the proposing and when **Farrell Swartz** (AF&PA) became his bride last September 23rd . . . she eliminated Harry's name from the ever-decreasing eligible bachelor list. Extend our blessings to the happy couple.

Although the **St. James Restaurant** (233 Calif. St.) has received a great many boosts by various San Francisco newspaper columnists, the best and most loyal booster for the "St. James" is **Olga Cagna** (Traffic). It is only a coincidence her father was previously the "Chef", and the owner, Robert Cagna, her cousin. (Haven't received a "for free" invitation yet, but I'm still hoping).

Most of us know **Arthur Greiner** (Aud. Pass. Accts.) resigned last August 8th to become a partner of a produce establishment called "Candlestick Cove Store" located at Hunter's Point, but this write-up is principally for the knowledge of **T/5 Jim Drury** (Car Record) now in France, because Art was our so-called "Captain of Transportation" on bowling nights, driving us to Downtown Bowl. Art's services and his good fellowship are sadly missed around the office, but his many friends, including myself, join with Jimmy in wishing him the best of luck and success in his new venture.

Normally, it's an eye for an eye . . . but it can be, and was a "Stone for a Stone", for last September 22nd **Maureen Stone** (Traffic) was presented with a beautiful engagement ring by **Arthur Gruber** (Ensign - Merchant Marine). At present, Art is either on one side of the world or the other, thus no definite date has been set for the wedding.

Along the same trend, but instead of an eye for an eye, by dentist follows a different but highly satisfactory course . . . with a "shot" for a tooth (**following extractions**). I've had three teeth extracted and am thinking seriously of having another one removed, would you????? In case you're interested his name is **Leo F. Boyle**, DDS, Room 706, 135 Stockton St. (This publicity should rate me . . . something).

Well, well . . . look what I started, but didn't finish. In the September issue I mentioned about the name "Berlin" appearing as cities in various States. Because of our loyalty to a sister State, I thoughtfully refrained from stating there was a "Berlin, Oregon". However, a recent news item indicated the villagers were opposed to the proposed plan of changing it and adopting as its name "Distomo", and so, **I will NOW include the State of Oregon**. The suggested name was that of a Greek village which was razed by the Nazis in retaliation for guerrilla activities, resulting in the death of 1100 men, women and children. It's too bad these people of Berlin, Oregon, couldn't have agreed to the change, and given rebirth to "Distomo" on October 28th, which would have coincided with the fourth anniversary of the Italian invasion of Greece. They must have a good reason, but I'm sure we would like to hear it.

A peach of a pre-induction party was given by 28 or more Traffic Dept. employees last Oct. 5th at **Jeannette Sayles'** apartment with **Hal Nordberg** as the guest of honor. However, we'll have to do it all over again, for the medical board gave Hal a temporary reprieve account something or other, which medical name is too long for this column.

**Frank Sell** and **Bob Munce** (both L.A.) dropped in on the Traffic Dept, last month, and from our talk learned . . . nothing exciting has happened in or around Los Angeles recently (which is natural), except a few visitors from San Francisco, which included Messrs. **Poulterer**, **Curtiss**, **McClymonds** and **Emerson**, and even these men were there **only because of business obligations**. While here, Frank and Bob were introduced to many of our office gals and even though "our Frankie" wore a red polka dot tie and cream colored shirt, none of them "swooned", so good old faithful **Frank Lindes** (our Club president) came to the rescue and his luncheon invitation was promptly accepted.

Last September **M/Sgt. Richard Gollan** (Traffic) visited the Gen. Offices enroute to his new camp in Cincinnati, Ohio, following a long continuous service assignment in Aden, Arabia. From the Arabian sands to U.S.A. soil, and then into the clouds is quite a jump, but he made it when **Betty Sue Hickey** of Cincinnati became his bride on October 11th. Extend our heartiest congratulations, and he's a swell fellow, Betty . . . as you already know.

News of our service men . . . **Pvt. W. D. Taber** (ex-fireman) who visited the main office and Oakland roundhouse last month, has moved overseas and will now do his firing . . . (engine or otherwise) on foreign soil. Our former editor, **Cpl. Albert**

**Bramy** (Trans. Dept.) dropped in last month and enlightened your writer with a great many sidelights on Army life, including the "ups and downs" which for Military reasons will not be divulged. **S/Sgt. Joe Schulien** (Chicago) has taken a boat trip overseas, adding one more "G. I. JOE" to our fighting forces. **Lt. Walter Brunberg** (Pass. Dept.) has taken a boat trip overseas, adding one more "G. I. JOE" to our fighting forces. **Lt. Walter Brunberg** (Pass. Dept.) was seen passing through Denver on Oct. 7th, accompanied by his wife, enroute to his new base at Salt Lake City.

Begore and it was a great day for the Irish! (And who on the railroad isn't?). A less carload shipment, weighing 8 lbs. 1 oz labeled "**Timothy John**" arrived last August 19th at the **Kay** and **Ken Reilley** home in Alameda, Calif. Tim's father was secretary to **J. P. Quigley** (Supt. Trans. & Tele.) before his enlistment in the Navy.

We've all heard about the fellow who has a "chip" on his shoulder, but **John Skinner** (Traffic) does him one better . . . he has "two chips" on each shoulder. It's all right though, because this makes Johnnie a "Captain". Suppose changing from a Company Commander to a Battalion Adjutant would be a pleasant change after 16 months of troop duty . . . so hope you get it).

From Oakland comes the sad news of the death of **Hans Larsen** (machinist, Oakland roundhouse), who retired several months ago. One day last September, Hans left his home to mail a letter, and enroute was fatally injured by an automobile. Bob Runge also reports, **Joseph Brzozowski**, former carman at Oakland, who resigned from WP service before entering the armed forces, was killed in action in France. Joe was 28 and a native of Pennsylvania.

The happy smile and jubilation **Pete Casey** (Carman) has been exhibiting lately isn't entirely a result of his consistently good bowling scores . . . it's mostly because he is now a "Grandfather". Pete's daughter, **Lillian Spangler** (formerly Traffic) became the proud mother of a baby girl last Oct. 2nd. Latest reports indicate entire family, including "Grandpa" doing nicely.

Recent letter from **Ona Tellaishu**, S/2c, tells of being stationed at Treasure Island, and beyond her regular duties is learning to run a varityper. Prior to enlisting in the Waves last July 1st and enrolling at Hunter College, New York . . . Ona was our Headlight reporter at Elko.

Co-pilot **Lt. Bruce Heilman** (Car Record), veteran of many raids on Japanese islands, including Rabaul, Eniwetok, Yap and Palau, has been in a base hospital for three months account injuries received in action. The heavy bombing raid which smashed the enemy held oil center at Balikpapan on Borneo last October 1st marked his return to action.

In a recent issue we reported **Pfc. Anthony Quill** (Car Record) had requested a furlough and if authorized, he and **Lois** would be applying for a marriage license. Tony now writes . . . the furlough was granted, license secured and on September 23rd, following the marriage ceremony, he and the new "**Mrs. Anthony Quill**" departed for Carmel, Cal., on their honeymoon. Extend our best wishes for a happy future.

# THE WESTERN WAYFARER

## SUTTER BUTTES

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1944, Thomas P. Brown)

★ Rising abruptly from the level floor of the mid-Sacramento Valley, the eerie and often-times ghostly Sutter Buttes constitute a dominating landmark of California, visible for many miles. The location, in Sutter County, of this cluster of peaks (about 10 miles in diameter), which are "snags" of an ancient volcano that was perhaps 7,000 feet high, is shown in the accompanying straight-down photo of a relief map by Mr. Edwin R. Leach, mining engineer and vice-president of The Buttes Oilfields, Inc., Oakland, California. Viewed in profile at a distance (see below), the Sutter Buttes appear as a miniature mountain range. Or, as one motors through the area, the intimate contact results in a sense of weirdness such as Sir Henry Rider Haggard conveyed in his fantastic novels . . . "King Solomon's Mines" and "She". The Sutter Buttes may be seen from the line of the Western Pacific at various points. The Colusa Branch of the Sacramento Northern skirts their base.

They were called 'Los Tres Picos' (The Three Peaks; North, South and West) in land grants to General John A. Sutter. South Butte, Alt. 2,132 feet is the highest; North Butte is 1,863 feet high. They are, says Capt. Addison N. Clark, consulting mining engineer and geologist, of Oakland, Calif., "the surviving remnants of the once lofty mountain left after the gargantuan steam explosions and ensuing erosion by water and wind." Captain Clark, by the way, estimates that old Vulcan began his work on the original mountain about 25 million years ago.

The definitive work on the Sutter Buttes is the monograph by Professor Howel Williams, Department of Geology, University of California, published in 1929 by the University of California Press and entitled "Geology of the Marysville Buttes, California." In a letter referring to this work, Dr. W. C. Men-

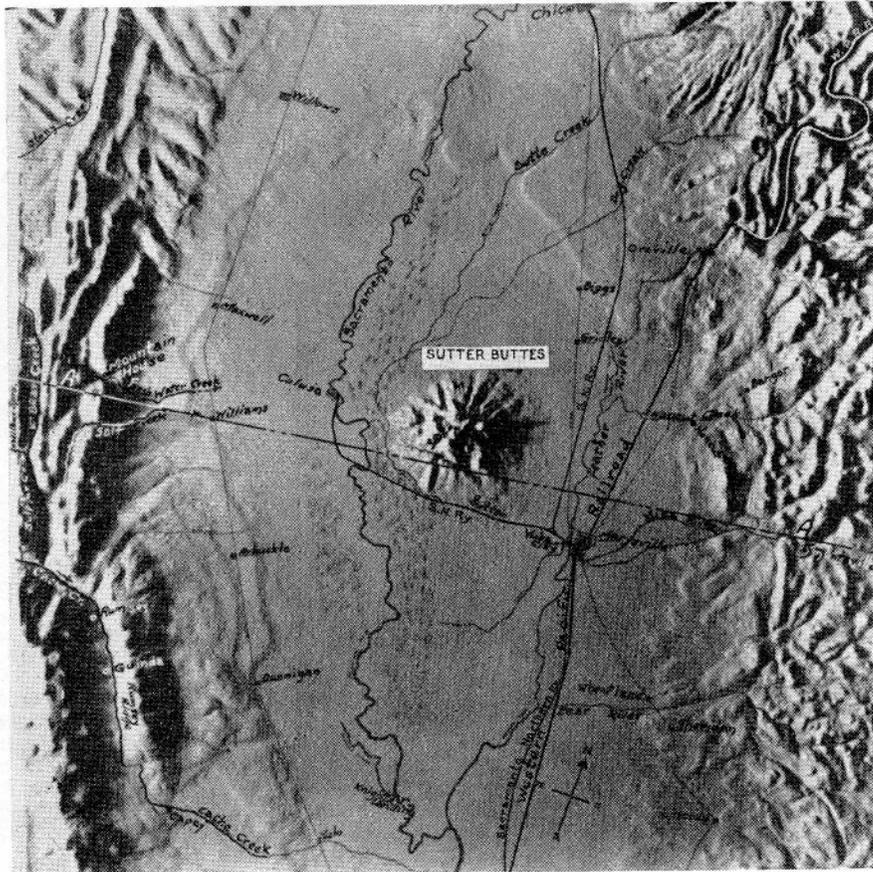
denhall, Director of the U. S. Geological Survey until his retirement last year, said: "Professor Williams' cross sections (Page 160 of the Monograph) show an early laccolithic stage, an intermediate stage of plug or stock formation, and finally a crater stage. Thus the Buttes can very properly be called

a 'volcano' in the layman's sense."

In a letter to this writer, Professor Williams summed up the geological history of the Buttes as follows: "(a) Piling up of sediments in a sea now occupied by the Sacramento Valley; (b) Intrusions of a stock or plug of igneous rock, 4 miles in diameter; (c) Erosion of sediments from the top of the stock; (d) Further intrusions of igneous rock, both into the stock and the surrounding sediments. These intrusions were accompanied by volcanic explosions that blasted a crater a mile through the center of the stock and formed a volcanic cone of great height; (e) Erosion to the present level."

Probably the first white man to see the Sutter Buttes was Jediah S. Smith—1828. Next year Michael La Framboise (or Frambeau), Hudson's Bay Company trapper, named the cluster of peaks "Buttes"—whence the name of Butte County. In his "Memoirs," John C. Fremont, who camped here May 30-June 8, 1846—just before the Bear Flag Revolution—called them "Buttes of Sacramento." Geological Survey maps use the legend "Marysville Buttes", perhaps because of Marysville's early prominence. Sutter Buttes is now the accepted name and we know that Professor Howel Williams thinks this honor is due the distinguished Californian for whom Sutter County, and Sutter City, were named. Mr. W. T. Ellis, noted reclamation authority, Marysville, Calif., some years ago advised the writer to hold to Sutter Buttes.

(Continued on p. 8)



Sutter Buttes in the Sacramento Valley, California



Cannon, R. L.  
Chapman, Wilmer, Jr.  
Hackerson, R. A.  
Hobbs, Ray



Latona, H. F.  
Murphy, A. C., Jr.  
Wallis, J. L.

## EASTBAY GRAPEVINE

By Bob Runge

★ Everybody's been telling yours truly how much they enjoyed last month's issue of The Headlight . . . there was no "Eastbay Grapevine"! (We writers (?) just ignore statements like that!)

Didja know that **Ed Moss** was a dancer? Uh huh . . . no kiddin' . . . a hula dancer! Don't want this info' to get any further, so keep it on the hush side. (As if anybody reads this stuff!). Incidentally, Ed received a letter from Sgt. **Carl Hunter**, Oakland carman now with the Army Rwy. Div. in France. Carl states he would trade his puppet for any part of the U. S. . . even "**Arkie**" **McLaughlin's** Arkansas!

Arrival Notices: Diane Marie Dabovich; bedside weight 7 lbs. 5 ozs.; first appearance October 9th . . . Papa **Bill Dabovich**, electrician, says Diane is a healthy pink and also a loud yeller! On October 4th Richard Copenhagen, weighing in at 8 lbs. 12 ozs., made his debut (pretty high class for this column). Papa **Dave Copenhagen** advises that Richard has done what science has been unable to do . . . abolish sleep! Understand Machinist Helper **Gus Priester** is also a proud papa as of September 11th . . . the new arrival is known as Robert Franklin . . . Mama used to work for the WP . . . at that time she was known as **Florence Vargas**. Congrats to all and to all a pleasant 2 a. m.!

New Faces: **Florence Brandt** is the new steno at the Easton Bldg. office (as we go to press). **Marilyn Riddle** is now handling the steno-clerk duties in the same office . . . Marilyn formerly kept occupied at the GO. The new gal at the local CTO will answer if you say "greetings **Mildred Marshall**"! Hiyah gals! How about a date next Thur—OUCH! Put that rollin' pin down Honey, I was only kiddin'!

Via the Grapevine: Operators **JK** and **AK** calling **Orval Hatfield** . . . don't know what it means, but it has something to do with Western Union and postcards from Santa Cruz??? Understand **Marjorie Osborn** of the LO has changed her name to Dykman . . . It's now two minds with but a single thought . . . hers! **Charlotte Green** of the CTO is back after a gander at Hollywood and some wavy-haired lieutenant(?). **Harold "Dead-Eye" Wyman** is ankling around Chicago . . . some kind of a meeting. **Hazel Deverly**, Fruitvale, says that to most women potatoes and gravy are avoirdupoison. How about chocolate creams? SK 1/c **Sheldon Glatt**, formerly LO, just returned from 20 months in the South Pacific . . . uh huh his papa is **Harry Glatt**. Lt. **Everett Lamphere** phoned the office the other day; he's stationed at the Oakland branch of the ANCD. (Wonder if Hyland ever received his cigars?) It's rumored that **Margaret Williams** is not going to shoot "the wart" after all . . . she's going to marry him or he's coming home or somethin' . . . your guess is as good as mine!

### SGT. JOHN BALLENGER DECORATED

★ Last September the 8th Air Force in England announced award of the Air Medal for exceptionally meritorious achievement to Technical Sergeant John S. Ballenger of Sacramento.

John, who was a carman apprentice at our Sacramento Shops prior to his entrance into the armed forces in October, 1942, was at the same time reported to have already participated in more than ten bombing attacks against targets in Germany.

We join his parents, Mr. and Mrs. Albert D. Ballenger, of Sacramento, in their pride of John's fine record.

\* \* \*

### ON THE SUBJECT OF WINDOWS —OR WHAT DO YOU THINK?

★ We have received from Staff Reporter Aggie Welch the following query prepared by Transportation Clerk Harry J. Alders, of Sacramento:

The question has been propounded as to whether or not this company, or the Pullman Company, should wash the inside or the outside windows of Pullman cars, or if one company should wash the outside of both windows and the other company the inside of both windows, or if one company should do the work on the inside of the outside windows and the outside of the inside windows and the other company the outside of the outside windows and the inside of the inside windows. Now, if the man doing the work should wash the outside of the outside windows and then the outside of the inside windows, he then could go inside and wash the inside of the outside windows and the inside of the inside windows. Of course, if he started inside, he might be able to not only wash the inside of the inside windows and the inside of the outside windows, but possibly the outside of the inside windows as well, although it is doubtful if he could take care of the outside windows from the inside. However, if he started on the outside, he could take care of the outside of the outside windows and the outside of the inside windows, but could hardly wash either the inside of the outside windows, or the inside of the inside windows from the outside. What do you think? (After writing this, the editor is prepared to stay inside and have a certain restorative forced down his throat, while Harry Alders is outside ogling through his windows!).

### BRC AWARDS 25-YEAR PINS

★ At a meeting held at the Muir Athletic Club, Sacramento, BRC General Chairman "Dick" McCarthy presented 25-year pins to the following members of Capitol City Lodge No. 266:

G. H. Baker, CC to Pchsg. Agt., SF.  
John Berg, CC to Supt. of Motive Power.  
H. G. Bond, Train Desk Clerk, Sac'to.  
C. W. Brandt, Head Timekeeper.  
M. D. Coughlin, General Storekeeper.  
C. A. Fisher, Head M. of W. Clerk.  
C. M. Hickok, Roundhouse Clk., Oroville.  
J. F. Iddings, Retired Price Clerk.  
B. W. Jones, Accountant MP&C Dept.  
J. C. Marchand, CC to Gen. Storekeeper.  
L. D. Reaves, Section, Stockton.  
E. E. Scott, Ticket Seller.  
W. U. Stansbery, Division Accountant.  
R. M. Withrow, Gen. Clk., Oroville.

A similar pin was also awarded posthumously to Stephen J. Gardner.

\* \* \*

### WALTER DOMMES

★ On October 5th, Walter Dommès, B&B foreman, retired after more than 35 years of service with the WP. He entered service as a carpenter in 1909; then worked as both carpenter and pile driver until 1917, when he was promoted to the job he held until retirement. "Walt" is retiring because of his health and other circumstances over which he has no control. His many friends join in wishing him good health and happiness through the years.

\* \* \*

### WAR BOND MEETING IN CHICAGO

★ Richard J. McCarthy, general chairman, Brotherhood of Railway Clerks, and Clyde E. Whitman, general chairman, Brotherhood of Locomotive Firemen and Enginemen, along with Walter C. Mittelberg, chairman of the Western Pacific's General War Bond Committee, attended a meeting in Chicago on October 30th, called by the War Finance Division of the U.S. Treasury Department to formulate nationwide plans for promotion of the 6th War Loan Drive and stepping up purchases of War Bonds through payroll savings.

## RANDOM, INC.

★ From the United States Marine Corps comes word concerning three former Western Pacificers now serving in that famous corps . . . Corp. **Charles N. Buzunis**, of Sacramento, is back in the States after 32 months in the Pacific battle area. He's now at the San Diego Marine Corps Base awaiting reclassification and a furlough. The Sacramento leatherneck, formerly a sheet metal worker helper at our Sacramento shops, is a member of the famed Second Marine Division and participated in the attacks on Saipan and Tinian. Cpl. **Elmer C. Milliken**, formerly a helper in our store department at Sacramento, also participated in the invasion of those islands as a member of the Fourth Marine Division and was recently promoted to his present rank at a base in the Pacific. Cpl. Milliken is also a veteran of the Marshall Islands campaign, having participated in the attacks on Roi Island and Kwajalein Atoll. Finally, Pvt. **James F. Wehe**, formerly a WP boilermaker helper at Stockton, has completed his training at the Camp Pendleton infantry school at Oceanside, near San Diego, and is awaiting assignment to a Marine combat unit. These men may be sure we're proud of them.

Last month we had an authoritative report from the Northwest covering FTM **Malcolm Roper's** recent visit, but lack of space prevented its reproduction at that time. It seems that while visiting Seattle for several days with shippers and receivers (also in Everett, Wenatchee and Tacoma) from sunrise to sunset (sic), there was still a little time . . . no doubt before sunrise and after sunset . . . for recreation, a new description for the game of dominoes! By an unexplained coincidence, a San Francisco steamship company official, who will go unnamed, (the editor knows his identity, but disdains blackmail . . . this time) was also in Seattle on business. Malcolm and unnamed CLAIM to be domino experts and have been leuding for some time, so it was only natural that they display what skill they possessed for the benefit of any spectators with nothing better to do. Our Seattle correspondent reports much moaning and screaming during the "contest", which, to quote him, required courage and endurance. Nothing is said about ability or skill at building the fives, but final reports indicate a triumph of rail over water. The local boys, who managed to stay awake during the proceedings, wearily claimed to have been impressed by the play. We gather someone won and someone lost.

Whether or not it's true (we like it anyway), we hear that (Miss) **Phoebe Taber**, formerly employed in the general freight office of the Great Northern Railway, after looking over several issues of our magazine, hurried over to the office of our Seattle general agent (**Art Lund**) and signed up as his secretary. That makes at least three **Tabers** about whom we know on our railroad. **Nancy**, in GO transportation, "**Bud**", who is a Western Division fireman now serving overseas in the armed forces, and **Phoebe**. If there are any more, publicity is available by contacting the editor.

Our newspapers recently exposed the lying rumor, born in Berlin or Tokyo and spread by our gullibles, that the blood we donate at the Red Cross centers was sold by that organization to the government at \$15.00 per pint. For sheer rot, that takes the cake—and was easily disproved. One rumor, which periodically sticks its ugly head out of the gutter and which is equally false, but not yet publicly exposed as such, is the one about issuing agents for War Savings Bonds receiving a commission for their work. Speaking for the Western Pacific Railroad, I categorically deny that rumor and brand it as the canard it is. It's about time someone did that. As a matter of fact, it costs the WP many thousands of dollars annually to handle this war bond work . . . and the management is glad to make that contribution without thought of reimbursement.

As a matter of further fact, the WP holds a citation from Secretary of the Treasury Morgenthau stating flatly that the railroad acts as issuing agent for war savings bonds entirely without compensation of any kind. That citation was reproduced on page 10 of the January, 1943, issue of The Headlight . . . and the status has not changed since. Interesting, too, is the increase in our war bond payroll subscriptions . . . from \$6,572.00 per month when we began our campaign, to \$114,786.74 for the month of September this year. WP men and women who are subscribing now are actually allotting more than 10% of THEIR payroll for war bonds. It's the non-subscribers among us who prevent attainment of the 10% total payroll subscription. Yet we rank high among the nation's railroads in percentage of the total average pay subscribed for war bonds . . . and I'm sure all of us are proud of that. It does not go unnoticed in Washington.

From Lt. Comdr. **Alan F. Williams** (43rd Naval Construction Battalion) on Oahu comes word (in September) that he and his crew are ready to "go" any time and that he met Major **Al. Fry**, his former clerk at Wendover, who had already seen considerable action.

From **Jane Littlefield, Elko**, we quote a few notes . . . **Helen Abegglen** took over position of assistant timekeeper; **Theda Mueller** is now steno to the master mechanic, and **Aloph Moldenhauer**, motor car maintainer, was injured in a motor car accident. Jane says he is getting along as well as can be expected. We hope for a better report shortly.

Engineer **William G. Heckala** permitted us to peruse letters from his brother, PFC **Ruben A. Heckala** and from Sgt. **Robert N. Kilgour** (brother of Conductor **James M. Kilgour, Stockton**), WP fireman and brakeman, respectively, both now in France. PFC Heckala is a paratrooper and Sgt. Kilgour serves with the 715th Railway Oper-

ating Battalion. Bob says he has now railroaded in three countries (he was in Italy, too), has had about all the "booming" he wants and is entertaining the idea that he'd like to come home. He is in southern France. "**Barney**" (PFC Heckala to you) spent a couple of days at Nice, in the heart of the French Riviera. He mentions beer (not enthusiastically), cognac, scotch and champaign and friendly French girls. Adds he's been living in fox-holes so long he feels like a bear in hibernation. Mentions a couple of close calls, but says they haven't dropped one on him yet (we hope they 'never do!'), though he's been hit twice by more or less spent pieces of shrapnel. We wish them both good luck.

\* \* \*

## PEARLS OF WISDOM?

★ From Leland Stowe (war correspondent of the Chicago Daily News, Pulitzer Prize winner and author of the current best-seller "They Shall Not Sleep"), after discussing at some length the loose remark made by so many Americans "Of course we'll have to fight the Russians some day", "though they never say exactly WHY . . ." "Then our Calamity Janes and Joes are afraid of Russia's communism and socialism as IDEAS. As far as the USA is concerned, here's some mighty shrewd advice—and it comes from Sir Samuel Hoare of Britain. Sir Samuel is just as conservative as Col. Robert R. McCormick of Chicago. But this is what arch-conservative Sir Samuel says—"Communism, for all the claims of some of its propagandists, is a NATURAL and not an international product. It is brought about by INTERNAL conditions. IF YOU FEAR IT, YOU SHOULD SO SET YOUR HOUSE IN ORDER THAT YOUR SOCIAL AND POLITICAL CONDITIONS WILL SILENCE ANY DEMAND FOR ITS INTRODUCTION". Before they ask our boys to go and die in Siberia, let our 'war with Russia' howlers answer that one first. But they never do!"

From John Stuart Mill's "Essay on Representative Government" . . . "A people may prefer free government, but if from idleness, or carelessness, or cowardice, or want of public spirit, they are unequal to the exertions necessary for preserving it; if they will not fight for it when it is directly attacked; if they can be deluded by the artifices used to cheat them out of it; if by momentary discouragement or temporary panic, or a fit of enthusiasm for an individual, they can be induced to lay their liberties at the feet of even a great man, or trust him with powers which enable him to subvert their institutions—in all these cases they are more or less unfit for liberty; and though it may be good for them to have had it even for a short time, they are unlikely long to enjoy it". John Stuart Mill (1806-1879) was the nineteenth century English philosopher and political economist still regarded as one of the world's clearest thinkers of his time.

These "Pearls" are offered merely as food for thought.

RETURN POSTAGE GUARANTEED

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

## SUTTER BUTTES

(Continued from p. 5)

There's another name: "The Mountain of the Breathing Spirit." This picturesque name is derived from a Sierra Indian tribal legend which vaguely alludes to "the great smoking mountain in the waters, to the setting sun from here." Interpreting the legend, it means that parts of a prehistoric sea were still present in the period when the ancestors of the Indians were living. The breath of the "Mountain Spirit" was probably **natural gas**—a blazing breath when lighted by brush fires or lightning.

Here we ring up the curtain of history and romance to reveal the modern industrial set devised by man on Nature's stage. Development of natural gas in this area was begun in 1931 by The Buttes Oilfields, Inc., Oakland, California, guided by Mr. O. G. Green, president and general manager. Rotary drilling to tap the underground "trap", or storage reservoir of gas, was started in August 1937. Buttes Well Number 1 became the "discovery well" of the field. No. 4 roared in with an initial per diem flow of 22 million cubic feet of gas, under a pressure of 2,937 pounds per square inch. In November, 1938, Well No. 3 having been completed, connection was made with the Pacific Gas and Electric Company's valley mains under a contract to supply gas to Sacramento Valley communities. To date, ten wells have been drilled, of which seven are producing, with one as yet uncompleted. Early this month, a new well will be "spudded in" in the area south of South Butte. Other wells are contemplated in the drilling program.

We are informed that there have been indications which, along with geological and geophysical evidence, point to the possibility of petroleum lying below the bottoms of the present Buttes natural gas wells. If this development comes to pass that will be another story for THE HEADLIGHT.

★ ★ ★

## WESTERN DIVISION NOTES

By Agnes Welch

★ The Superintendent's office force has just been awarded the U. S. Treasury Department T Flag for payroll subscribing 10% or more of their earnings for War Bonds. All of us take a great deal of pride in possession of this beautiful symbol of a goal which we've been striving to achieve for some time. This flag will be hung in the hallway of the office, where it will serve as a memento of an objective which has been reached through the untiring efforts of the bond committeemen and the cooperation of the employes.

Telegrapher-agent **Roy Campbell** was the successful bidder on the Spring

Garden agency; **Harold L. Johnston**, who was temporarily assigned there, went back to the second trick, Stockton Yard, for a short time and then later bid on the Stockton Depot job, which was vacated by **Oliver D. Harmon**, who resigned to take care of his fruit ranch at Selma.

Telegraphers **James A. Shingleur** and **John A. Small**, Oroville Yard, have been ill for some time now and we hope they'll be back on the job soon.

Telegrapher **Charles Robert Pew**, who for the past two months has been working the report job at Keddie, passed away suddenly while at work October 11th, presumably from a heart attack. Our sincere sympathy is extended to his family.

Because of heavy business, Greenville is now open around the clock and the two necessary additional positions are being filled by **Dorothy Hicks** and **Helen Miller**, newcomers from the Lone Star state.

**Sam Long**, B&B clerk, who has been ill for some time, came back to the job on October 16th. All of us join in welcoming Sam back.

**Ed. Lindley**, roadway clerk, returned from a rather strenuous one week vacation for a slight rest prior to undertaking the second week of his vacation.

★ ★ ★

## HUBBARD THOMPSON PUBLICITY DEPARTMENT

★ To Western Division Fireman Hubbard F. Thompson goes the credit for some fine Feather River Canyon pictures appearing in the art gravure magazine of The Houston (Texas) Chronicle issue of July 2nd. Thompson is one of our newer men. Last year, while holding the rank of staff sergeant in the U. S. Army, he received a medical discharge. Reading of our need for men in transportation service, he applied at our St. Louis office, and eventually joined us last November. This year when he went home (Houston) for a vacation, he took some photographs with him. Result: A full page display as described above. His interest is refreshing. Maybe he'd like to become our magazine's reporter for the transportation department at Oakland?

## SPORTS REVIEW

By Jack Hyland

★ Last October 12th marked the first complete round of play of the first half, and each team has now had an opportunity of playing their opponents at least once . . . thus affording them a chance of meeting the different players; determining the strong and powerful units; the weaker team; which player is average and which one can always be counted upon to come through in the clutch. All this information, if remembered, can be very helpful during the second round of play. Many of the lower average bowlers are coming along nicely and will have to be reckoned with during the last half, and likewise the higher average bowlers will begin hitting their stride. We should have some bigger scores during the balance of the season.

The first round proved quite successful with the Switchmen leading the pack (17 vs. 10), followed closely by the Transportation, Freight Agents, Freight Accounts and Traffickers (all with 16 vs. 11). The Oakland-Carmen and the Auditors are stronger teams than their standings indicate and should be right up near the top before the season is concluded. The team standings after the ninth week of play show:

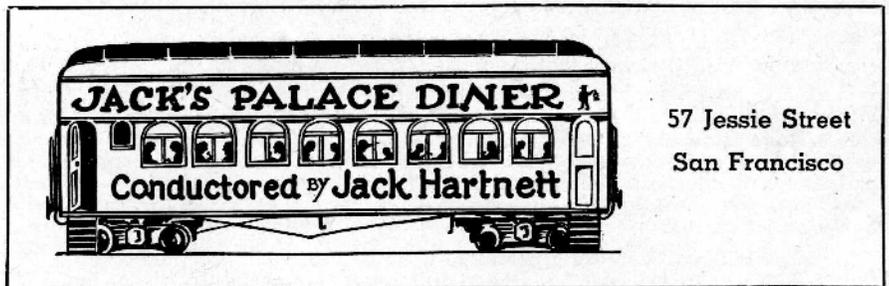
	Won	Lost	H.G.	H.S.
Switchmen	17	10	863	2333
Transportation	16	11	791	2429
Freight Accts.	16	11	758	2479
Traffickers	16	11	842	2372
Freight Agents	16	11	829	2370
Oakland-Carmen	13	14	864	2491
Treasurers	13	14	832	2429
Auditors	12	15	842	2452
S. F. Carmen	9	18	817	2262
Disbursements	7	20	838	2357

### Dooling Still Tops League

Charlie Dooling continues to hold down first place in the individual standings although dropping a few points during the past month, but he still has Charlie Craig right on his heels. Climbing from ninth place (in the October issue which wasn't shown) we find Spencer "Red" Lewis in third place, a mere percentage point below Craig. Johnnie Prismich (Oakland-Carmen) is a dark horse and will bear watching, coming in the stretch as will Heagney, Brown, Lindskoog and Wilkinson.

This month we are listing the full "Big Ten" list, and will endeavor to always have it, even though Mrs. Howard Sevey's husband isn't shown; in fact, neither is mine. The full list of the better bowlers (?) show:

	Gms.	Avg.	H.G.	H.S.
Dooling	27	173	212	577
Craig	21	168	197	553
Lewis	21	167	205	539
Prismich	27	164	211	540
Heagney	27	164	207	562
Brown	24	164	220	570
Lindskoog	27	163	228	557
Casey	21	163	229	532
Potter	24	162	190	533
Wilkinson	27	159	200	532



57 Jessie Street  
San Francisco