

1945

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Vol. IV DECEMBER, 1944 No. 12

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Bill Stout Business Mgr.

★

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We are indebted to **WOBBERS, INC.**,
 San Francisco stationers and printers,
 for use of that firm's 1944 and 1945 cal-
 endars in reproducing our December
 covers this year and last.

*And the angel said unto them, Fear not; for, behold,
 I bring you good tidings of great joy, which shall
 be to all people. For unto you is born this day in the
 city of David a Saviour, which is Christ the Lord.*

—The Gospel According to St. Luke.

EDITORIAL PAGE

★ More so than at any other time of the year, war, pestilence or famine notwithstanding, during the Christmas season a spirit of good-will and friendliness establishes itself in the hearts of christians, even enveloping those of other faiths who fall within the christian sphere. And that is good. Naturally we think of loved ones, particularly those who may be far off . . . and they are many these days. We feel more kindly toward friends and associates. We are even less annoyed with those who ordinarily annoy us. Possibly it would be helpful if we could maintain that feeling throughout the year, but we are, after all, only human!

To our men and women in the armed forces . . . to **Al Williams** and his 43rd NCB in the Pacific; to **Millard Parks** in Iran; to **Don Burgess** in New Guinea; to **Frank Bedient** in France; to **Orren Prentiss** on his LST probably in Pacific waters; to **Art Allen** in England or on the continent; to **John Nolan** at the Gardner General Hospital in Chicago; to **Al Bramy** at Camp Plauche (New Orleans); to **Paul Sheldermine** at Camp Knight—to mention a few from whom your editor has heard . . . our best Christmas wish is that they will remember us as we remember them. Last Christmas we prayed that this blight of war would be removed from the earth in 1944. This Christmas we earnestly renew the prayer for the termination of hostilities in 1945 and for the quick and safe return of all our friends.

For the editor, this issue marks the completion of a full calendar year with The Headlight. During that year, the services of two associate editors were lost . . . **Barbara Spacher** and **Irv Abramson**. Their assistance lightened the burdens of the editor. This Christmas season seems a good time to express gratitude. So the editor feels . . . and in even greater measure . . . toward his reliable and hard-working associate editor **Jack Hyland**. Jack has labored indefatigably for our magazine, probably more so than most of our readers appreciate. Yet his labors have not been in vain, if only because of expressed appreciation from our associates in the armed forces. And, while the editor is manifesting gratitude, **Tom Brown** must not be overlooked. Tom labors diligently and long to produce his epics THE WESTERN WAYFARER and WHAT'S IN A NAME? without which The Headlight would not be the same. To these people, for what pleasure you readers receive from our magazine during the past year, we are all indebted.

So, to all our associates in the armed forces, to my associates on the magazine, to all officers and employes of the Western Pacific, Sacramento Northern and Tidewater Southern . . . and to our other reader friends, the very best possible season of Christmas cheer.

The seventh day of this month marks the day of infamy three years ago when the Japanese, continuing their record of treachery, bombed Pearl Harbor. It's a source of great satisfaction this December to find our forces, led by Gen. MacArthur and Adm. Nimitz, back in the Philippines on their way to Tokyo. On the 10th, the Jewish Hanukah starts at sunset and, on the 15th, the Mohammedan New Year begins at sunset. Following our Christmas festival, the 28th marks the birthday of a great war-time president, Thomas Woodrow Wilson (1856-1924).

In the slim hope that members of the Western Pacific Club read the editorial page . . . and hoping to catch them slightly unawares . . . we remind all members that dues are payable NOW for the 6 months' period beginning September 15th, 1944. Let's remain in good standing! The editor had to be reminded his dues were delinquent so don't feel badly about this memory nudge!

Though railroaders need no reminder, the ODT calls attention to the travel congestion which will undoubtedly exist during the coming Christmas holidays. Fact is Pacific Coast railroads are NOW operating up to the limit of their passenger-carrying ability. During the holidays, greater numbers of service people will be trying to get home. Let's pass up our trips, unless absolutely essential, until well after the holidays, at least.

The Sixth War Loan Drive is now well on its way toward the fourteen billion goal. Our quota is \$436,350. All purchases of War Savings Bonds—Series E, F and G, as well as the 2½s and 2s—made by any of our people during the months of November and December, whether through the preferable payroll savings plan or through outside sources, may be applied against this quota. Our war bond payroll deductions will provide more than half of our quota . . . we need only to double our purchases during these two months to over-subscribe our quota. WE CAN DO IT. The war is NOT over. Your money is still needed. Invest it in your own government. You can buy no finer security. Your individual quota for the two months is \$75.00, including your payroll allotment. **Buy more if you can.**

AND A MERRY CHRISTMAS TO YOU, WITH A TOAST FOR AULD LANG SYNE.

★ As we near our fourth war time Christmas, and I write this message for the readers of the December issue of "The Headlight", it seems most appropriate to say that we are ever mindful of the fact that the Western Pacific Railroad now has more than a thousand men and women who are serving our country in the armed forces at home and abroad. Eight of our Western Pacific family have made the supreme sacrifice. These facts speak for themselves.

Equally we are proud of the fact that our employes "all along the line" have been making strenuous efforts to meet and overcome the obstacles of difficult operation and maintenance so as to enable our railroad to do its duty and to perform successfully the huge task imposed by unprecedented conditions.

This is a continuing, cooperative undertaking and I thank at this time all our employes, whether they be in the armed forces or in the railroad army behind the lines.

With my best personal wishes to one and all,

Charles B. ...

★ Although, in fact, we who are left at home this year will celebrate the coming Holidays in the traditional manner, our thoughts and hearts will be with the ten million G.I. Joes and Janes in the armed service over-seas and over-here, and the thoughts and hearts of ten million of our finest will surely be with us.

So we know that in wishing each other a Very Merry Christmas and a Happy New Year, as I do now to each one of you, it is with the deeper wish that all of those ten million could be back home for the coming Holidays with their own families and friends.

B. A. Mitchell



Christmas Greetings

★ Thanks to "The Headlight", I am again afforded the opportunity of having its December issue served as my personal Christmas Card to extend the Season's Greetings to all members of the Western Pacific family here at home, all of whom I know join me at this time in special greetings to our absent members serving in the armed forces, with the sincere hope we will soon all be united again in a world of Peace and Goodwill.

E. Mason

★ Again we have another year behind us, and one with its trials and tribulations, but also with its compensations and many things to be thankful for. The days and weeks have been busy ones, and at times it may have seemed like quite a grind, but the results obtained justify a pride and satisfaction at having been a part of the whole scheme of things, especially when we think of the tremendous amount of vital war material we have helped to move overseas that will speed the day of victory and the return of our boys. It has been a job well worth doing and is a tribute to the wholehearted cooperation of each and every employe of the Western Pacific organization.

I want to take this opportunity of wishing you at home and our boys and girls in the Armed Forces a very Merry Christmas and a Happy New Year, with continued success in your individual undertakings.

W. E. ...

★ We enter this Yuletide Season with a deep reverence for the meaning of the day and the religion it symbolizes. There is a feeling of thankfulness that the V-Days are in the offing, of sadness for members of our family and close friends who gave their lives that our freedom and beliefs might live, and of joy that the faith reborn each Christmas urges us on to face the future.

The Dawn of 1945 brings the West a gigantic task of supplying our Pacific forces the material for the knock-out blow. The length of the war is largely a matter of logistics and we are a vital link in that tremendous chain. It is up to each and every one of us to make certain our link has the tensile strength to carry the load.

Thank you, Editors and Staff of The Headlight, for this privilege and also for the fine issues this past year which have sent news of the Club, its members and the Western Pacific to the far corners of the earth.

Wishing you a very Merry Christmas and a Victorious 1945.

Frank Lindee

Hy-Lites

By JACK HYLAND

★ Three years ago, on the evening of December 7, 1941, a Japanese Vice-Admiral stood on the deck of his flagship somewhere in the Pacific west of the Hawaiian Islands, and he was very happy. All day long reports had been received of the havoc and destruction wrought upon the American Fleet at Pearl Harbor. On that date, he truly believed, the thought of an American fleet strong enough to attack and capture Leyte (Philippine Islands) within three years or even ten years bordered on the fringe of lunacy. But fate has a way of doing preposterous things, for the death of Vice-Admiral Chuichi Nagumo (commander of the sneak attack), who was killed in the defense of Saipan, prevented his being subjected to further humiliation. The recapture of Kiska, Agattu, Attu, Guadalcanal, New Guinea, New Britain, Tarawa, Eniwetok, Saipan, Guam, Peleliu, Morotai and many smaller islands, as well as our latest historical landings in the Philippine group, have all been accomplished . . . **WITHIN THREE YEARS.** To those of us residing on the Pacific Coast, these victories are close to home, but we have not forgotten our boys in the Far East around Arabia, Iran, Burma, India and China, nor those in the European Area who, after their original landing at Casablanca, have fought their way through Algeria, Tunisia, Libya, Egypt, Sicily, Italy, Greece, France, Belgium, Holland and finally into Germany . . . and all **WITHIN THREE YEARS.** An so this year, in extending our fourth wartime "Season's Greetings" to **Joe, Connie, Jim, Bob, John, Don, Art, George, Barney, Tim, Frank, Eddie, Bruce** and many others we also add a prayer for the men who gave their lives in the winning of these victories.

Irma Piver, staff reporter of "Oakland Shops" for the Sacramento W.P. Amusement Club's magazine "The Reporter", had an article in the November issue about **Ed. Condon's** (hostler-Oakland) recent family reunion. One thing Irma failed to mention or possibly didn't know was . . . Ed celebrated his "43rd" year anniversary on November 6th, and we join his "seven grandchildren" in extending congratulations.

Paul Meyer (Traffic) recently returned from Denver, Colo., where he attended a Rate Divisional Meeting. Being a real patriotic citizen, Paul arranged to return to the Bay area in time to "vote". (Because this is the U.S.A. he voted for . . . **his own choice**).

Once again good friends must part . . . and on Nov. 15th **Harry Willette**, chief clerk to Tom Barry (Frt. Claim Agt.) left the WP services to accept position with Merchant Shippers Ass'n., San Francisco. Harry's many railroad buddies extend good wishes and know he'll handle his new duties successfully.

We have another author in our midst . . . and if you turned to page 124 of the November "Railroad Magazine" and read "Vinegar Bill", written by **Gilbert A. Lathrop** (switching foreman - Western Pacific), you enjoyed a good story. Gil works in our San Jose yard, and we hope he'll continue to write additional stories for publication.

Bill Fauntleroy's (AGFA-Traffic) many friends were saddened by the news of the passing of his mother last October 27th. Understand the family was very appreciative of the many kind expressions of sympathy received.

Another Western Pacific man was inducted . . . and with more than 1000 of our employes already in the armed services, some people may wonder why this should warrant special mention. Well, this man isn't exactly a youth (as to age) but his services will release a younger man for front line duty . . . and refer to **Manuel Bettencourt** (Passgr. Dept.) who was sworn into the U. S. Coast Guard (Port Security Branch) last October 19th.

That little boy "Dan Cupid" has been busy again and this time his target was **Nancy Taber** (Trans. Dept.) who became engaged to **Lt. Robert Moore** (U.S. Navy) last October 22nd. Wedding plans are indefinite and no wonder with Bob being kept busy in the Navy and Nancy doing volunteer work with the AWVS, active in the graduate group of College Women's Club and being a captain of junior hostesses at the Stage Door Canteen.

Ruth Bettis (formerly Traffic) visited the office last month and proudly displayed pictures of her little son . . . "Jack, Jr.", born on September 26th, weighing an even 8 lbs. Sharing first time parenthood with Ruth, is . . . "Daddy" **Jack Bettis** (a bombardier) now stationed in Italy.

Mrs. Ronald Baird . . . is the new name of the former **Muriel Delfs** (Treasury Dept.) since she became the wife of Ronald Baird (U.S. Maritime Service) on October 16th. The marriage ceremony was held in the Northbrae Community Church in Berkeley, Cal. Although slightly belated, our very best wishes are extended to the newlyweds.

Recently learned another one of **Ed Moss'** (CarForeman - Oakland) boys is now in France. This time it's **Sgt. Carl Hunter** . . . and he'll now be a "hunter" on the other side of the pond and we're not referring to Lake Merritt.

The **Frank Ahlert** (Aud. Disb.) family group was enlarged by one . . . when little "Marie Suzanne", weighing 5 lbs. 10 oz. made her debut last October 21st. (This is one time, Frank, when the usual meaning to the phrase "three is a crowd" is a definite prevarication.)

Roy Campbell (Traffic) informed me last month and it has since been confirmed . . . so we can now, and could have since Oct. 17th addressed Bob as **Capt. Robert Harlan** (formerly Traffic). Extend congratulations, Bob, and if you happen to see **Capt. Paul Shelmerdine** (Trans. Dept.) give him our "Hello".

Returning to the office last October 17th, after a sojourn at St. Joseph's Hospital, is **Vyda Taylor**, secretary to Tom Barry (Frt. Claim). Through our reporter Frank Rauwolf, understand Vyda said . . . "I'm glad to be back and work is a pleasure."

SPORTS REVIEW

By Jack Hyland

★ As the W.P. Bowling League rolls into the final month of play of the first half schedule, we find the Freight Agents entrenched in first place, three full games ahead of the second place Traffickers. Their climb into undisputed leadership is a result of consistently good bowling which has enabled them to win all of their last nine games, and to further prove it takes good bowling to win . . . our bowling sheet records for the night of Nov. 16th disclosed we had eleven men smashing the pins into the pin boys' laps for series of over 500, highest being Cathcart-554; Sevey-551; Wilkinson-547, and Thompson-546. Additionally, on the same night seven bowlers had games of 201 and higher. The complete team standings including games of Nov. 16th show:

	Won	Lost	H.G.	H.S.
Freight Agents	28	14	847	2477
Traffickers	25	17	845	2372
Transportation	23	19	872	2429
Treasurers	23	19	897	2429
Freight Accounts	21	21	877	2479
Oakland Carmen	20	22	864	2491
Switchmen	20	22	863	2333
Auditors	19	23	842	2452
S.F. Carmen	18	24	817	2262
Disbursements	13	29	838	2357

Dooling Still Leads

This is the third consecutive month in which Charlie Dooling has earned "top-billing" on our Big Ten list, and although dropping a few percentage points, he has been steady enough to maintain his lead whereas others have been having their troubles . . . and Johnnie Prismich knows what I mean for on Nov. 16th when everyone else was hitting 500 or better, he couldn't hit enough pins to make a (???) series. (Just haven't the heart to show the score).

Howard Sevey and myself are trying like H . . . to get into the Big Ten, but just missed, the others who did make it are:

	Gms.	Avg.	H.G.	H.S.
Dooling	42	170	212	577
Craig	30	167	210	553
Potter	39	166	235	568
Lindskoog	42	164	228	582
Lewis	36	164	205	539
Casey	36	164	229	532
Brown	39	162	220	570
Wilkinson	42	161	209	547
Stoney	33	161	200	519
Prismich	42	160	211	540

A vote of appreciation is extended to the girls who are bowling in our league, namely: Patsey, Denning, Dillon, McDermott, McIntyre, Decker, Keller, Malta and Lowrey, for their faithful and regular participation, week after week.

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1944, Thomas P. Brown)

★ **ROUGH AND READY**—The name (1) of a well-known island in the San Joaquin River delta region, fronting on the Deep Water Channel of the Port of Stockton, and recently acquired by the Government for the permanent "Stockton Naval Supply Depot Annex", a \$25,000,000-plus project; (2) of a hamlet near Grass Valley, Nevada County, Calif., where gold was discovered in Sept. 1849 by covered wagon adventurers led by Capt. A. A. Townsend, Mexican War veteran. (California: Amer. Guide Series).

This name was imported to Nevada County from the East, a not unusual phenomenon of early western days. It stems from the sobriquet of "Old Rough and Ready", admiringly and confidently applied to Gen. Zachary Taylor (our 12th President) by his soldiers in the Mexican War. Data on this subject is to be found in George Erle Shankle's work on "American Nicknames", according to Miss Mabel R. Gillis, California State Librarian, Sacramento.

As to the bestowal of this name on the historic island, Mr. Edmund G. Kinyon, managing editor, Grass Valley Morning Union, suggests that George D. Roberts, prominent engineer and promoter in the Grass Valley area, who later went to the San Joaquin Valley, may have carried that name to that territory. However, Attorney George A. Ditz of Stockton quotes Mr. Stanley A. Ford of the Security and Guaranty Company of that city as saying that Roberts did not at any time hold title to Rough and Ready Island.

Somehow we incline to the theory that the naming of Rough and Ready Island is traceable to Mr. Roberts and it is noteworthy that "Roberts Island" adjoins Rough and Ready Island on the west. Mr. Charles E. Warner of the Stockton Chamber of Commerce is on the trail and we hope that eventually we can run down this quarry to a verifiable conclusion.

As to the Rough and Ready which is four miles west of Grass Valley, we wish we could quote in extenso from a very interesting article entitled "The Independent Republic of Rough and Ready", written by Mr. Kinyon, an historian in his own right, and published in the February, 1942, issue of "Ghost Town News", Buena Park, Calif.

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

WALLA WALLA, Wash.—In the October issue of THE HEADLIGHT we said this name means "small running water", or "place of many waters". Since then Mr. Charles W. Smith, University of Washington Librarian, Seattle, has sent us a photostat copy of pertinent pages from "The American Anthropologist", Jan., 1892, in which Mr. Myron Eels wrote on "Aboriginal Names in the State of Washington", as follows:

"Walla Walla, written Wolla Wollah by Lewis and Clarke, is a Nez Perce and Cayuse word, the root of which

is walatsa, which means 'running'; hence 'running water'. Two meanings of it are given, one being 'a small stream running into a large one'—that is, the Walla Walla River, emptying into the Columbia; another is 'ripple after ripple', 'fall after fall'. These meanings were given the writer by Mr. P. B. Whitman and Dr. W. C. McKay, who have lived among the Indians most of the time for over forty-five years, and speak the Walla Walla language as fluently as they do English. The Walla Walla Union, however, of Nov. 29, 1890, says:

"There has always been dispute as to the origin and meaning of the name Walla Walla, most people clinging to the idea that it is an Indian term meaning many waters. In a recent number of St. Nicholas, Joaquin Miller gives a fresh interpretation of the origin and meaning of Walla Walla, which is at once probable and beautiful. He says: 'The lover of pretty names will easily trace this Walla Walla back to the French settlers 'Voila! Voila!' No man can look down from the environment of mountains on this sweet valley, with its beautiful city in the center, whose many flashing little rivers run together and make it forever green and glorious to see, without instinctively crying out Voila! Voila! It is another Damascus, only it is broader of girth, and far, far more beautiful."

"I, however, sincerely doubt," says Mr. Eels, "the French derivation of the name, as Lewis and Clarke, who came in 1805, before the French did, and who were the first whites to cross the continent and enter the Walla Walla country, called the tribe the Wolla Wollah."

(Note—"Voila!" is usually translated as "See there!" or "There!")

BROADUS, Mont.—County seat of Powder River County. The river was so-called because "the fine black sand along its banks resembles gunpowder" (Montana: Amer. Guide Series). It has been described as being "a mile wide and an inch deep." The war-cry of the 91st Division, World War I, was "Powder River, Let 'er Buck!" Broadus is named for the **Broadus** family, the omission of one of the d's being attributed to a mistake made at Washington, D. C.

This answers a query made by Mr. Charles N. Tackett, W.P. Traffic Department, San Francisco, and we thank Miss M. Catherine White, Montana State University Reference Librarian, for source citations from (1) "Montana; Its Story and Biography," Editorial supervision of Tom Stout, The Amer. Hist. Soc., 1921; and (2) "How Montana Counties Were Named", by N. C. Abbott, "Montana Education", 1935.

Oscar Broadus, born in Missouri, 1862, settled here in late 1885 and subsequently contributed in a marked degree to educational and other improvements in this vicinity.

WESTERN PACIFIC CLUB DANCES

★ **Frank Rauwolf**, formerly of Stockton freight office and now with our freight claim agent in San Francisco, reports that the dance held at San Francisco's "El Jardin" early last month was enlivened by the presence of roughly (the word being used advisedly) 100 members and non-members, the majority of whom seemed to enjoy the evening. Major prizes were won by Headlight's associate editor **Jack Hyland** . . . two tickets for "Winged Victory" (which said Frank Rauwolf enjoyed as Jack's guest!) . . . **Helen Decker** (Traffic), **Mae Denning** (Transportation) and an "unknown" Marine all received \$5.00 Roos Brothers gift orders. Other prizes were won by **Johnny Prismich** (Oakland carman) and **Howard Sevey** (treasury department).

The apparent success of this dance has prompted the entertainment chairman (Frank Rauwolf again!) to project his neck and announce another dance to be held December 16th. Arrangements, however, will be different, since this dance will be held at a private club, better music is promised and something has been said about a bar and private stocking (we don't understand this, but it appears to be private in any event!), One **John P. Carroll** has promised to produce and direct a show of stupendous proportions. (THIS we must see!). A more romantic setting and refreshments, lighter in one respect and heavier where they belong, tops the program and Bay area members and friends have only themselves to blame if they miss the fun.

The success of the November dance is attributed by Frank Rauwolf to the efforts of the Messrs. Hyland and Carroll, but we know that much credit must also be given Frank.

★ ★ ★

MRS. LILLIAN STREET HONORED

Russ Cleland (Passenger Department General Agent, Oakland) tells us that on September 27th Rear Admiral M. S. Tisdale, Commandant at Mare Island, presented Mrs. Lillian Street with a meritorious Civil Service Award, the second highest civilian award offered by the U. S. Navy. Mrs. Street, administrative assistant in charge of the Information Bureau at Mare Island, commonly known as "The General", is rendering a very capable service for our navy boys, ably assisted by a staff of competent young ladies, most of whom have husbands in the service.

The duties of Mrs. Street's bureau are numerous and varied, but the most important tasks are making rail and airline reservations for officers, enlisted men and their families and securing housing accommodations.

Buckley, M. H.
Connelly, James
Erlenheim, J. A.



In explaining the significance of the 1,001 total repeated again this month though five new names appear, it should be explained that this is possible because as our people return to work from the armed

Tunsen, A. F.
Powell, L. L.

forces their names are removed from the honor roll. Thus, in the interval between our November and December issues, five of our men entered the armed forces and five returned.

WAR BOND CONCLAVE AT CHICAGO

★ As recorded in Headlight's November columns, General Chairman McCarthy, of the BRC, General Chairman Whitman, of the BLF&E, and General Freight Agent Mittelberg, chairman of Western Pacific's general war bond committee, met with management and labor representatives of western railroads at a conference in Chicago on October 30th under the auspices of the U. S. Treasury's War Finance Division.

The wide divergence between railroads with good war bond records (happily, Western Pacific is in that category) and those with mediocre or poor records was shown and the reasons for this divergence were analyzed and discussed. While it was realized that the sale of war bonds to railroad employes is greatly complicated by factors of distance and constant movement, it was pointed out that the railroads with high war bond records had the same wage scale and the same contact problems as the others and that proper organization might swell the Treasury war bond receipts several million dollars per month through the payroll savings plan.

Our railroad's record is very good, but, since we've not yet reached our 10% goal, it isn't perfect! Those who are subscribing, particularly the 2,600 or more ten-percenters, are doing a job they may be proud of. Yet only 75% of our people are making regular monthly allotments for war bonds. It is to them we must look for improvement in our showing if we are to make the Western Pacific an outstanding railroad in the war bond field as, many will concede, it is in the transportation job being achieved.

DAVID COONS RETIRES

★ After 37 years of continuous service with the Western Pacific, Water Service Foreman David Coons retired the first of this month.

Born at Spring Hill, Kansas, on April 6th, 1875, Dave came to the WP in July, 1907, as water service foreman of Gang No. 1.

A loyal and competent worker, Dave will be greatly missed by his associates, who all join in wishing him happiness and contentment in his leisure hours.

JOSEPH CABLE MARCHAND APPOINTED GENERAL STOREKEEPER

★ "Joe" Marchand, who was recently appointed General Storekeeper for the Western Pacific, has been in the service of our railroad more than 29 years, including almost two years in the Army during World War I.

Beginning February 1st, 1915, as a shipping clerk in the store department, Joe has handled more than a half dozen assignments and was chief clerk to the general storekeeper at the time of his new promotion.

A native Californian, he was born March 26th, 1894, at Plymouth (Amador County).

His many friends offer congratulations and best wishes for success.

* * *

DANIEL J. IRWIN PROMOTED

★ Last month Dan Irwin, former assistant chief clerk to western division superintendent, took over his new duties as chief clerk to the general storekeeper at Sacramento Shops.

Dan entered WP service at Portola in August, 1936, as roadmaster's clerk, and in 1937 joined the superintendent's staff at Sacramento as DC clerk. Since that time he has held various positions, including that of assistant T&E timekeeper and assistant chief clerk. In addition to his other duties, Dan has done yeoman work in improving the Western Division's war bond record. He leaves with that division making its best showing to date.

Last November 17th, Dan's friends met at the Alhambra Cafe in Sacramento where a luncheon was held in his honor. His many friends, who were unable to attend the luncheon, extend hearty congratulations and best wishes for continued success.

* * *

ELBERT JOHN MCGOWEN

★ After a brief illness, Elbert J. McGowen, our agent at Terminous, passed away suddenly on November 14th.

Born in Alta, Iowa, in 1882, McGowen entered WP service in August, 1919, and held numerous positions on the system since that time as telegrapher and agent, including Oroville and Loy-alton.

Our sincere sympathy is extended to his family.

ELKO NOTES

By Jane Littlefield

★ We're happy to report that Signal Supervisor Moldenhauer, who was injured in a recent motor car accident, is now well on the road to recovery.

Congratulations to Mrs. Robert T. Cavender (nee Barbara Ogilvie), stenographer, who was married in San Diego November 11th.

Eileen and Denny Daly, assistant file clerk and assistant accountant respectively, spent a week-end in Twin Falls on a successful pheasant hunting trip.

Frances Test has taken over position of steno to assistant chief clerk vacated by Norma Santochi, who left last month.

Edith Graham, mechanical clerk, has taken a 90-day leave of absence and has returned to her Colorado home.

Welcome to Mrs. Maxine Bussell, formerly of Bakersfield, Calif., now employed in our dispatchers' office. Her husband, Pvt. Virgil G. Bussell, ordinance mechanic, is now with the Army in France. . . . Also welcome to Earla Hooper, new steno-clerk in the personal record office.

Theda Mueller recently heard from her husband who is now in the Netherlands East Indies. Lt. Mueller is a B-25 pilot.

Mrs. "Scotty" Duncan left for Denver on her vacation last month for a family reunion.

Dorothy Piers, youngest daughter of Assistant Chief Dispatcher "Andy" Piers (Portola), was married in Elko on November 10th to Ph/m 2c Keith Parkinson, USN.

S2/c Ona Tellaisha, formerly Elko Headlight staff reporter, spent a 10-day leave in Elko with her brother, who was also home on a furlough, and sister-in-law. A dinner at the Star was given in Ona's honor by the girls at the office. Ona is now stationed at Treasure Island.

* * *

Edward J. Hillier Appointed Chief Dispatcher at Keddie. "Bill" Wheeler and Lou Jaskala Move Up

★ In his second promotion this year, Ed. Hillier was appointed chief dispatcher at Keddie last month. On April 1st, he was promoted to assistant chief at Sacramento.

Born in Coeur d'Alene, Idaho, Ed. began his railroad career early helping his father, who was agent for the Great Northern Railroad, after school hours. His first railroad job was with the Great Northern as telegrapher and dispatcher and he entered Western Pacific service in March, 1937, as a telegrapher. Shortly afterward he was promoted to train dispatcher and, in March, 1940, took over the duties as night chief dispatcher.

W. A. "Bill" Wheeler, who has been with us since 1937, succeeds Ed. Hillier as assistant chief dispatcher at Sacramento, and Lou Jaskala took over Bill's old duties as night chief dispatcher.

HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(With Apologies to Dale Carnegie)

ARTICLE I.

★ Our principal business is to handle freight. Our freight earnings really support all the other activities of our business as a transportation plant . . . and it supports us!

Our railroad employs many men to tell the world about our service, men to induce shippers to use our railroad, men and women to keep the records we have to keep in order to know what we have done and to measure our ability to do more transportation and more men to make good our failures by explanation, if we can, and cold cash if we cannot.

Then we have a lot of men who secure and look after the supplies we need to operate our railroad, and other men to apply these supplies to right of way, equipment and structures.

Whatever these men do and whatever direction their work or thoughts take, if you could draw a line from that point, it would lead to the freight handler in stations, yards and trains.

All roads lead to the handler of our freight. That man is important and every thinking man on the job, in every department, knows it . . . and the man handling freight should know it.

Our railroad machine cannot be one whit more successful than the experience, good-will and ability of the individual man who handles the freight will permit. These qualities represent the life blood of our railroad.

Every experienced railroad man always knows the right way to do his job. The only time trouble develops is when he forgets, or when he doesn't know that changed conditions have made his way the wrong way.

The railroad way to keep up with the constant changes is to meet together and swap experiences . . . consult, or as we term it, "talk shop". One learns a lot by simply thinking about the "why" of what we're doing and figuring a way to do it quicker and safer.

Our railroad is a public service corporation. It serves the people. Our prosperity is measured solely by the amount of service we furnish. That service MUST be good.

Every man and woman on the railroad is engaged in some phase of this service, which is divided between passenger and freight. The bulk of our business is devoted to freight handling.

It is estimated that a piece of freight, or the record in connection therewith, is handled by at least 50 different persons between the shipping room and the receiving room of the consignee. Each must do his part. Should anyone fall down in performance, it requires the work of a great many people to straighten it out and, when that proves impossible, Tom Barry, our freight claim agent, must settle the matter. But that does not entirely satisfy the customer.

It so happens that we handle practically all our freight without getting into trouble. The goal of any good railroad worker should be to see to it that we do not fail at any point in the handling.

Future articles will discuss this and other factors that go to produce good freight handling.—The Editor.

EASTBAY GRAPEVINE

By Bob Runge

★ Been at Stockton Yard for a month, so the column will deal mostly with personalities at M.P. 92 . . . Tried to get the phone numbers of a couple of personalities, but "Father" **Cameron** (better known as Clarence) wouldn't let me. Great Place, Stockton Yard . . . Stockton Yard, that's railroad lingo for HOLD! REICE! 25% SALT! You don't understand? Ask the train desk clerks and **Ken Bones**.

Walked in the Yard Office at six one morning (hadn't gone to bed yet) and found Bernice "One Chuckle" **Moni** very happy . . . the mudhops train check and the office check of RT No. 8 balanced! "Ceescio" **Rustan** was not happy . . . uh-uh . . . hees mustache . . . she was crooked lak anytheeng! Virginia "Coffee Pot" **Rustan** was having trouble understanding "River Rock" **Duff** over the phone . . . he had his pipe in his mouth and every time he repeated a car number it sounded like **Rex Kearney's** TS Local was trying to get out past Ortega!

At 8 a.m. the day shift takes over,

Dominic finishes sweeping the floor and the phones start ringing: Some mudhop on the old circuit wants **Jack Peters** . . . **Stan Dinkel** has **Duncan** on another phone and wants to know when So and So is going to get a switch . . . **Joe Diehl** is looking for the inbound train lists so he can fill out the 8 a.m. yard check (Joe is also looking for a car of spuds) . . . **Les Hamilton** is looking for the morning yard check so he can give the chief a line up . . . **Ernie Noyes** is trying to explain to some trainman the reason for a short call . . . "Junior" **Williams** is trying to find out how much tonnage **Duncan** wants to put on the West man called for 10:30 . . . "Little Round Man" **Daniels** is trying to balance up 2nd 54 . . . there are more cars than waybills . . . While all this is going on **Cam** is trying to talk **Phil Prentiss** into buying us a cup of coffee at the Chinaman's . . . after twisting his arm **Phil** bought. Incidentally **Bill Keough** had better quit eating so much . . . getting a little round Willie! One thing about Stockton Yard, it's nice and quiet . . . like the Bay Bridge Terminal at 5 p.m.

Via the Oakland Grapevine: **Jesse Holmes** can't spell very good in the

daytime . . . he went to night school. **Fred Bagge** won \$10 on an election pool . . . next day he was wearing a new overcoat (?). **John Prismich** says that **Marge Patsey** of SF is a good bowler, if she doesn't eat before bowling . . . something about ball going into gutter! What gives Marge? **Leo Ennis**, **Mrs. Leo Eldora LeGreve**, **John Prismich** and **Ray Ackeret** attended the **El Jardin** affair. Ray said he enjoyed the party because it was informal . . . everybody wore their own clothes! "Scotty" **Sedwick** passed the word along that **Clara Murphy** is going to middle aisle it with an SP engineer . . . Don't tell me the WP hogheads are getting bashful? Accounting Department, SF, recently asked for bids for the position of stenographer in Auditor of Disbursements' office. Duties . . . now read carefully . . . duties consist of such work as is ordinarily expected of a stenographer??? WANTED: Tricycle, about two or three year old size. If you have one, please contact **Dave Copenhagen**.

A Merry Xmas and Happy New Year to everyone. If anybody wants to send me a gift, I wear size 16 shirt and don't like my neckties too loud.

★ ★ ★

GUS MANN SAYS FEATHER RIVER INN WILL REOPEN NEXT SUMMER

★ Last month, while dining at Mann's Rainbo restaurant in Chicago, your editor was assured by Gus Mann himself that the Feather River Inn would reopen next summer, which is very good news. Gus is the ever genial, capable manager of the Inn under whose supervision the cuisine is always excellent and the general atmosphere friendly and informal. Which, after all, is no less than would be expected from the man (Gus) who, under the title of "The Art of Living", wrote the following words:

To touch the cup with eager lips
and taste, not drain it;
To woo and tempt and court
a bliss and not attain it;
To fondle and caress a joy,
yet hold it lightly;
Lest it become necessity
and cling too tightly;
To watch the sun set in the west
without regretting;
To hail its advent in the east—
the night forgetting;
To smother care in happiness
and grief in laughter;
To hold the present close—
not questioning the hereafter;
To have enough to share—
to know the joy of giving;
To thrill with all the sweets of life—
is living.

In addition to its mountain setting, the Inn's attractions are varied and unsurpassed. A sporty 9-hole golf course, a magnificent swimming pool, a fine tennis court and horseback riding for the active; a comfortable lounge; a spacious porch, dancing and the other usual activities for the less active. For all-round perfection the Feather River Inn has few equals.

Best of all, it is served by the Western Pacific. The Feather River Inn station is one mile west of Blairdsen; 12 miles west of Portola, and 304 WP miles from San Francisco.

RETURN POSTAGE GUARANTEED

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

WESTERN DIVISION NOTES

By Agnes Welch

★ Plans for the construction of a new Western Division office building at 19th and J Streets, Sacramento, have been approved, bids advertised and, if unforeseen complications do not arise, it is expected ground will be broken in the near future. The new building is designed along modern lines, will be constructed of concrete, with generous glass windows and doors, fluorescent lighting, air conditioning and soundproofing throughout. There will be a conference room in the basement, along with a kitchen which will be available to employes as a lunch room. We'll describe the new office in more detail when it's finished.

While on the subject of building things, we might add that CTC was extended to the west switch at Virgilia last month and, at press time, it was expected CTC would be cut in as far as Belden before the end of November.

Theodore C. Wood, fireman, has a new well-earned prefix attached to his name. "Engineer" Wood he's known as after recently passing the examination and being marked up in that capacity at Stockton.

An additional stenographic position was created in the chief dispatcher's office and **Catheryne Ferrera** has been assigned. **Pauline Manning** has been assigned DC clerk, **Veronica Wonderley** is the new Victory Tax clerk, and **Gene Goodrum**, who worked at the Shops for some time, bid in position of assistant T & E timekeeper, all in the superintendent's office.

Frank G. Hardwick, formerly at Lyoth Quartermaster Depot, has taken his assignment as agent at Sloat. **Bill Mi-then** relieved Frank at the Quartermaster Depot.

Agent **Pat O'Malley** has returned to his duties after a much needed vacation. Telegrapher **Al Aldrich** has returned to work at Niles Tower, and Telegrapher **Clinton E. Page**, formerly at Belden, has taken his assignment at Oroville Yard.

John F. Waller, formerly with the Southern Pacific at San Luis Obispo, is now a WP dispatcher at Keddie.

Several new automobiles (and what's your priority rating?) have been placed at the Stockton, San Jose, Oakland, Fruitvale and Sacramento agencies to speed up the increased work at those points. The cars are mostly Nash sedans (publicity?) and have already seen considerable service, some of them seeing service around-the-clock.

AT RANDOM

★ In New York, we learned that Lt. **Joseph Mason**, USNR (formerly traveling freight and passenger agent in the New York territory) has returned to the States after 14 months in England, having completed the task to which he was assigned, namely, to supply ships preparatory to the invasion of Normandy. Welcome home, Joe.

Through **John Coupin** (general agent-freight, San Francisco) we've heard from PFC **Chandler A. Reiser** (Al to his friends), of Sacramento and San Francisco (traffic). Al is in France now and reports his good fortune in being able to visit Paris, after having visited in London while stationed in England.

Lt. Comdr. **Alan Williams**, of the Seabees, V-mails from the Pacific "How to get into a coconut in ten easy lessons". This must be seen to be appreciated, but the general impression seems to be to leave coconut-opening to an expert, or risk serious bodily injury!

From RT 2/c **Orren K. Prentiss** (western division brakeman, comes word that his address is now care of FPO, San Francisco. Looks as though Orren's LST will participate in some future Pacific action. We like Orren . . . he likes The Headlight!

Ahwaz, Iran, makes our columns courtesy of S/Sgt. **Millard Parks**, who sends two photographs which we'd reproduce were it not for dat ole debbil expense. They show the train carrying the censored millionth ton of war material for Russia way back on July 27th. Millard says "the freight was composed of tanks and other war supplies received in Teheran by Major General Donald H. Connolly, Commanding Officer, Persian Gulf Command, who turned it over to Major General Ivan Kargin, Commander of Soviet troops in Iran." A Russian woman fireman, Miss Valentina Verbanova, was a member of the train crew moving this material north and Millard says she can . . . and does . . . take her place with the best of them. "Keep selling bonds . . . and the WP . . . and stay American", adds Millard, who was a brakeman at Portola before entering the armed forces. We could use Millard in our war bond efforts!

We're mighty glad to hear that **Claude P. Wilson**, sheet metal worker at our Oroville roundhouse, is recovering nicely from a serious injury sustained in an unfortunate accident while at work. We hope it wont be long until he's able to be back at the old stand.

Congratulations to Lt. **Irving F. Lyons, Jr.** (traffic), of San Francisco, who was recently promoted to the rank of First Lieutenant in the Army Transportation Corps at the San Francisco Port of Embarkation. He is on duty in the Port Water Division. In the old days, Irv was known as a Solicitor . . . later as a Freight Traffic Expediter. Also in the old days, when we carried advertising in The Headlight, Irv was our advertising manager. We imagine Irv's friends need not be reminded that he is an alumnus of University of San Francisco! Good luck, Irv, and all possible success.

Another fine letter from Lt. **Don Burgess** (traffic) has arrived from New Guinea. We'd like to give it to you in its entirety, but again space doesn't permit. However, we'll hit a few of the high spots. Recently Don was awarded the DCC . . . the "Distinguished Crocodile Cross" for being credited with more crocodiles than any other man in the war! The citation, with all the pomp and ceremony of the real thing, resulted from Don's action in jumping into the water (with clothes) to rescue a comrade who'd been dragged into the briny by what was supposed to be a dead crocodile! After dragging the man out (he couldn't swim), Don fastened a rope about the crocodile (wotta man)! and the reptile was dragged in for conversion to a Gladstone bag! Continuing, Don says the Japs consider the Aussies the best jungle fighters and rate themselves second. When asked about the Americans as jungle fighters, they replied "The Americans don't fight in the jungle—they remove it!" About Christmas, Don says, "Again, the very merriest of

Christmas. And don't think we resent the Christmas you'll be having. Of course, we'd all like to be home, but we understand that you'd like to have us home just as well . . . and you don't know what a cheerful Christmas we will be having knowing, with that comfortable feeling, that you and all our loved ones at home are not being bombed. That makes a great Christmas for us to celebrate. In our helpless and dark hours it makes us feel that we are giving a good fight". That from one of our men in New Guinea is a mighty message. We feel we could conclude with nothing better than Don's Christmas wish—

For God, I want some graceful prayers
And help him with His load of cares;
For Country I want men who'll give
Their blood that liberty can live;
For Mothers, bring each her soldier son;
For Loved ones, love for all they've
done;
For each lone lad in uniform
Bring a letter whose words are warm;
And to all a Merry Christmas.

—The Editor.