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THE HEADLIGHT

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Few can be induced to labor exclusively for posterity; and none will do it enthusiastically. Posterity has done nothing for us; and theorize on it as we may, practically we shall do very little for it, unless we are made to think we are at the same time doing something for ourselves.

—Abraham Lincoln.

EDITORIAL PAGE

★ This observation of the immortal Lincoln was made in February, 1842, by coincidence, possibly, on the 22nd, the birth date of another immortal, Washington; yet, in retrospect, it seems that both these truly great men labored exclusively for posterity. Now, many generations later, we Americans are again in the midst of another critical period. The prospects of victory for our arms is certain, though the road to ultimate success still may be long and bloody. The shortening of that road is the challenge to the home-fronters. Any dalliance on our part is defaulting in the debt we owe our fighting men and, more realistically, actually akin to treason. But, even after the unconditional surrender of our enemies, what is the prospect for a lasting peace? And, collaterally, what is the prospect for national solvency? To lead us out of the morass of difficulties which will beset us, we will need a leader with the fortitude of Washington, the humility and steadfastness of Lincoln and all the best attributes of the thirty other presidents! The prospect for such a man is bleak? Be of stout heart! Providence gave us a Washington and a Lincoln and, may it please our Divine Maker, we shall be thrice blessed.

★ In our December issue we gratefully acknowledged the assistance given by some of our Headlight associates, but we overlooked one man who performs an heroic job monthly . . . Bill Stout . . . our business manager. It is Bill who, in addition to keeping our financial records, labors industriously every month to get our magazine into the hands of our readers. Jack Hyland sends the magazine to our men and women in the armed forces, whose addresses have been furnished us, but it is reliable Bill Stout who takes care of the balance of our mailing list. We salute Bill for his loyalty and diligence. And we are grateful as well to our staff reporters who weather the foibles of the editor and carry on nobly!

★ Marsh Maslin, the well-known newspaper columnist, became director of publicity for The Redwood Empire Association at the turn of the new year. Our editorial staff feels kindly disposed toward Maslin for a selfish reason! On occasion he mentioned us in his San Francisco CALL-BULLETIN column THIS IS THE LIFE. We wish him happiness and success.

★ The American Red Cross 1945 War Fund campaign will begin March 1st and run through the entire month, the President having designated March as Red Cross Month. Should you wonder what the Red Cross does with your contributions . . . last year they aided 60,000 victims of disaster; shipped 10,800,000 parcels to American and United Nations prisoners of war, plus additional parcels of clothing and medical supplies; maintained overseas more than 700 clubs and rest homes and nearly 200 clubmobiles (39 are cinemobiles bringing movies and music to our fighting men in the field); maintained blood donor centers in 31 cities; trained more than 80,000 volunteers for hospital service; issued 600,000 certificates in first aid, 300,000 in home nursing and 400,000 in swimming and water safety; and, among countless other activities, recruited 15,000 nurses for service in the Army and Navy. To continue this work . . . and necessarily broaden its scope . . . the American Red Cross needs YOUR help!



★ One of the really homeric problems we must face after victory is that of providing work for our returning service men. Remembering that the majority of them were quite young when entering the armed forces and realizing they will be mature men when they discard the serial numbers and return to civilian life, if we've any appreciation of the debt we owe them we should also appreciate the necessity of providing work that is worthy. If the editor knew the answer, he would run for the presidency (foolish boy!), but we hope someone holds the key to the problem.

★ February 2nd is Ground Hog Day . . . that's the day, according to rural tradition, when the little woodchuck comes out of hibernation, i.e., comes out of his hole to look around and note changes, if any. If the day is sunny, he naturally casts a shadow. Being sensitive, this frightens the little feller and he scurries back to his hole for another six weeks. That is the sign of a late spring. Should, however, the little animal not see his shadow, either because of premature blindness (!) or because the day is cloudy, he will be happy and remain above ground, which should make us all happy, for it is the old-fashioned harbinger of an early spring. The 12th of course is Abraham Lincoln's birthday (born 1809); the 14th is St. Valentine's Day (Cupid with his bow and arrow will be very active). It is also Ash Wednesday, the first day of Lent. Our Battleship MAINE was sunk in Habana Harbor on the 15th, in 1898, leading to hostilities with Spain; and, on the 22nd we celebrate the birthday of George Washington (born 1732).

★ And don't forget to buy your War Bonds through the Payroll Savings Plan. If you haven't yet, sign that allotment card today and help improve the already fine showing being made by Western Pacific, Sacramento Northern and Tidewater Southern workers.

RANDOM

★ Listening to **Don Ameche**, on the Chase & Sanborn Bergen-McCarthy radio program of a recent Sunday, singing a verbal hymn of praise for school teachers who remain on their jobs during the current emergency, we were reminded of another Don . . . **Donald A. Parent**, of Elko. Don handles the second shift roundhouse clerking at that point. Before arriving at the roundhouse at 4 p.m., he has already performed the chore of teaching Latin and Spanish to beginners and advanced students at the Elko County High School! We hope he doesn't suffer from insomnia! And we think he tops those praised by Don Ameche.

With Sup't. Glenn Curtis' permission, our next subject is a letter from Lt. **Walter L. Phipps** to the former. Phipps was a Western Division fireman before entering the Army in 1943 and is now a road foreman and Second Lieutenant. He says he was in the Engineers for awhile; then joined the 750th Railway Operating Battalion, ran an engine on the Pennsylvania's Fort Wayne Division a few months, was later graduated from OCS and sent to the 752nd R.O.B., serving as road foreman until that unit went overseas; is now with the 770th R.O.B. doing the same work. With so many effete Easterners around, it appears Walter has his hands full protecting the reputation of western railroads! More power to him. Of his railroad, the Claiborne and Polk, he says . . . the track is very poor, but, if the boys don't go too fast, we don't have too many derailments! He says it's a pretty good railroad, though most people think not. We're reserving our vote! His address is ASN O-1948520, Co. "C", 770th Railway Operating Battalion, Camp Claiborne, Louisiana.

Charles Layng, of Chicago, recently promoted to western editor of Railway Age and other publications of the Simmons-Boardman Publishing Company, was a visitor last month at Western Pacific's GO. It was his first trip to San Francisco since assuming his new duties. After considerable railway service in various capacities, including that of trainmaster for the Southern Railway, Layng joined the staff of Railway Review, subsequently becoming its managing editor. When that publication was taken over by Railway Age, he became its transportation editor. He is a director of the American Association of Railway Superintendents and, having spent much time abroad in the study of foreign languages, his services have been utilized by Government intelligence organizations since Pearl Harbor in preparing reports on both European and Oriental railways. His background of practical railroad knowledge, together with an evident fine writing ability, combine to assure Western railroads of sympathetic treatment at his hands. We wish him every success.

From Omaha we learn that our own **Leslie Stoltzman**, chief clerk to GA **Perl White**, has been elected secretary of the Trans-Missouri Passenger Club for the current year. Garrett J. Kerkstra (Rock Island) was elected president and other officers are Arthur J. Johnson (Union Pacific), Frank Bohaty (Burlington), Yale W. Pregler (B&O) and Harry Withrow (Union Pacific). Our best wishes to them all.

Pfc. **Kathleen Dewhirst**, Marine Corps Women's Reserve, has been transferred from the San Diego Marine Corps Base to the Depot of Supplies, San Francisco. Kathleen was on our superintendent's staff at Sacramento prior to enlisting. She is a sister of **Dan Irwin**, now chief clerk to our general storekeeper, and a daughter of Agent **Dan Irwin**, at Portola. Our Portola operative, **Jessie Hoag**, tell us Kathleen was a visitor at the Portola Irwin home just before Christmas.

From Healy Fork, Alaska, comes a letter we feel of sufficient interest to warrant reproduction, particularly since it conveys greetings to our Eastern Division friends. It is from **George Gale**, ex-telegrapher, dispatcher and agent and, on his word, author of the Boomer Box-car! We quote . . . As I sit beside the cherry red coal stove in the Healy station, looking out the window and see the great Northern Lights swaying and whispering across the sky, I wonder what my many friends on the Eastern Division of the Western Pacific are doing. The desert would be pretty good right now as the frost makes the foundation of the station crack and pop. Far up and down the river, the ice booms like distant artillery as the river is lowering and the ice is breaking and falling to the water level. Far out to the west, on the tundra, a giant timber wolf howls at the Northern Lights. Who wouldn't at such a wavy, shadowy white world? But he is in turn answered by a pack of white arctic wolves over across the Nenana River; then, low and behold, a pack of coyotes, right back of the station, begin their yapping and barking. This is all too much for our village maulmutes and huskies, who take up the long drawn out howls of the wolves. Old Skipper, the lead-dog in the Nome-Nenana race, stands out on top of his dog-house. The hair around his shoulders is as shaggy as a buffalo's and his jaws seem to reach clear back to his shoulders. He looks weird and eerie standing out there as the waving shadows cross and re-cross him. Well, I must close with regards to the folks all along the line . . . Winnemucca, Weso, Golconda and Elko. . . . Unquote. Healy, Alaska, (Healy Fork is the post office address) is 112 miles southwest of Fairbanks via The Alaska Roadroad, which is owned and operated by our Government's Department of the Interior. Healy's location is approximately 65 degrees latitude, 149 degrees longitude. For comparison, San Francisco is roughly 38 degrees latitude and 122 degrees longitude.

In these columns last month, we reported that Major **John C. Nolan** was at Miami

Beach, Florida. Comes now **Len Gartner** (general agent, Cincinnati) with word that John was not allowed to enjoy too much of the Florida sun. Early last month, John reported to the Fifth Service Command at Columbus, Ohio, and was assigned as District Transportation Officer, Fifth Service Command, Cincinnati District. Len advises John is living at the Marburg Hotel, 260 Ludlow Avenue, Cincinnati, if any of his (John's) creditors are interested!

From M/Sgt. **Jack E. Kenady**, who is with the 726th Railway Operating Battalion, comes a copy of the C. B. I. ROUNDUP, date-lined Delhi (India), Thursday, November 9, 1944, with an excellent likeness of cinemactress Marjorie Woodworth gracing page one! The C. B. I. ROUNDUP (we quote) is a weekly newspaper of the United States Forces, published by and for the men in China, Burma and India. It is printed by THE STATESMAN in New Delhi and Calcutta, India. Before entering the Army, Jack was with the Tidewater Southern as chief clerk to the superintendent. We're always glad to hear from him and know that his many friends join us in wishing him well.

With this issue, Wendover's **Floella M. Jones** (yard clerk) makes her debut as a staff reporter, batting for our "regular", **Marchetta Cronin McDuffie**, whose husband, Sgt. L. W. McDuffie, received a furlough. Nuf sed!—The Editor.

* * *

RICHARD L. LONGSHORE PROMOTED TO CHIEF ENGINEER, SACRAMENTO NORTHERN RAILWAY

★ Richard L. Longshore was appointed chief engineer for the Sacramento Northern Railway, headquarters Sacramento, effective December 26, 1944, according to announcement by General Manager Rowray.

Longshore was born at Ossian, Indiana, on June 30, 1891. Following graduation from Tri State College, Angola, Indiana, he began his railroad career with the Oregon Short Line at Bliss, Idaho, in 1910. From 1912 to 1914, he was with the Pennsylvania Railroad in Indiana and Michigan. Then, for three years, he was county engineer for Adams County, Indiana. From 1917 to 1941 he held various positions in the construction, maintenance and operating departments of the Wabash Railway at Detroit, Chicago and St. Louis. From 1941 to 1943, he served as chief engineer for the Litchfield and Madison Railway, at Edwardsville, Illinois, and during the years 1943 and 1944, he was with the Western Pacific at Oakland, San Francisco and Elko as instrumentman and assistant engineer.

Longshore succeeds Claude B. Bruner, who retired after 33 years of service.

Hy-Lites

By JACK HYLAND

★ To most of us, the words . . . "Coming in on a wing and a prayer" is only a familiar phrase, but to First Lieut. **Bruce Heilman** (formerly of our Car Record Dept.) it is the real thing. Recently while serving as a co-pilot on a 13th AAF Liberator of the "Bomber Baron" formation, his plane made the return trip to their Southwest Pacific base after flying seven hours with one engine shot out and a leaking gas line, patched up with tape and wire. Bruce's plane was first over the Japanese gas and oil refineries at Balikpapan, Borneo, and although being intercepted by several Jap Zeros and subjected to a heavy ack-ack barrage . . . **THEY SCORED DIRECT HITS ON THE TARGET.** As the big bomber veered off the bombing run, the number one engine was hit, and the Zeros concentrated their efforts on the so-called "cripple", puncturing the "B-24's" gas lines and smashing the fuel sight gauges. Not only did these boys complete their mission and return to their base, but in addition, the nose gunner, S/Sgt. Harold Troutz, cut loose with his twin fifties at a Zero which came in a little too close, and sent it crashing into the Pacific below. These boys have already won their "wings". and so we will continue to include them in our "prayers".

Word was received the other day . . . that **LeRoy Morris** gave the story of "Mount Diablo" in one of his recent talks over a local Modesto, Cal., radio station and the basic facts were quoted from "The Western Wayfarer" of our August, 1944, Headlight. We are proud to learn our magazine is not only being read **ON LAND** and **ON THE SEAS** . . . but is now being heard **"ON THE AIR"**.

Adds another cluster . . . **Lt. J. R. Coulam** (son of Ray Coulam, Gen. Agt. Salt Lake City) has been awarded a second oak leaf cluster to his air medal for "meritorious achievement" on combat missions over Europe. John is a B-17 pilot and at the age of 22 is a veteran of 19 bombing missions over enemy territory.

The other day when talking to **Cliff Norden** (Engineering Dept.) learned his mother has a greater number of years to look back upon with a greater amount of reminiscing than most of us—for on Feb. 16th, 1945, she will reach her "93rd birthday" and if we were handling the "Breakfast at Sardi's" program, she would definitely be awarded our ORCHID. Nevertheless, to **Mrs. Norden** . . . we wish to extend our very, very best birthday greetings and hope she'll continue to enjoy many more happy years.

We can't even keep our women now. Last January 11th, **Jeannette Sayles** (Traffic) returned to the office after lunch to proudly inform us she had enlisted in and secured a secretarial position with the Red Cross. The most wonderful part is, she is scheduled to be in Washington, D. C., on February 19th, where, after a short training course, will be sent overseas. We're going to miss you a great deal "Jan", but know you'll always be thinking of us. Also heard **Janet White** (Trans. Dept.) left the Company on January 5th, likewise enlisting in the Red Cross and is scheduled for overseas duty.

Lt. Thomas Conway (AF&PA) now in France, writes: "The Parisian women wear very smart clothes, but their hats!!!, words fail me in describing them." You had better learn, Tom, because we have some hats over here (well, I think they're hats) which really are, or should be . . . **out of this world.**

Understand (through my private scooper) that the Western Pacific has employed another very nice red-head (should have said 'auburn') as a typist-clerk in the Freight Claim Dept. Her name? Oh, yes, it's **Miss Patricia Kelly** (Irish, I'm sure).

That reminds me . . . was really surprised last month to read in **Agnes Welch's** column that **Pat O'Malley** (another Irisher) had returned from a vacation, because I had seen **Pat O'Malley** (another Irisher) at work every day. It seems a Mr. Patrick is an agent on our line, and Miss Patricia is our Traffic Dept. Payroll Clerk. While on the double names . . . we have a **Tom Barry**, our Freight Claim Agent, and another **Tom Barry** (handling INK job at Keddie). Hope they don't get their pay checks mixed up!

Last December 16th **Hal Nordberg** (Traffic) made the rounds of the office, bidding everyone good-bye (particularly the girls), account he had enlisted in the Merchant Marine service and everything was all set, including a rating and a ship assignment, **BUT** . . . Uncle Sam's draft board said: "**Nope, he's our man**" . . . so Hal reported for induction on January 18th. Our best wishes, Hal.

I'm sure **Frank Rauwolf** (Frt. Claim) needs glasses (to wear) for one day last month he came down to the office wearing a pin-striped suit. Sounds alright, doesn't it? . . . but the coat was **Blue** and the trousers . . . **Brown.**

Janice Cady (Traffic) resigned last month and surprised nearly everyone when she told us she was traveling north . . . to be married. I failed to learn "His" name but I'm sure they'll be very happy for years and years. Succeeding Janice as Walt Mittleberg's secretary is **Maureen Stone**, and we understand she may even change her name to "Mrs. Arthur Gruber" before this article is printed.

Our deepest sympathy is extended to **Bert Lintz** (machinist-Oakland) who returned home last January 12th, after working all night . . . to find his wife had passed away during the early morning hours. Additional condolence extended to **John Corven** (Gen. Aud.) in the loss of his wife last January 11th, and to **Hank Admonson** (boilermaker-Oakland) who lost his wife last month after a prolonged illness.

I'll sure have to brush up on my French (etc.) . . . for the other day a lovely Christmas card was received from **T/3 Thoburn Merritt** (Sect. Foreman-Sacto) and to quote the words: "Meilleurs Voeux pour un Joyeux Noel et une Heureuse Annee". Same to you, Thoburn, and many of them. (Wonder what I'm saying).

Recent letter from . . . and it's **Sgt. Joe Corven** (Aud.), who tells of his being in "Gay Paree" and could have purchased most anything if . . . he had the dough. It's the same all around the world, Joe—for if you have a sufficient amount of the "green-backs" you can buy almost anything; well . . . **almost anything in San Francisco.**

Harry Davis (Engineer) and **Bill Brown** (Machinist), together with members of the shopcraft and enginemen of Oakland's Western Pacific roundhouse, are to be congratulated on their sending of 30 sacks of oranges (usually 100 oranges to the sack) to the Oak Knoll Hospital, Oakland, as a gift to the service men.

Air-Mail letter from . . . **Lt. Ray Boyer** (Traffic) asking for "hurry up quick" transportation home (Oakland, Cal.) which obviously means, he's scheduled to move out of Camp Plauche (New Orleans) shortly. Congratulations, Ray, and was glad to learn you're a "loolie", which proves you were previously in the wrong outfit.

Received word recently that **Lee Stewart** (formerly Car Record) has been a proud Mother since November 22nd, when little "James Anthony" arrived, weighing in at 6 lbs, 4 oz.

Letter from **Pvt. Larry Shaughnessy** (Auditors) tells of receiving the Sept. 1944, Headlight and of particularly enjoying the cover picture of the "Calif. State Capitol" account it brought him so much closer to home and the good old days. He continues with "Mail has been delayed, but with so much going on down here in the South Pacific, delay is obvious". Appreciate your compliment, Larry, and we're glad to learn the cover picture brought your homeland down there to replace the sight of jungles, etc.

Wonder if the Marine personnel at 100 Harrison St., San Francisco, are aware of **Pfc. Doris White's** singing ability. Her former Freight Claim associates tell me Doris' rendition of "La Cucuracha" could make Carmen Miranda bow her head in shame.

A "Form 204" indicates **Sgt. Bob Ottesen** (Traffic) has moved from Texas to somewhere . . . **west of San Francisco.** While at Camp Bowie, understand Bob met **Cpl. John Gore** (also Traffic), but John has been transferred to Kelly Field, San Antonio.

As Winchell might report it . . . **Flash:** The latest news is that a certain **Miss Dorothy H.** has promised to become the bride of a **Mr. William G.** I'm not supposed to know everything (or am I?) but the wedding is to take place on or about April 7th.

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco

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★ **ISLAIS CREEK.** San Francisco.—World War II willing, California will celebrate, not long hence, several 100-year anniversaries: 1946, the California Bear Flag raising at Sonoma; 1948, Marshall's discovery of gold at Coloma; 1950, California's admission to the Union. Persons who will visit the "Cool Gray City of Love", as George Sterling called San Francisco, will ask about the many intriguing place-names. Specifically, Mr. N. Blaisdell, member of the Society of California Pioneers, San Francisco, has asked about Islais Creek.

With regret, we have to report that the origin of this name is still in doubt and so we ask the readers of THE HEADLIGHT to assist in the search. Perhaps Islais means wild cherry; perhaps it is derived from a surname; perhaps it is the plural of the Spanish word for island. For this writing, therefore, we condense research notes made by Miss Dolores Cadell, reference librarian of the San Francisco Public Library:

Hubert Howe Bancroft in his history of California mentions a Santiago Islas, Mexican alferaz, commanding guard at the Colorado pueblos, 1780-1781; killed by Indians.

Fray Francisco Palou, in his historical memoirs of New California, translated from the manuscript in the archives of Mexico and edited by Dr. Herbert Eugene Bolton, University of California, writes of a Miguel de Las Islas.

Harry L. Wells, author of "California Names", says that Islay is an Indian word and means wild cherry.

Charles Francis Saunders, author of "Western Wildflowers and their Stories", has an entry reading "Prunus Ilicifolia-islav" which he terms the holly-leaf cherry. He says: "This cherry is a denizen of the chaparral slopes as well as valley lands from San Francisco Bay to Lower California, and its dark crimson 'cherries', three quarters of an inch or so in diameter and ripe in the autumn, were another cherished food of the Indians."

Mr. Justin Jay Dougherty, writing to the Chronicle from Berkeley, Calif., May 7, 1933, advises that "there is a Spanish word 'Isla', meaning isle or island and that 'Islais' is simply the plural, or islands."

TULE—We devote space to this word partly to answer a question by Mr. James F. Lynch, W.P. Trainmaster, Elko, Nev.; partly in honor of Mr. Russell Rolfe, W.P. western division conductor, Stockton, Calif, known to his many friends as "Tule", the sobriquet conferred on his father who was also a popular western division conductor; and partly because it is a widely known western place-name: **TULE LAKE**, Calif.; **TULARE**, name of a city, a county, and

a lake in California, also **TOELLE**, name of a county, also a town in western Utah.

Tule is a word of Spanish origin and signifies wild rushes growing in marshy terrain. Botanically, it is a distant cousin, so to speak, of the bulrush of Biblical times, although the bulrush was the papyrus, a reed growing on the banks of the Nile, whence the word paper.

In her "Spanish and Indian Place Names of California", Nellie Van der Grift Sanchez wrote that Tulare means the place of tules or rushes. Tulare Lake, she says, was discovered in 1773 by Commandant Fages while hunting for deserters from the Monterey Presidio and was called by him Los Tules (the rushes) from the great number of those plants with which it was filled. She added that in 1813, Captain Moraga passed through the valley of this lake and named it Valle de Los Tules: Valley of the rushes.

The county of Toelle, Utah, was originally named Tule because water-flogs grew where fresh water flowed into Great Salt Lake. The name was spelled wrongly and was never corrected. It is pronounced Too-ELL-ee, with a musical intonation.

COEUR D'ALENE, Idaho—Editor Walter C. Mittelberg of THE HEADLIGHT suggests that this place-name, which is of French origin, would be of interest. So we quote what "Idaho, A Guide in Word and Pictures" (Caxton Printers, Caldwell, Idaho) has to say:

"The origin is still uncertain. The best authority seems to favor "The Heart of an Awl", a derisive term applied (in Indian language, of course) to greedy trappers from Canada, who thereupon applied the epithet to the Indians themselves".

There is also **Lake Coeur d'Alene**, which is described in part as follows:

"At sunset, especially under a clouded sky, the wooded hills are purple or black fog and the shadowed water is like condensed darkness; but the water, touched as the flame of sunset dies, looks like a meadow of soft white bloom. There may be lovelier lakes in the world. Some who have seen Coeur d'Alene under varying light in all its moods from utter deep blue serenity to white-capped perturbation would like to know where they are."

OKLAHOMA.—The name is derived from two Choctaw words, Okla, meaning people, and humma or homma, meaning red. The name was proposed by Rev. Allen Wright, chief of the Choctaws.—Dr. Charles N. Gould, author of work on Oklahoma names, Oklahoma University, Norman, Okla.

SPORTS REVIEW

By Jack Hyland

★ Along came the evening of December 21st and the strong Freight Agents team were not to be denied the winning of the first-half schedule, promptly proceeding to win all three games on the final night, winding up with 36 wins against 18 losses. The second place Traffickers held on until the very last, likewise winning all three of their games, but they didn't gain anything . . . except, second place with 33 wins against 21 losses.

The second half schedule of the 1944-45 season is well under way and oddly enough the same Freight Agents team is right up near the top, having won 8 out of 9 games, but this time they must concede the top spot to the Oakland Carmen outfit, who have won all of their first nine games. The last half schedule should prove exceptionally close and it will be nip and tuck all the way.

The team standings after the third week of play are:

| | Won | Lost | H.G. | H.S. |
|-------------------|-----|------|------|------|
| Oak. Carmen.... | 9 | 0 | 857 | 2441 |
| Freight Agts.... | 8 | 1 | 883 | 2486 |
| Treasurers | 7 | 2 | 774 | 2211 |
| Disbursements | 5 | 4 | 746 | 2206 |
| Auditors | 4 | 5 | 793 | 2255 |
| Traffickers | 3 | 6 | 846 | 2393 |
| Transportation | 3 | 6 | 785 | 2304 |
| Freight Accts.... | 3 | 6 | 827 | 2256 |
| Switchmen | 2 | 7 | 775 | 2261 |
| S. F. Carmen.... | 1 | 8 | 766 | 2193 |

Dooling Drops Average

Slipping a couple of percentage points, Charlie managed to hang onto the leadership position only because the others dropped right along with him, and so once again our top man is still tops.

Although one Mr. Joe Stout (Oakland Carmen) isn't expected to smash out very high scores—this was for Wilkenson and Prismich to do—but on January 18th this jovial husky lad started right off showing the top notch bowlers of his team, and those on the other teams, that he could also smack that timber around a bit . . . by getting a strike, then a spare, and then . . . **five more strikes in a row**, followed by a spare, spare and a miss, winding up with a nice little (?) 213 game. Congratulations, Joe!

The big ten list is moved around a bit, but they're all there:

| | Gms. | Avg. | H.G. | H.S. |
|-----------------|------|------|------|------|
| Dooling | 60 | 166 | 212 | 577 |
| Brown | 57 | 165 | 230 | 626 |
| Craig | 48 | 165 | 210 | 553 |
| Wilkenson | 63 | 164 | 224 | 547 |
| Potter | 60 | 164 | 235 | 568 |
| Lindskoog | 63 | 163 | 228 | 582 |
| Stoney | 54 | 163 | 201 | 558 |
| Prismich | 63 | 162 | 211 | 541 |
| Heagney | 60 | 161 | 213 | 587 |
| Lewis | 52 | 161 | 205 | 539 |

Akers, A. B.
Bass, R. O.
Bell, J. R.
Burns, R. W.
DePorto, Nick
Gross, B. S.



Hart, G. L., Jr.
Prewitt, L. L.
Singh, H. H.
Smith, W. R.
Tinnappel, W. J.

EASTERN DIVISION ECHOES

By Peggy Phillips

★ The Elko office workers and their friends enjoyed a Christmas party at the Knights of Pythias Hall. A delicious pot-luck supper was enjoyed, followed by singing of Christmas carols, exchanges of gifts, Bingo for the adults and special games and entertainment for the children. Ass't. Special Agent **Gene Teaverbaugh** and Roadmaster's Clerk **Denny Daly** handled the Bingo game (incidentally they seemed to know a great deal about the game, too!). This party was so successful that futures may be expected.

After 35 years of service, **Edward M. Waltemayer**, passenger engineer, has retired. He makes his home in Salt Lake City.

Engineer **Amos E. Nickols'** health has improved sufficiently after 6 months out of service to permit him to resume duties on a switch engine at Winnemucca.

Former employes home on furlough included Cpl. **Oscar Streeter**, of the Air Corps, a former yard clerk, and Radioman 1/c **Forrest Hayes**, former ticket clerk. Oscar has already left Elko for his new assignment and Forrest expects to be home for 30 days.

Jane Littlefield, former staff reporter and bond clerk, has resumed her studies at the University of Nevada.

"**Mitzie**" **Lani**, secretary to division engineer, spent the Christmas holidays in Bend, Oregon, with her mother. Mitzie's husband, Lt. Archie Lani, was recently awarded the Air Medal and two Oak Leaf Clusters in England.

Clifford F. Fields was recently promoted to road foreman of engines.

Effective January 1st, **Albert O. Glenn** was appointed roadmaster on the 3rd district, headquarters Elko, and **Willard C. Zent** was appointed roadmaster on the 4th district, headquarters Wendover, succeeding Glenn.

While **Emily Sansinena** is on leave of absence, **Dennis Daly** is handling the duties of roadmaster's clerk at Elko.

Dispatchers **Willard C. Cole** and **Arthur N. Hahn** have been transferred, the former to Portola and the latter to Salt Lake City.

We've learned that Sgt. **James C. Branch**, former brakeman, mentioned in the September, 1944, issue of The Headlight and who was cited for meritorious action in the South Pacific, has been sent home after breaking his ankle when stepping from a train. He is now recuperating at the Bushnell Hospital in Brigham City, Utah.

WILBUR FREDERICK WIESE KILLED IN ACTION

★ The War Department has announced that on November 20th last Pfc. Wilbur F. Wiese was killed in action in Germany . . . the twelfth fatality among former Western Pacific workers in the armed forces.

Wilbur was born in Herkimer, Kansas, on June 7, 1921, but lived in California since 1925. He was graduated from Elk Grove Union High School (Sacramento) in 1939 and was employed in our Store Department there as a laborer and helper prior to his entry into the armed forces November 1, 1943.

He was sent first to Camp Callan, San Diego, where he received 17 weeks basic training in anti-aircraft. Then, in March, last year, he was transferred to the infantry and sent to Camp Carson, Colorado, and assigned to the 414th Infantry of the 104th Division . . . known as the "Timberwolves". Before going overseas in August he had won his expert and sharpshooter medals and expert infantryman's bar. In the short time he was across, Wilbur saw service in France, Belgium, Holland and Germany.

His brother, S/Sgt. H. Allen Wiese, has been overseas two years with a tank destroyer unit, presently in action on the German front.

Our sincere sympathy goes to his parents, Mr. and Mrs. Chris Wiese, and his sister Mildred, of Sacramento.

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ADELBERT (DEL) PARKER REPORTED MISSING IN ACTION

★ The War Department has announced that Pvt. Adelbert Parker has been missing in action in Belgium since December 17th. "Del", a native Californian born at Eureka (Humboldt County), lived in Sacramento almost all of his 35 years. He received his education in Sacramento and was employed in our Shops there as a carman helper prior to enlisting in the Army July 17, 1942.

He has been overseas since the fall of '42 with an engineering unit on mine laying detail. His mother, Mrs. Ada Parker, reveals that her son participated in the D Day invasion of France and that his unit was in Germany on at

least one occasion. He had been slightly wounded recently and received the Purple Heart, though continuing in active service.

We hope the next news concerning Pvt. Parker will assure us of his personal safety.

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DILLION-MAYSENHALDER

★ At a nuptial mass, celebrated at the Immaculate Conception Church, San Francisco, by Father Victor Bazzanella, O.F.M., Agnes Marcella (Sis) Dillon, of GO's car record office, was united in marriage to Storekeeper 2/c Kenneth George Maysenhalder, USN, on January 6th. Miss Connie Rodriguez was maid of honor and the groom's brother, Robert, was best man.

The bride looked her prettiest in a white satin, long-sleeved gown and long white veil. She carried a bouquet of gardenias and orchids. The groom looked properly happy and wore a nicely pressed uniform of the U. S. Navy.

"Sis" is the daughter of Emmett Dillon, of our payroll auditor's office, and the niece of Jim Dillon, our local agent at Oakland. Testifying to the popularity of the Clan Dillon, a considerable number of fellow-workers and officers of the company were in attendance at the mass and the reception later in the Immaculate Conception Hall, including Sup't. of Transportation J. P. Quigley, Auditor of Payroll Accounts Frank A. King and Car Service Sup't. David J. Spowart.

Serving industriously to keep the reception in a festive mood were white-aproned Arthur (Pete) Peterson, Lee Brown and Frank Ferguson (plus George Vedder and Paul Meyer in ordinary sack suits!).

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LESTER A. HENRY PROMOTED

★ Effective December 22nd last, "Les" Henry took over his new duties as assistant trainmaster, headquarters at Stockton, with jurisdiction over the first and second subdivisions.

"Les", born in Bakersfield, Calif., entered Western Pacific service in June 1914 as a brakeman and was promoted to conductor in 1917.

His ability and geniality have won him many friends whom we join in wishing him all success on the new job.

HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(Continued apologies to Dale Carnegie)

ARTICLE III.

★ Every shipping room is a freight station and those who handle packages or other articles may create damage by mishandling. It's customary to think that damage always occurs while the railroad has possession of the freight. One reason for this is that all complaints lead to the railroad . . . very few find a path to the shipping room, even when the shipping room is at fault.

It is only by an exchange of complaints, softened to constructive suggestions when possible, that both parties to a transportation contract learn errors can occur on both sides of the fence . . . and this results in someone looking into the question, which, in turn, results in correcting bad situations.

During the Perfect Shipping campaign, many shippers acknowledged they had never made a study of shipping room practice until they heard about some of their faults. However, let's talk about railroad handling just now!

You will notice that damage to corrugated containers results from improper contact with other freight in the car. The corner of one carton will penetrate the side or top of another, or crush the edge. A carton can be snagged on a protruding nail.

A carton loaded on top of a barrel will be creased by the chime of the barrel and if other freight is then loaded on top, damage will probably result.

A man handling freight . . . and observing the nature of damage . . . will soon learn how to avoid this, especially if he realizes that when the freight car moves the freight in the car also moves. He will then understand how easy it is to create damage because a piece of heavy freight can move against light carton freight and crush it, or merely squeeze it. This action can also move a carton into an exposed nail.

All this can be avoided by the method of loading. There is no pressure of great moment from side to side in a freight car . . . the great pressure is end to end. That is one reason why we must block certain freight to prevent movement. This can often be done by using one piece of freight to block another, but a light carton cannot successfully block a heavy barrel. Cartons will ride safer at one side of heavy freight.

Corrugated containers generally are constructed with the end inner flap shorter than the outside flap. They do not meet, while the outside flaps do. Consequently this container withstands pressure better when loaded cross-wise. Also, the contents of many corrugated containers do not support the box; therefore, the container will not sustain a heavy concentrated weight, but when a carton is loaded so that it rests on two or more cartons beneath it, those below will fare better. This is called breaking joints and, whenever it can be done, the heavy concentration of weight on any one carton is avoided. This also has the effect of holding the cartons in place, preventing the lower cartons moving upward.

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PORTOLA PUTTS

By Jessie Hoag and Gladys Loggins

★ Continuing to demonstrate an amazing versatility, **Blanche Howell**, spouse of **Trainmaster Bill**, served in the capacity of assistant roadmaster for a few days!

Pvt. **Arthur J. Heckala**, former WP engineer, now with the U. S. Army Engineering Corps, was home on a furlough after 27 months in Alaska. So far as we're concerned, that verb should be "is", not "was" . . . after a stretch like that in our northern Territory!

Carrie B. Black, former telephone operator here, is now working as typist-clerk in the trainmaster's office.

Popular **Bert Hazlett**, traveling freight and passenger agent at Keddie, spent the holidays visiting with his family and friends in Elko. (How did that sneak into this column?)

Jonnie Lusar, who served with the U. S. Army Transportation Corps at Fort Warren, Wyoming, has received a medical discharge and is back with us on his old job of fireman. To the extent that good men like Johnnie are returned to us, we'll be able to do an even better transportation job during the war emergency.

Sgt. **Jim McNally**, former clerk and son of Trainmaster **John McNally**, Keddie, spent the holidays with his family and friends at home. Jim is with the U. S. Air Force stationed at Davis-Monthan Field, Tucson, Arizona. (The Headlight editor, in his Random column of January, referred to Jim as John, Jr.! This confusion is confusing even though we know the initials are J. J.—Editor.)

S/Sgt. **Walter A. Powell**, former brakeman, now of the U. S. Air Corps, was home on a 21-day furlough after 22 months in the South Pacific. (Some of Walter's exploits and citations were mentioned in our August, 1944, issue and the following month we reproduced a picture of him, along with a few other Western Pacificers who were and are now covering themselves with glory.—Editor.)

Engineer **Jack Hamilton**, who was suddenly stricken with appendicitis late in December, is now up and around and doing nicely. An operation was performed at Reno's Washoe General Hospital and he was attended by his wife, **Claire Poinsett**, who has been head nurse at the Western Pacific Hospital, Portola, for several years.

At a BofLE meeting, held early last month, the following officers were installed for a three-year period:

Chief Engineer, A. C. Donnewirth; First Engineer, H. A. Berg; Second Engineer, N. H. Wakefield; Third Engineer, J. H. Burt; Guide, Roy Lampson; Chaplain, Ted C. Wood; Legislative Board, F. T. Wood; Secretary-Treasurer, C. R. Folline; Local Committee of Adjustment, E. E. Strayer, Chmn., H. A. Berg, J. H. Burt; Auditing Committee, J. H. Burt, Roy Lampson, H. E. Randall.

At the same meeting, incoming Chief **Clair Donnewirth** presented a Forty-Year Honor Badge to **John W. Hardy**, who completed his 40th year as a BofLE member on January 5th and who has been Chief Engineer of the Portola Lodge for the past eight years.

Tom Barry, formerly 1st trick operator here, has transferred to the INK job at Keddie. Previously, Tom (as reported in our January issue) had bid in the 6th trick in SR office, who will have to get along without Tom now.

Roy A. Monahan will be absent from the switchman's board for a while now. The U. S. Army made the decision!

We're glad to report progress made by two promising young rip track helpers who have been set up to full carmen. They are genial **Bill Craig** and **Fenton Rice**. Bill is now in charge of repairs at Gerlach and Fenton is doing his stuff here. More power to them both.

Arline Jones was away from the roadmaster's office for a couple of weeks or so. Reason: Ph.M. 1/c N. F. (Nifty) Gay was visiting here after 21 months in New Caledonia and New Hebrides.

Mrs. **Helen Keddie Palmer**, a school teacher here for the past 18 years, died in Reno on Christmas Day. With her passing, we're reminded of the very early history of the Western Pacific Railroad because her father, Arthur Walter Keddie, in 1867, made the original survey of what was later to be our right of way (for more details see Tom Brown's "What's in a Name?" in our May, 1943, issue.—Editor). Our station at Keddie was so named in his honor.

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ERNST GOMMER APPOINTED ASSISTANT GENERAL PASSENGER AGENT

On January 1st, "Ernie" Gommer was appointed assistant general passenger agent, headquarters San Francisco, according to announcement by GPA "Joe" Wheeler.

Ernie was born at Amsterdam, Holland, November 14th, 1899, and came to this country in 1910. He joined the Western Pacific organization in April, 1928, as a general clerk; became passenger rate clerk in September, 1929, and was appointed chief clerk to the GPA in August, 1935, the position he held when promoted recently.

RETURN POSTAGE GUARANTEED

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

WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ **Frances Clifford** evidently read "How to Live Alone and Like It", took it seriously and, after much effort, succeeded in finding a cozy built-for-one apartment. I inquired the other day about the solitary existence and learned that Frances had spent so much of her time visiting she really hadn't had time to find out yet!!

Assistant T&E timekeeper **Mildred Wingate** is planning an early vacation and has been waxing enthusiastic about the scenic wonders of Old Mexico. Wonder if she'll remember to bring me a souvenir of a gay old caballero (in bronze!)? Are you listening, Mildred?

Bond Clerk **Eileen Frost** recently celebrated her birthday at a luncheon with several of her co-workers. To make the occasion a bit more festive, they presented her with a delicious birthday cupcake (!) gaily decorated with one lonely candle, symbolic of I don't know how many summers . . . but not too many! A good time was had by all.

Jean Miller, secretary to our chief clerk, is truly an expert candymaker. Some folks are just gifted, thassall.

Brakemen **A. W. Harris, R. S. Ortega, M. W. Swezey, L. R. Quigley, C. A. Morgan, J. E. White, K. W. Craig, R. H. Russell, H. D. Wolf, C. C. Bishop, L. L. Powell** (now in the armed forces) and **L. W. Quigley** recently passed examinations for conductor.

Telegrapher **Mark Hanna** was the successful bidder on the third trick, **Keddie**; Telegraphers **Dorothy Hicks, Helen Miller** and **Johnny Enger** are now at Merlin; and **Ed. Hughes**, formerly at Oroville depot, is a newcomer in the SR office.

We understand **Clovis Ooley**, operator in the SR office, spent his vacation harvesting an olive crop on his newly acquired property.

We're sorry to learn that Dispatcher **George Dean** is off sick and we hope to see him back on the job soon. **Charlie Ford**, our genial assistant car distributor, vouchsafed that **Lou Jaskala** made a hurry-up trip to Nevada for his winter supply of sage. Assistant Day Dispatcher **Bill Wheeler** recently took a well-earned rest for a week.

Talbot Kelly and **Willard Workman** were recent visitors in the superintendent's office. Willard is our new district passenger agent, with headquarters in our passenger station, succeeding **Tal**, who also received a promotion. Our congratulations to both.

PASSENGER DEPARTMENT PROMOTIONS

TALBOT KELLY
WILLARD M. WORKMAN
JOHN L. BERSCHENS
MERRITT W. HARTELL
ALMUS L. ROUNTREE

★ **Talbot Kelly** was appointed chief clerk to the general passenger agent on January 1st. "Tal" began with us in July, 1929, as a clerk in the office of our San Francisco general agent. On January 1, 1939, he was appointed TF&PA at Los Angeles and on July 1, 1942, he was appointed district passenger agent at Sacramento, the spot he held until the latest promotion.

Willard Workman succeeds **Tal** at Sacramento, according to announcement by General Agent Harmon. Willard was born in Pittsburgh, Pa., on October 4, 1910. He started with the Burlington in that city and joined our general agent's staff there in April, 1941, as a stenographer, later in 1941 becoming TF&PA in the same territory. On February 1, 1943, he joined the general passenger agent's staff at San Francisco and was subsequently appointed military passenger agent.

Jack Berschens, who came to us in December, 1943, from the Burlington in Chicago, succeeds Willard as military passenger agent. Previous to this promotion, he was in charge of our reservation and information bureau in San Francisco.

Merritt W. Hartell succeeds **Berschens** as head of our reservation and information bureau. He came to us from the Northwestern in Chicago, where he was ass't. manager of that road's information and reservation bureau for 17 years.

Almus L. Rountree was promoted from baggage and ticket stock clerk to chief clerk, baggage, mail and express department, headquarters San Francisco.

★ ★ ★

WENDOVER WHISPERS

By Floella M. Jones

★ A hearty welcome to our new roadmaster, **Willard C. Zent**, who arrived the first of the year. He has not yet moved his family here, but we're all hoping it wont be long before he does.

Around the yard office we miss **R. E. (Bob) Allison**, assistant yardmaster, who has been ill. We wish him a speedy recovery. Meantime, **H. C. (Boomer) Ford** is relieving him.

The oil sump, started the middle of November and completed early this year, should greatly improve the oil

situation here. The sump will hold 72,000 gallons, but is not yet in use.

Congratulations to Mr. and Mrs. **Leo P. Waters** on the arrival of a son January 3rd . . . name **Michael McCann**. Leo, our local agent, already had two daughters and the son is a welcome addition.

Tom Jones, yardmaster, is sporting a new black hat. We're all very curious as to where it came from, though a little bird whispered it would be simple to clear up the secret by asking Conductor **Joe Smales** what he knows about it!

Too bad the Western Division workers can't enjoy the beautiful weather we're having here. It's just like spring. Of course, we must add (as the Californians do) that it is unusual!

Last, but not least, here's wishing all our readers a very happy and prosperous 1945 and hoping too that the regular reporter will be back on duty for the next issue. (Thanks, Floella, for the fine job of pinch-hitting.—Editor.)

★ ★ ★

STOCKTON STUFF

By Bette Elliott

★ The Stockton roundhouse and rip track workers have organized a bowling team. They're knocking them down every Thursday and there's an unconfirmed rumor that in time they plan to issue a few challenges to other Western Pacific bowlers!

Storekeeper **Al Kasper** and his "girl Friday" (your reporter) are at long last installed in their new office . . . telephone and all. After the confusion of the roundhouse office, we (?) are both lost amid peace and quiet!

Lt. **Arville Wegat**, former fireman, writes from France that he is well and eager for news of the old stamping grounds. Orville is in command of one of the vessels attached to the 357th Harbor Craft, so he doesn't stay long in one spot. If anyone would like to drop him a line, I'll gladly forward his address. (Are you sending him The Headlight?—Editor.)

From S 1/c **Harold Parks**, also a former fireman, comes word that he was graduated from a Diesel engineering school January 12th and he hopes to be sent to Camp Shoemaker. Is it possible he'd like to be closer to home for a very special (brunette) reason?

Tony Tafuri, on the rip track, celebrated his birthday with a super raviola dinner (do I love 'em!) January 13th. An excellent time was had by all.

We extend a hearty welcome to **Paul Berkeley**, new third trick roundhouse foreman. Hope you'll be with us for a long time, Paul.