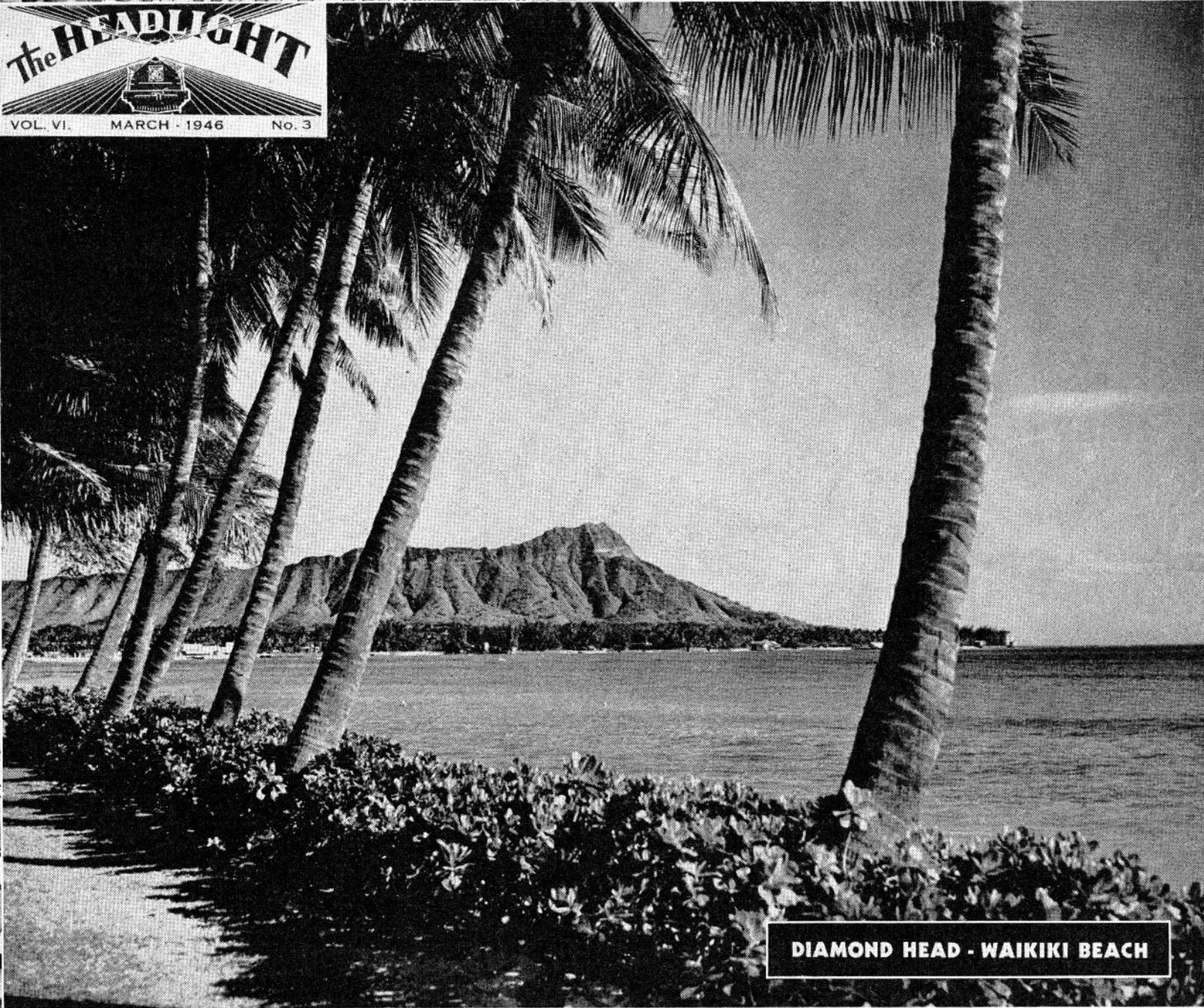


The HEADLIGHT

VOL. VI. MARCH - 1946 No. 3



DIAMOND HEAD - WAIKIKI BEACH

The well of Providence is deep. It is the buckets we bring to it that are small.

—Mary Webb

EDITORIAL

★ The magnificent commencement day address at Tulane University last October entitled "The Need for Human Understanding," by President Armand Theodore Mercier, of Southern Pacific Company, was a fine contribution to the subject he discussed. It ought to be read by all of us. Here we can offer only two excerpts . . . "The great need of the world today is that people shall understand each other, that groups and classes shall understand each other, that individuals shall understand each other, so that we all may work and live together in comparative harmony, with freedom for each to pursue happiness after his own fashion" . . . and . . . "The essence of democracy is the dignity and freedom of the individual."

THE NEED FOR UNDERSTANDING

Truly, "it is the buckets we bring to it (Providence) that are small," but there is still time to build understanding. Not all of us are astronomers, but we can look at the firmament and marvel at our smallness. And, realizing that, cannot each of us do our share for a better understanding . . . for a better world? The star, known as "T" in the constellation Coroneae Borealis, exploded 1,000 years ago, six thousand trillion miles away, yet that explosion was visible to us on earth only last month. Yes, in the infinity of the universe we are woefully small, but it's all we have and here we are. For our own sake . . . and for succeeding generations . . . we should strive for better understanding

★ In these columns of our July '45 issue, we "plugged" for a favorable vote on incorporation of Portola. Subsequently, the citizens of that community voted down incorporation by a slim majority. We believe Portola incorporation failed because of personalities. With the labor organizations, led by the railroad brotherhoods, spear-heading the new campaign for incorporation (Clair Donnenwirth and Jack Pyper have already filed the necessary papers), we hope '46 will find the majority of Portola voters receptive to an action signaling the community's coming of age. Think, Portolans, THINK!

PORTOLA, INC.

★ On January 30th, the U. S. Treasury's Savings Bonds Division announced that the average American invested \$293.12 in Series E Defense and War Bonds between May 1st, 1941 and the start of this year.

Last month, in our final bond report, we indicated a total investment in such bonds of \$4,697,888.40 by WP-SN-TS employees. Our average number of employees during those years, excluding casuals and Mexican Nationals, was roughly 5,600, which means our people invested an average of \$838.90 almost tripling the general average! A magnificent showing; more so, since many thousands of our dollars were invested in Government bonds through other sources.

FAR ABOVE AVERAGE

★ Forty-ninth or fiftieth, we've heard strong arguments pro and con as to whether Hawaii should be granted statehood. We don't feel competent to offer any opinion (surprise!) either way, but since Hawaiian statehood is almost surely about to become *almost* as controversial as extension of the OPA, we consider it appropriate for Tom Brown to enlighten us a little about Hawaii via one of his Wayfarer stories. And the pictures we've used, through courtesy of Matson Navigation Company, will illuminate the subject.

HAWAII 49th STATE!!

Vol. 6 MARCH, 1946 No. 3

THE HEADLIGHT

Walter Mittelberg Editor
Jack Hyland Associate Editor
Bill Stout Business Manager

★

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JOHN WEBB McCLYMONDS RETIRES

* Another distinguished and well-known Western Pacifier retired from the railroad scene on February 28th, when John W. McClymonds called it a career after 61 years of business activity, the last 24 years in Western Pacific Railroad service.

"Uncle Jack," as he was popularly known because of his kindly interest in the problems of his associates, was born June 13th, 1862, at Winchester, Kentucky, and began his railroad career as traveling freight and passenger agent for the Florida Southern Railroad in 1885.

Deserting Florida for California in the latter part of 1890, he entered the fruit business and traveled through Oregon, Washington, Idaho and Utah for three years. When the Rock Island Fruit Express was organized, he joined that company as agent. After two years, he was appointed manager. He served in that capacity for a year; then joined the Fruit Growers Express, with whom he stayed eleven years.

In 1907, he went to the Pacific Fruit Express as Pacific coast agent. When he left the PFE in December 1918, he was vice-president and general manager. His next post was at Chicago with the Federal Ice Company as vice-president and general manager. He did not remain long in Chicago, for in 1920 he went to the Union Pacific Railroad and organized their perishable freight department.

That job completed, he came to the Western Pacific Railroad in February 1922, as president of our refrigerator line. When it was decided to pool our "reefers" with the PFE, he became manager of our perishable freight service. During his tenure of office, WP perishable freight takings boomed from 3,500 cars annually to more than 20,000 in recent years!

Because it is so typical of Mr. Mac's initiative, resourcefulness and ability to accomplish, we offer an incident in his life as related in the November-December 1945 issue of ICE PICKS, published by the Union Ice Company, as part of their tribute to him. Some years ago Mr. Mac was making a trip through the Northwest. His train was delayed for an hour or so at Pasco, Washington. Spying an icing dock down the track, Mr. Mac decided to compare WP icing methods with those of the SP&S. So, up on the icing dock went Mr. Mac, new suit, shined shoes, new hat and all. No sooner had he planted his feet at car-top level, however, than a horde of wild-eyed, arm waving and loud-yelling car icers swarmed around him. Quieting down the group, Mr. Mac asked what was wrong. "We strike! We strike! We no canna make da money at 20 cents a hour! We wanna 30 cent, or we no work. We strike!" Realizing there was a whole trainload of perishable freight, which would spoil unless properly iced . . . that 20 cents an hour was less than the going wages for car icers . . . that he would favor a raise if these were his own WP employes . . . that something had to be done and done pronto . . . Mr. Mac delivered an oration on the large number of people who would go hungry if this train failed to get on its way, etc., then agreed to give them a raise to 25 cents if they would go back to work immediately. The car icers accepted the raise and went back to work . . . and Mr. Mac "hightailed" it for the telegraph office, where he wired SP&S officials explaining the situation and what he had done. Back came the reply, thanking him for his action and confirming the raise.



Quoting again from ICE PICKS . . . John Webb McClymonds has been identified with every development and improvement in refrigerator cars, packing sheds, fruit precooling and fruit and vegetable handling methods for the past fifty years and is regarded as one of the most capable and best informed men in the nation on the handling and transportation of perishable products.

Several years ago, at a testimonial dinner in the Del Monte (California) Hotel, honoring Mr. Mac, attended by shippers and railroad men, he was officially elected the dean of the refrigerated transportation industry on the Pacific Coast.

"Uncle Jack" leaves us with the admiration and respect of the entire Western Pacific family. We know his innumerable friends in the perishable business and with other railroads will miss, as we will, his bluff manner and hearty greeting. He is an outstanding example of the old adage "you are only as old as you feel" for many men 20 years or more his junior would find themselves hard pressed to maintain the pace of Mr. Mac and his 80+ years. We all wish him good health, happiness and the filling of every inside straight for which he tries as he divides his

time between his summer home at Los Altos and his San Francisco home.

*The spirit mellows;
With years a richer life begins,
Ripe age gives tone to violins,
Wine, and good fellows.*

— John Townsend Trowbridge

* * *

CHARLES KNICKERBOCKER FAYE

* In our June 1944 issue, we reported that Chuck Faye had been appointed assistant to the general manager, after service beginning November 1st, 1931, as freight traffic agent for five years and general agent at Fresno for some five years.

Now we're happy to chronicle his appointment as manager of our perishable freight service, succeeding "Uncle Jack" McClymonds. Chuck's headquarters will be in San Francisco.

Chuck was born in 1907 at LaGrange, Illinois, and is an alumnus of Dartmouth College, at Hanover, N. H.

CHICAGOAN FRAMED BY VISITORS

* At the Shubert Theatre in Chicago one evening last January, FTM Malcolm W. Roper and H. Lee Moss, V. P. of the American Silk Council, outmaneuvered Ken Stoney, our Eastern FFA into an aisle seat for the showing of Olsen & Johnson's "Laffing Room Only."

As anticipated, when the chorus girls went into the audience Ken was selected for a share in the audience participation. Almost immediately, he was a sight (to behold) . . . trousers rolled to his knees, appropriate baby bonnet on his head and highly rouged cheeks. Ken easily fell into the spirit of things, cooperated fully and shortly was dancing in the aisle with "his" chorus girl, eventually landing, in her company, on the stage, where he received a prize, to wit: one cake of soap, presumably essential for removal of the rouge!

Before Lee Moss got over the laugh, he had routed a car of silk via Western Pacific!

Hy-Lites

By JACK HYLAND

displayed an engagement ring given her by **James (Jim) Drury**, also of the Car Record Dept. and who just returned from Bremerhaven, Germany. Peggy is all smiles, so all we were able to learn was that while they haven't definitely set the date of the marriage, it does seem that "sometime around Easter" would be nearly correct. Our congratulations are extended to the happy couple—Jim and Peggy.

Robert Witts (formerly Traffic—then U. S. Army) returned to the good old U. S. A. last January 28th—and one week later dropped into the General Offices to say 'hello,' before going east to Pittsburg, Pa., to bring his wife back to "God's country." Bob and Edith were married in Luzon last Sept. 14th.

In discussion with **Larry Shaughnessy** (Gen. Auditors) a few days ago, we learned they had very good "Ham 'n Eggs" in the Philippines, but the cost was a little rough . . . **being \$4.50 per plate**. Wonder what the boys in the service would have paid for a good old fashioned "Hamburger—with everything."

We have it from very good authority and we're sure it's authentic (as we learned it from the expectant mother), that **Mrs. Barbara Senior** (nee Boyd) formerly of the Treas. Dept. anticipates a visit from the "Stork" sometime during July. Our best wishes—and let us know whether 'boy or girl.'

One day last month **Byron Larson** (Traffic) came to the office wearing a nice looking **brown suit** . . . but the ensemble appeared somewhat strange . . . it was the **bluish-grey** vest he was wearing. It seems the vest (obviously) or the coat and trousers (naturally) belonged to different suits. I guess these Chicago trips are a lot tougher than most of us believe—especially upon the eyes.

As I strolled out the front door of the W.P. Bldg. last February 11th was nicely surprised to meet **Anthony Quill** (Car Record) and in civilian attire. Understand Tony received his discharge from the services only a week before but promptly returned to the W.P. payroll, and believe he acted wisely for they are expecting "an addition to the family" during March—and the "little ones" cry for a lot of things.

Guess my little contributions to the Headlight help make friends for **Walter Samuels** (Modesto), formerly editor of the Tidewater Southern "One Spot" magazine dropped into the office last month. At first, thought he was a "bill collector" and tried to dodge him, but now I'm glad to have met him for he's "smaller than me" (apologies to **Frank Rauwolf**—Frt. Claim) and I'm sure we can persuade him to submit news from the Stockton-Turlock area.

It's an old, old story—but make a mistake and you'll hear about . . . and I did. It seems the February "Sports Review" stated none of our bowling teams placed in the money during the S.P. tournament of 1945. Well . . . to my amazement, **Bill Hatfield** (Loc. Frt. Office) called and specifically pointed out his "Freight Agents" team placed 4th in the team events last year—so I naturally must apologize to Bill and his four stalwart Keglers for my purely unintentional oversight.

Seen at Downtown Bowl on February 7th—were **Frank Winenow** and **Bill Dunbar** (both Traffic) indicating the "Traffickers" still have a following—in fact a lot of the teams are . . . following them, in the standings.

The 'Baseball and Football game pools' will now be open to everyone in the Traffic Dept. for **Martha Tasker** resigned as of Jan. 31st—Martha usually won ALL the pools. She and her husband, **Walter** (ex-Navy), left on the Western Pacific Exposition Flyer on Feb. 5th for Kansas City where they will set up housekeeping, etc. Walter, we understand is a close friend of "**Chuck**" **Van Zandt**, both serving together on one of Uncle Sam's fighting ships.

Starting right off on the first day of February—**Paul Shelmerdine** (Trans. Dept.) returned to the Western Pacific, but stated the weather around San Francisco was a little chilly compared with the 140 degrees and higher he had experienced while in the Dutch East Indies.

The Western Pacific Bowling League keglers, together with fellow employes join me in extending to **Parker Swain** (Trans. Dept.) their deepest sympathy in the recent loss of his Mother, who passed away last February 9th.

With appreciation to **Helen Decker** (Traffic) who gave me the information, we are happy to announce the marriage of **Jeannette Sayles** to **Frank O'Grady** last Feb. 15th at 10 a.m. in Seattle, Wash. Jeannette left the W.P. Traffic Dept. a little over a year ago, going overseas with the American Red Cross and while in Paris, France . . . met Lieut. Frank. Following their stay in Seattle (Jan's home town), the bridal couple plan a honeymoon travel trip, with final destination—Chicago (which is Frank's little city) where they will commence "housekeeping." Our very best wishes to the newlyweds for a happy future.

The Treas. Dept. was pleasantly surprised last February 8th when **Mrs. Donna Stoy** (nee Nichols) walked into the office after residing in the east—following her marriage last June. From reports—it seems we have another very solid California booster, for Donna indicated Georgia hasn't anything to offer that **California can't double** or in fact—redouble.

Upon his return from an eastern travel trip, taking him to points as far east as Boston and New York, **Frank Lindee** (formerly Traffic but now Modesto) found orders requiring his "personal touch" at the Roper Yard, Utah.

SPORTS REVIEW

By Jack Hyland

* The Western Pacific's "1945-46" bowling season is steadily drawing to a close with only five more weeks remaining in the second half schedule to decide the winner—who shall then bowl the Auditors (first half winners) in a three game roll-off for the league championship. At present, the Traffickers are still clinging to first place with 16 wins out of 24 games, being only one game ahead of the Freight Agent keglers; the Oakland Carmen with 14 wins and the Auditors together with the Freight Accounts team each with 13 wins are within striking distance of the leadership. This last month should, and must bring forth the very best bowling from each team—for any of the first five outfits have an opportunity to finish in first position.

The complete team standings, including games of February 14th are:

	Won	Lost	H.G.	H.S.
Traffickers	16	8	848	2425
Freight Agents	15	9	864	2429
Oakland Carmen ..	14	10	871	2438
Auditors	13	11	835	2430
Freight Accounts ..	13	11	871	2504
Transportation	10	14	879	2437
Passenger Traffic ..	7	16	791	2243
Engineers	7	16	820	2291

Wilkinson Still Leads

Last month we listed Bill Wilkinson in first place with a 174 average and oddly enough, after bowling another full month—Bill is right where he started—with a 174 average. While both Joe Corven and Hal Nordberg have retained their same positions, i.e., 2nd and 3rd place—their average did drop slightly—Joe holding down a 171 and Hal having a 170 average. The balance of the "Big-Ten" remains about the same—although two new names were added . . . Tommy Kyle's and another bowler (?) listed in fifth position.

	Gms.	Avg.	H.G.	H.S.
Wilkinson	24	174	228	579
Corven, Joe	21	171	230	572
Nordberg	12	170	213	559
Casey	24	167	204	565
Hyland	24	164	219	570
Murphy	24	163	226	595
Brown	18	162	210	527
Heagney	24	161	201	506
Kyle	24	159	205	526
Hatfield	24	157	224	515

(Note.—This copy went to press before the results of the S.P. 6th Annual Tournament in which some of our W.P. teams and players participated, were obtainable—but we'll have it all in here next month.)

THE WESTERN WAYFARER

HAWAII: THE FORTY-NINTH STAR!

By Thomas P. Brown, W. P. Publicity Manager, San Francisco

(Copyright, 1946, by Thomas P. Brown)

"Ua mau ke ea o ka aina i ka pono."—"The life of the land is preserved in righteousness."—Hawaiian motto, originated by Kamehameba III

★ Saint Matthew (2:9) wrote of "the star, which they (the wise men) saw in the east." As we write this article in San Francisco, the "Cool Gray City of Love," and as we look through the Golden Gate, we see a bright **star in the west**. It is the lone star of the flag of Hawaii, ready to take its place in the blue field of Old Glory—a field of seven rows of seven stars, instead of the 48 which have shone since 1912.

The momentum of the movement for the admission of the Territory of Hawaii into the Union, temporarily halted by the late war, has been greatly accelerated since V-J Day. Perhaps the future historians will time this movement as dating from the island revolution of 1893 and the formation of the Republic of Hawaii, followed by the annexation under President McKinley (1898) and Congressional designation of the Territory of Hawaii (1900). In chronological sequence more recent statehood developments are:

(1) 1940—The people of Hawaii, in general plebiscite vote 2 to 1 for statehood; (2) June, 1945—Delegate Joseph R. Farrington of Honolulu, introduces enabling act in Congress; (3) Dec. 22, 1945—Harold L. Ickes approves statehood as part of the territorial policy of the Department of the Interior; (4) Jan. 10, 1946—Honolulu Chamber of Commerce directors vote unanimously, membership ballots having been in ratio of 3 to 1; (5) Jan. 21, 1946—President Truman, in message to Congress on the state of the Union, urges prompt admission; (6) Jan. 1946—Shortly after the President's message, House Sub-Committee, which had visited the islands, reported unanimously in favor; (7) Feb. 1, 1946—San Francisco Chamber of Commerce unqualifiedly endorses—first U.S. chamber of commerce so to do; (8) Feb. 13, 1946—U.S. Senator William F. Knowland of Oakland, Calif., introduces companion measure to that of Delegate Farrington, providing for statehood.

As it is 34 years since the stars of New Mexico and Arizona joined the 46, it is of interest to note that following the action at Washington, D.C., Hawaii must hold a convention to adopt the constitution of the U. S. A., draft and ratify a state constitution, elect two U.S. senators and two members of the House of Representatives, and establish a Federal judicial district Proclamation by the President that this has been accomplished will usher in the 49th state into the Galaxy of the Union.

Hawaii's case for statehood has dominating elements of strength: fact, reason and sentiment. Hawaii's population (July, 1945) was 502,122, larger than any of the states when they entered the Union, with the exception of Oklahoma. Delegate Farrington says that 85 per cent were born either in Hawaii or on the mainland of the United States. Hawaii has a larger population than any of the states of Arizona, Delaware, Nevada, New Hampshire, Vermont and Wyoming. The land area is only 6,435 square miles, but it is larger than three of

the original 13 states—Connecticut, Delaware, Rhode Island. Attention has been directed to the vast resources of Hawaii and its close economic ties to the United States. John A. Ham-

ilton of the Honolulu Chamber of Commerce says that Hawaii ranks fifth as an imports customer of the United States. Bank deposits in 1944 were nearly a half-billion dollars.

Hawaii's strategic military position is obvious.

The San Francisco Chamber of Commerce and others emphasize the fact that Hawaii has fulfilled every qualification for statehood and has proved ability for self-government. Hawaii's loyalty to the United States ever since its people came voluntarily under the Stars and Stripes, and notably during the last two world wars, is recognized on all sides. In point, Hawaii's subscriptions to war bonds averaged \$542 per capita.

For Hawaii, statehood means recognition of "taxation with representation"—a voice in levying taxes and in disbursing revenue. In sum, all the privileges of statehood and a voice

in the election of the president.

In view of the timeliness of this subject we set down some notes from a refresher course in which we have just indulged:

The main group of the Hawaiian archipelago traces the diagonal of a mid-Pacific rectangle ranging from 18 deg. 55 min. to 22 deg. 15 min. north of the equator and from 150 deg. 50 min. west longitude to 160 deg. 30 min. west longitude. From southeast to northwest are five main islands in single file: Hawaii (The Big Island); Maui (The Valley Island); Molokai (The Friendly Island); Oahu (The Gathering Place) and Kauai (The Garden Island). Kahoolawe (Goat or Dust Island) and Lanai (Pineapple Island) lie west of Maui; Niihau (The Forbidden Island) lies southwest of Kauai. Thus the "Storied Eight Isles," or "Isles of the Blest," constituting the "Paradise of the Pacific."

The southernmost island of Hawaii (volcanoes Kilauea and Mauna Loa) is about the latitude of Mexico City. Honolulu, on Oahu and the most populous city, is 2,091 nautical miles from San Francisco. By luxury liner Honolulu is 4½ days' voyage from San Francisco. By plane, this island metropolis is reached overnight from San Francisco. As to time: when it is 12 noon at Honolulu, it is 2:30 p.m., San Francisco; 3:30 p.m., Salt Lake City; 4:30 p.m., Chicago; 5:30 p.m., New York; 10:30 p.m., London. And 6:30 a.m. **tomorrow** in Manila and Shanghai.

The Hawaiians have no word for weather, says the Hawaii Tourist Bureau, adding that it has never been hotter than 88 degrees, nor colder than 56 degrees during the operation of the U. S. Weather Bureau in Honolulu. Trade winds give the island their cool, equable climate—an oceanic, sub-tropical climate.

(continued on next page)



This photo, by courtesy of the Matson Navigation Company, shows the statue of Kamehameha I, "The Conquering King", in front of the Judiciary Building, Honolulu, formerly called the Hale Aliiolani (House of Chiefs). Kamehameha means: The Lonely One.



We are discontinuing our Honor Roll and the V for Western Pacific employes entering the armed forces... first, because we think you will agree that, with the war ended, the primary purpose of the Honor Roll is gone. Too, the records previously maintained for this purpose have been filed away and the figures are no longer available.

In these columns, we have sadly recorded the deaths of seventeen Western Pacific employes and one Sacramento Northern employe during World War II. In their memory... and honor... we call the roll of our Gold Stars for the final time...

Robert Junior Baker
Leslie Warren Bidwell
Leroy James Bording
Lowell Vance Dean
Gino Frediani
John Clifton Gehrig
Clifford Louis Joubert, Jr.
Clarence James McWilliams
Elmer Clayton Milliken

Dan Sinclair Nyrehn
John Paul Pires
Edward Leon Reel
Raul Rodriguez
Joseph Francis Schulien
Earl Edward Sexton
Robert Ray Shisler
Wilbur Frederick Wiese

of the Western Pacific Railroad
and

Charles Sheldon Wack

of the Sacramento Northern Railway

Requiescat in Pace

THE WESTERN WAYFARER

(Continued from page 5)

From the standpoint of agriculture, Nature has been most gracious to these "Cross Roads of the Pacific." Thus it is that sugar and pineapple production lead in industries. Sugar has been the backbone of Hawaii's economy for a half-century, the annual production being normally nearly a million tons. Despite severe war conditions, sugar held to more than 80 per cent of pre-war figures, making a distinct contribution to the fight against sugar shortage. Pineapple production has been outstanding for years, evidenced by an annual production of around 20,000,000 cases, a little over half being fruit and the remainder juices.

The tourist industry is always named in conjunction with sugar and pineapples as a leading industry of our Hawaiian terrain. That all travel records will be broken within the near future is forecast by Mark Egan, general manager of the Hawaiian Visitors Bureau.

We cannot begin to tell in this space why these "Fire-Born Islands," as they are termed in the "Polynesian," published by the Matson Line, attract tourists the world over. Pertinent, perhaps, is the fact that the "Playground of the Sun" has as its official flower the beautiful and also utilitarian Hibiscus.

We would like to delve into the wealth of Hawaiian place-names, and we hope later to do so in these columns. Thus **Honolulu**, perhaps the calm sheltered spot. And **Pearl Harbor** of the divers. And **Diamond Head** (altitude, 761 ft., about that of San Francisco's Twin Peaks), which was so named because early sailors, seeing calcite crystals glittering on its slopes, so named it. And **Waikiki**: Spurting waters.

All in all Hawaii (pronounced Hah-

wye-ee), is the land of Aloha. And when you leave its hospitable shores, you should retain your lei of flowers until beyond the port. You must cast it overboard and if it drifts ashore, you will, as is the Hawaiian legend, return—for another aloha, another welcome!

In writing this article we have had friendly and essential help, and so we make grateful acknowledgment especially to:

Mr. John A. Hamilton, vice president, and Mr. Mark Egan, executive secretary of the Honolulu Chamber of Commerce; and to Mr. Otto Janssen, publicity director, Hawaii Press Bureau, Washington, D. C.

Mr. William B. Tyler, vice president of the California and Hawaiian Sugar Refining Corporation, Ltd., San Francisco, and Mr. Willard Swain, editor of its publication, "Cubelets".

Mr. James B. Black, Jr., public relations representative, Matson Navigation Company, and Mr. Lloyd Myers, Arthur Kudner Advertising Agency, San Francisco.

Mr. Lloyd H. Larison, traffic manager of the Hawaiian Pineapple Co., Ltd., San Francisco.

Mr. Ivy L. Lee, Jr., Public Relations, Pan American World Airways, San Francisco Municipal Airport.

Mrs. Violet A. Silverman, of the Library of Hawaii; Miss Dolores Cadell, San Francisco Public Library, and Miss Mabel R. Gillis, California State Librarian.

Since this copy was set up by the printer, we have learned that the **California State Chamber of Commerce, at its February meeting in Los Angeles, endorsed statehood for Hawaii and is urging support of this movement by major chambers of commerce and state chambers of commerce throughout the Nation!**

THE SAGACITY OF THE CROW

* Whenever a flock of crows are feeding, no matter how famished they may be, one remains perched somewhere aloft on the lookout for danger and ready to utter a warning. This guarding against danger by being ever on the alert is reflected in their increasing numbers, although as a predatory bird, someone is always after him.

We often work in groups, and it is almost impossible to believe that in many instances, with the training and experience of our men, someone in the group would not see the hazard before a fellow worker is into it and an accident happens.

One, who under the strain of a specific task, may be preoccupied and not perceive impending danger; but some one can often see it and utter the warning before an accident happens. This is not the duty of the supervisor only, but also of every employe in the group.

After an accident happens, everybody is ready to lay aside his work and rush to the aid of the victim. But it's too late.

No matter what the nature of the hazard, we can profit by keeping in mind the sagacity of the crow.

HOMER BRYAN



THE POT AND KETTLE CLUB

* Every Friday noon in the Green Room of the Western Merchandise Mart (Frank Runyan, president) at San Francisco, the San Francisco Pot and Kettle Club, a branch of the Associated Pot and Kettle Clubs of America, holds a luncheon meeting with some special divertissement.

On February 8th, the attraction was a showing of the Western Pacific film, in color, prepared by Chuck Faye a few years ago. Chief Clerk Pete Citron and FTA Jay Barbeau, of John Coupin's staff, and the editor, carried the banner for the WP.

The film presentation seemed to be well received. The WP representatives thoroughly enjoyed the good-natured bantering and noted the umpteenth time Walter Nicklas' "pots" were defeated by the "kettles" in the attendance contest. It's quite evident these men completely believe in their aim... "to encourage cooperation, good-will and the promotion of good-fellowship among buyers and sellers of housewares and allied lines."

We're indebted to Frank Deffrey, of the Overland Freight Transfer Company; to the Club's president, John P. Loughman, of H. Baker & Co., Inc.; to Corresponding Secretary Traver Hubbard and to Jack H. Behrens, of the Mart, and program chairman of the club.

RANDOM

*The first order of business will be apologies! Last month we produced a bumper crop of mis-spelled names... our perennial nightmare... partially due to careless type-setting and partially due to the editor's failure to do the usual research! So, our regrets to **Elynor Joy Lowrey** and **Frances Elizabeth (Betty) Kellerer**, of our GO Treasurer's office; to Comdr. **Alan F. Williams** and to Mr. **Thomas M. Schumacher**, with whose middle initial we are quite familiar! There were a couple of other errors (on the editorial page... sacrilege!), but **Bob Collier**, for the printer, and our editor, for the magazine, promise to resume the campaign for the elusive perfection!

Paul Henry Jenner, road foreman of engines at Portola, has been detached from his job and assigned to special duty preparing a new air brake book. **Clifford F. Fields**, who was assistant road foreman of engines at Elko, moved over to Portola as acting road foreman of engines in Paul's absence. They're good boys and we know they'll do all right.

Ona Tellaisha, former bond clerk at Elko, is now Yeoman first-class. Ona is still stationed on Treasure Island and likes her work with the Waves.

Sarge **Milton Leroy McNally**, son of trainmaster **John McNally**, is back at the old stand switching at Portola. His Army chore included service in Belgium with a railroad battalion. We hope his brothers Bob and Jim are returned home soon.

Harry J. Sweem, veteran of World War I and Western Pacific carman at Oroville for 28 years, died suddenly at his home late on January 27th. Sweem was born at Everett, Washington, June 14th, 1891 and moved to Oroville in 1914.

Dallas B. Huggins has been appointed editor and manager of the Journal of the Brotherhood of Railway Carmen of America, headquarters Kansas City, Missouri, according to LABOR, official newspaper of the railroad brotherhoods. Huggins for many years served as general chairman for the carmen on the Western Pacific.

If you aren't interested in anniversaries and special occasions, do not read this paragraph. March is, as you must know, Red Cross month. The 6th is Ash Wednesday, first day of Lent 1946 edition. The 6th is also Alamo Day (for the many WP recruits from Texas!). The 8th is the birthday of Oliver Wendell Holmes (born 1841), who, according to John Morley... and many others... was the "greatest judge of the English speaking world." On the 12th the United States Post Office was established by act of Congress in 1789. Now we need an act of Congress to assure a little courtesy from the P.O. employes toward the poor taxpayers. On the 16th in 1802, West Point... otherwise known as the United States Military Academy... was established. The 17th is St. Patrick's Day. The 21st is the first day of Spring. Ah, Spring! And on the 22nd, in 1775, Patrick Henry delivered his now famous speech at Richmond, Virginia.

Ralph H. Allen, retired head capital expenditure and valuation clerk, visited his many friends at GO early last month. He looked fine; better than, ever, especially with that hirsute adornment! And though Ralph has retired he certainly hasn't lost his deep interest in things Western Pacific. It was good to see you, Ralph, and we hope Dr. Kilgore will soon give you the clearance necessary for your return to Alta California and away from those funny people called Angelenos.

Mercenary note: We like to have lots of members for our Western Pacific Club, particularly on-line... and the dues from such members naturally help the general cause! Some time ago, all our members were furnished membership cards. By consulting the backs of these, you will learn whether or not your dues are paid up. If they aren't how about taking care of them, thus making it unnecessary for us to dun you, a distasteful procedure. This applies to members in our off-line traffic agencies as well... those, that is, who are, shall we say, delinquent?

On Christmas Day, Gerlach Telegrapher **Wanda Bishop** boarded No. 40 heading for Winnemucca and an expected blessed event. Agent **Anna Belle Albrecht** accompanied her. However, the stork refused to await arrival at Winnemucca, so, with the assistance of the Pullman conductor (whose name we do not have) and some of the train crew, a baby girl was born to Wanda at Jungo! Mother and daughter did very well and returned to Gerlach after a few days at Winnemucca's General Hospital.

Carrie Black, of Trainmaster **Bill Howell's** staff at Portola, entered the WP Hospital there for an operation January 30th. We're mighty glad to hear from Bill that Carrie is recovering nicely and probably will be back on the job when this issue reaches the newsstands (!). Hope Carrie will be able to take up staff reporting for the April issue.

The recent slump in our freight business resulted in pulling off three assistant yardmasters and three clerks at Portola. Hope the wave of strikes soon ebbs so we maintain full employment on our railroad as long as possible.

Bill Howell says they now have in the Portola station one of the best counter restaurants in Plumas County. Bill waxes lyrical, adding "it is really beautiful... even the doughnuts taste better... fluorescent lights 'n everything." Congratulations to those responsible for this fine improvement.

THE EDITOR

ELKO ECHOES

By Peggy Phillips

*The Western Pacific office bowling team is really going to town, being in third place against tough competition at the close of the first half of the league play. The second half began February 25th. The team (and the writer) has hopes of landing in the upper three when play is completed. With an average of 163, **Al Glenn** seems to be "top" man. Good luck, team!

Sgt. **Jack Ford**, former ticket clerk, has returned home after 2½ years military service mostly in the South Pacific. Jack's plans are still indefinite.

We welcome **Lillian Baxter**, stenographer, daughter of **William J. McCoy**, sheet metal worker at Sacramento Shops. Lillian began work here on Lincoln's Birthday.

Mrs. Norman Vaughn, wife of our assistant timekeeper, underwent a major operation at Reno February 16th. We wish her a speedy recovery.

Telegrapher **Evan L. Nielson**, just returned from military leave, is now at Deeth, where he relieved Telegrapher **George Barto**, who has moved to Reno.

Irene Wayland and **Charlene Murray**, operators, have returned to their posts at Sonar, after vacationing at their homes in Texas.

Speaking of vacations, we understand our agent at Gerlach, **Anna Belle Albrecht**, has gone to San Francisco for hers. We hope you'll return feeling much better for your rest, Anna Belle!

Wanda Bobo, telegrapher at North Battle Mountain, is back at her old job following a vacation at her home in Brownsville, Texas.

Edna Norton, mechanical clerk, is leaving the Western Pacific and Elko after 2½ years. Edna's husband, an Episcopal minister, has been transferred to Hollister, California. We hope you'll like your new home, Edna, and we will miss you.

If any department or individual has news items, this reporter would be very glad to have them addressed to her and placed in the Superintendent's box in the telegraph office, remembering that names must be used—and the items signed—should more details be needed.

Editor's note: If "Anonymous," instead of criticizing Peggy for failure to include items about other departments, would furnish such items, they might break into print! Drop that cloak of anonymity and let's not argue which is "the most important part of the railroad"! We're trying to do a job. How about helping, rather than hindering?

RED CROSS MONTH

★ \$100,000,000 from the Nation is the estimated cost "TO KEEP THE RED CROSS AT HIS SIDE IN 1946." Will we do our part? The Red Cross goals will run about 40% of the amount asked by the War Chests. They do not require as much money, but they are in the same great humanitarian business... on a world-wide basis.

Some idea of the task confronting the Red Cross may be obtained any day at the docks where thousands of returning servicemen stream across the piers and are met day and night, by Red Cross volunteers. **Since the first year of war, Red Cross canteen workers have seen off every transport, giving a parting wave and some small comfort to the men going out to fight.** And, today, Red Cross remains at the docks, serving as many as 30,000 of those same men daily as they return. Red Cross is San Francisco's hospitality committee. At Christmas, when shiploads of high point vet-



erans were tied up at the piers, stranded here, Red Cross set up emergency canteens and worked around the clock. For every returning soldier, for every wounded man there was a Christmas gift.

This is the American Red Cross magnificent national and world record . . . \$60,000,000 in loans and grants to servicemen and their families since war began; Almost 9,000,000 servicemen and their families assisted by various chapters; 27,000,000 prisoner of war packages produced in chapters throughout the nation; More than 25,000,000 items sent to Army and Navy stations in the United States; and More than 50,000,000 persons in 41 countries given \$150,000,000 in civilian war relief.

The gigantic task of dispensing mercy goes on. The Red Cross must now assume peacetime obligations that should be curtailed no longer now that the war has ended. Disaster relief, home nursing, first aid . . . all vital community services . . . will be expanded to meet increased civilian needs.

As for the returning servicemen, the Red Cross will, to the limit of its ability, heed Gen. MacArthur's admonition to ". . . take care of them."

WENDOVER WHISPERS

By Henry J. Wallock

★ Western Pacific workers here can be proud of themselves for the fine showing made during the March of Dimes, for which they contributed \$160.00. Thanks, men, for your cooperation and a pat on the back to Roundhouse Foreman **Bob Colvin** for his part in making this possible.

The trainmaster's office has undergone some welcome changes, says clerk **Margith Hellewell** . . . three new desks and new and larger cabinets for storage and files.

Machinist **John J. McGraw** says we will have to build a gymnasium for these fellows who constantly want to fight. When last seen, the roundhouse foreman had a brake-club in his back pocket to enforce law and order if necessary!

Fred Bieser, general boiler inspector from Sacramento, paid us a welcome visit last month.

Laborer **William J. Sullivan** has returned from Portola Hospital a brand new man. You're looking fine, Sully!

Boilermaker **James A. Manahan**, also reported on the sick list in last month's Headlight, is welcomed back after a long siege.

General Clerk **Evelyn Ehlers**, of the express office, is contemplating leaving our service as soon as her husband is discharged from Wendover Air Field. Lots of luck to you, Evelyn.

★ ★ ★

EDGAR CHAUNCEY PETTIBONE ENDS 48-YEAR RAILROAD CAREER

★ Western Division Engineer Edgar C. Pettibone, of Oroville, retired January 1st after 36 years as a Western Pacific engineer.

Born at Darien, N. Y., November 10th, 1878, Pettibone began his railroading in 1897 with the Erie at Buffalo. Later, he went to the BR&P as a brakeman and, in 1902, moved west to fire for the Rio Grande. He was promoted to engineer in 1906 and, on December 31st, 1909, joined the WP at Portola as passenger train engineer.

He and Mrs. Pettibone will make their home on their 10-acre olive ranch at Palermo.

★ ★ ★

WP REFUNDING AND REDEMPTION

★ Early last month, Western Pacific Railroad Company announced it would proceed with application now pending before ICC requesting authority to refund \$10,000,000 First Mortgage 4% bonds with a similar total of First Mortgage 3s, constituting our entire First Mortgage issue.

Simultaneously, the Company announced it would redeem, on May 1st, \$5,000,000 of its Series A, General Mortgage 4½% Income bonds, of which there are approximately \$20,657,000 currently outstanding.