



Vol. 5 MARCH, 1945 No. 3

Away with this man, and release unto us Barabbas.
—The Gospel According to St. Luke.

THE HEADLIGHT

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Published Monthly by
The WESTERN PACIFIC CLUB

Association of Employees of
The Western Pacific R.R. Co.,
Sacramento Northern Ry.
Tidewater Southern Ry. Co.

Western Pacific Building
San Francisco 5, California

Member Pacific Coast Association of
Industrial Editors

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EDITORIAL PAGE

★ Thus did the chief priests, the rulers and the people respond to Pilate on a Friday many, many years ago when he asked who should be released . . . Jesus or Barabbas! March 30th is the 1912th anniversary of that infamous day. It is written that civilization has made great forward strides since that day; that we humans have learned much from our mistakes of the past. Were the Messiah to walk in our midst in this twentieth century and be haled before a tribunal of ours on a charge of revolutionary reforming (which, historically, caused Jesus to be brought to trial before the ecclesiastical court of the Sanhedrin) and we, the multitude, were offered the decision to free the Messiah, or some common criminal like Barabbas, would we judge correctly this time? I wonder!

★ Last month we failed to welcome Peggy Phillips as our new Eastern Division staff reporter at Elko. Our belated welcome is no less sincere and our gratitude for her willingness to take over the assignment is as great as though we'd done the job right the first time. Peggy is secretary to Sup't. Duggan.

★ With the departure of Jeannette Sayles for her new Red Cross post, our club loses its newly elected secretary. It looks as though Assistant Secretary Wilma Everett now has a few duties added to her program. Our best wishes to them.

★ March is the month named for Mars, the Roman God of War and father of Romulus and Remus! Andrew Jackson was born (1767) in this month on the 15th. He was our 7th president. James Madison (our 4th president) was born on the 16th in 1751. The 17th belongs to the patron saint of Ireland, St. Patrick. On the 18th, in 1837, Grover Cleveland (our 24th president) was born. St. Joseph's Day is the 19th. Then, technically, the first breath of spring on the 20th. If you really want the first breath, arrange to be out of doors that day at 4:38 p.m. Pacific War Time! The 25th is Palm Sunday. John Tyler (our 10th president) was born in 1790 on the 29th and the Jewish Passover begins on the same day. Good Friday is the 30th and Easter Sunday is April 1st.

★ The American Red Cross Drive begins March 1st. Whether or not victory comes this year, the Red Cross faces the greatest task in its history. Last month we editorially discussed some of the work performed to date by that organization and mentioned necessary expansion of activity. The call from the Army and Navy for enlarged Red Cross services indicates a minimum of \$200,000,000 is needed to support this year's work! Remember our men and women in the armed forces and contribute liberally when called upon to do so.

★ We wonder if you were as thrilled as we on Sunday, February 4th, when an announcer interrupted KGO's Hall of Fame program at 3:05 p.m. to give us the dispatch from General MacArthur that American troops had entered Manila! Three years, more or less, after its capture by the elated men of Nippon, the treacherous invader is on his way out. We hope our men, as they fought their way into Manila, had some idea of the deep-rooted emotions they were stirring in civilians at home!

★ Brother, can you spare a dime? We hope it never becomes necessary for you to ask that question, but it has happened before to some who didn't save the long green when they had the opportunity! Why not make certain YOU will never be on that spot? The solution? Save your money now the easy way . . . buy War Bonds through the payroll savings plan. Your standard of living after the war may depend on your payroll savings now.

★ Do you remember when the first all-talking moving picture hit the screen? It was in 1928 and the picture, if you've forgotten, was "The Lights of New York". We didn't remember either, but the Press Bureau of the J. Walter Thompson Co., of New York, jogged our memory!

★ Howard Sevey, new chairman of our Club's membership committee, has stated for publication that we can use some new members, as well as unpaid dues from old members. Howard is organizing a go-getter committee in GO and outside. Maybe, under the circumstances, it would be better for all of us to go quietly and pay our dues to avoid the super-sales tactics of these super-salesmen and super-saleswomen!

★ A news release for the Union Switch & Signal Company has reached us from Ketchum, MacLeod and Grove, Inc., of Pittsburgh, Pa. It has to do with Inductive Train Communication . . . communication between trains, or between trains and fixed points, or between sections of trains. We wish we could give the release to you in its entirety, but our limited space prohibits that extravagance. It is pointed out that this system has been in use on various railroads for several years, which surprised us! If there is a big demand for this article, we'll use it in full in our next big issue. Coincident with the "Union" release, we received a copy of the Burlington's publication THE ZEPHYR. In it was a story indicating the Burlington, having made successful tests in its Chicago yards, was ready to proceed with installation of high-frequency radio on most of its switching locomotives in the larger yards!

★ For your amusement, or amazement, we give you these headlines from recent San Francisco newspapers . . . "U. S. owes \$1.2 billion abroad, reversing traditional creditor status, Commerce Department says" . . . "Miss (Dorothy) Thompson 'not interested' in arguments" . . . and, on the same page—"Forrestal (Sec'y. of Navy) urges OK for work-or-jail" and "Portland shipyards rolls will be cut by 87,000 in year" . . . !! Incidentally that cut is a decrease of some 75%. We don't get it!

ALL IN GOOD TIME

By Stanley A. Pope

Though we suspect Stanley Pope needs no introduction to our railroad readers, for the benefit of our other friends he is Manager of Time Service for the Western Pacific Railroad, the Sacramento Northern Railway and the Tidewater Southern Railway, as well as some of our friendly connections. Here, Mr. Pope discusses briefly the subject of railroad time service. Believing that your interest in time is as great as ours, subsequent issues of our magazine will include a fuller discussion on that subject by Mr. Pope.—The Editor.

★ "Time Service! What is that? I never heard of it before." This is by no means an uncommon statement, even among railroad employes, and the public is almost uninformed on the personal, vital importance of the subject. Well, if you are not informed, you would say, "Why, the timekeeping department, of course, involving my hours of work and pay check." But, no, Time Service in railroad language means the accurate measurement of time as denoted through the media of clocks and watches.

Relatively few of our associates who travel the rails realize how much depends upon the accuracy of the timepieces of the engineer, fireman, conductor and brakeman, and so we propose to give you, in the brief space the editor has kindly allotted, some of the outstanding points of interest in this field of railroad operation. Comparable to the hysterical school girl, I am just "bursting to tell" all I know, but to do so would cover many pages.

Some historical facts will here be apropos: It was back in the 1880s when Time Service had its inception by reason of a serious accident on an eastern road where two trains came together because the watch of one engineer had stopped and commenced running again after a period of fifteen minutes. Briefly, the facts are: A freight train was given orders to clear a fast mail at a certain siding. The engineer, not knowing his watch had stopped, took it easy with the thought that he had plenty of time to clear, but the impaired condition of the watch resulted in the accident.

Webb C. Ball, an expert watchmaker of Cleveland, Ohio, whose name is revered by a legion of friends and associates, was requested to provide a remedy to prevent future accidents from similar causes. His study of the conditions existing on this particular railroad developed that some employes carried watches of nondescript make, many did not carry watches, and, astonishing to relate, *engineers were found to be running their trains, as to time, by the use of alarm clocks and cheap watches.*

Mr. Ball devised a system of watch inspection that still continues and is practically standard throughout the United States, as it is on the Western Pacific. At the same time, he negotiated with American watch manufacturers, proposing that they construct watches of prescribed specifications especially for railroad service accuracy. Prior to this, pocket watches were not adjusted to positions and were fitted with brass escape wheels, flat hair springs and single roller escapements. Today, Mr. Ball's standards of excellence, which the watch factories readily adopted, still exist with only minor changes.

If you will glance at one of our working time-tables, you will notice the symbol "K" in the appropriate column. This indicates standard clocks at all principal terminals. These clocks perform duty of paramount importance. They must operate within very rigid limits. Variations shall not exceed 5 seconds in 24 hours.

Then, if you will turn to the last page of the time-tables, you will notice the names of authorized watch inspectors. All employes engaged in the movement of trains are required to carry so-called standard railroad watches, which must follow prescribed specifications. They are, in brief, as follows: 16 size, lever set, open face with pendant at figure 12; Breguet hair spring, double roller escapement, steel escape wheel; 19, 21 or 23 jewels, adjusted to five positions.

But even with the excellence the manufacturers have built into these watches, one cannot be sure of consistent safe performance unless a method of inspection be followed. And that work is entrusted to the authorized watch inspectors. Every

OUR COVER PICTURE

Taken at Portola, California, the dividing point of our Eastern and Western divisions, with Diesel freight locomotive No. 901 in the background, shows, from left to right, Trainmaster William G. Howell, Engineer A. C. Donnenwirth, Conductor Floyd D. Seaton, Staff Reporter Jessie Hoag and Fireman G. K. Knutson. Photo is by Quon Soohoo, Portola photographer, and a carman helper apprentice at our roundhouse there.

employe using a standard watch under the Time Service Rules carries a certificate issued by a watch inspector verifying that his watch conforms to the company's requirements.

Each employe must visit his nearest watch inspector once a month so that the variation between his watch and observatory time may be recorded and regulation given as necessary and, of course, should the inspector find mechanical errors which would affect the timekeeping qualities, the owner is so advised and corrections are made.

As you know, the Western Pacific Railroad began regular operation in August, 1910. At that time, I was a young chap in the employ of Webb C. Ball and still recall with pleasure shipping the first standard clocks over the Western Pacific system so that they would be ready when operation commenced. These clocks were of excellent quality, but a few years ago, standard clocks were replaced with instruments of modern construction. Theretofore, it had been necessary to wind such clocks weekly, and manually set them each morning when the time signals from Washington were given over our wires. Now it is only necessary for the operator to close a key to set the clocks electrically. They are wound automatically.

Our employes take personal pride in their watches. With an "old-timer", especially, his watch is as close to his heart as his wife. There is an affinity between railroad watches and railroad men and they quickly become concerned if their watches start to vary from their regular habits.

You can depend upon a railroad man's watch. The public does. How frequently when riding passenger trains do we hear patrons ask the conductor or brakeman for the correct time.

In double track operation, accurate time is of the highest importance. In single track territory, it takes on added emphasis and especially is this true with the unprecedented movement of war traffic.

Among other requirements, I should mention that in order to insure against hazards resulting from lack of lubrication, watches shall be cleaned and oiled every eighteen months. The lubricant used is of the highest known quality, but so minute is the amount of oil used in the entire watch that in eighteen months the lubricant has lost its value and this condition is particularly noticeable in the high temperatures in which our trains operate during the summer season, and particularly at the locomotive boiler head.

The case of a watch must be as nearly dust proof as possible and the modern railroad watch case has been brought to a state of perfection that will protect the movement against foreign matter, which, with the old fashioned cases, would enter the movement and affect its performance.

It will be understood, then, that Railroad Time Service is one of our major bulwarks in safe operation. *It is positively indispensable and so recognized by the railroads of the nation.* Our employes, too, value this fact and are zealous in carrying out what is required of them to maintain their watches so that they will always be in dependable condition and capable of reflecting time accuracy.

In the anticipation that our country will continue to increase its activities in the South Pacific war area, the railroads of the Pacific Coast have a heavier duty to perform than ever before in their history. They are equal to the task and will carry their assignments to a successful fulfillment; and, in this connection, Time Service will continue to function as a necessary factor. Those of us in the Operating Department are alert to the requirements and will see to it that our watches, subject to Time Service Rules, faithfully perform their duty every moment of every day.

Hy-Lites

By JACK HYLAND

reason. With appreciation to **Howard Sevey** (Treasurers) who gave me some information concerning this town, we still wonder if they were justified in their decision. It seems when the people of Berlin, Oregon, refused to change the name of their district, they were showing no lack of patriotism and no liking for the German city, but rather were standing strong for pioneer tradition and a place name of their area. The Oregon Berlin used to be known as **Burrell's Inn**, because an early resident of that name served meals in his own home to wayfarers. When the postoffice came it was decided to simplify this to "**Burl Inn**"—and what happened thereafter is evident—the phonetics of the situation and the previous fame of the German Capital simply took over. But now, the postoffice is gone, yet the postal name clings, and, as some would have it, odiously. So your writer still wonders why the Albany Chamber of Commerce gave in so easily, instead of endeavoring to talk the townspeople into a proposal of again calling the town "**Burrell's Inn**" in honor of the early resident.

Well, Well . . . finally some news from Chicago. **Marie Libbe** writes to say, a recent letter from **S/Sgt. Joe Schulien** tells of his being in Northern France and that 40 and 8 boxcars are still as much of a nightmare as they were in 1918 . . . and not a "damn" bit warmer. Also **Gerry Coffey** is on a Destroyer Escort somewhere in the Pacific area where it's hot . . . but Gerry's mother didn't explain whether "hot" meant "action or weather". (Say, Gerry, if you're on the No. 601 . . . my cousin **George Gladden** (F1/c) is on it also, look him up.)

Received a most interesting (as usual) letter from **Pvt. Robert Witts** (Traffic) indicating he's now stationed in Dutch New Guinea. Of exceptional importance . . . is the news of his engagement to a cute little gal (says he) who claims to be 5' 1/2", with blue eyes and brown hair, and the wedding is planned for Manila (MacArthur permitting). For a minute I thought Bob may have gone native, etc., when he wrote she wasn't an Australian, but was a foreigner . . . until later on when I read . . . "**Edith**" is a WAC and hails from Pittsburgh, Pa." Congratulations, Bob, and you both have my very best wishes.

Truly surprising a gathering of girl friends at her home on January 19th, **Donna Nichols** (Treasurers) announced her engagement, and revealed the husband-to-be is **Walter Stoy** (Photo. 2/c), US Navy. The wedding date is still indefinite. (Thanks for the cake, Donna, but if you'll remember my waiting outside, you'll agree a hot cup of coffee would have been very welcome).

Understand the girls of the Manifest and Military Bureaus gave a luncheon party at the Palace Hotel last January 6th in honor of **Leanna Harder** . . . and the reason for the festivities (and gifts) was . . . Leanna married **Cpl. Jim Davis** of the U. S. Marines on Jan. 14th. Our belated blessings to both.

The "Silver Wings" which **Grace Heaney** (Traffic) received from a certain individual a while ago must have really meant something . . . for she was mighty down-hearted last month when **S/Sgt. John P. Kent** (531st Bomb. Sq.) didn't write or telephone for nearly a week. (Of course, Grace should realize it costs a lot of money to telephone from Chandler Field, Arizona. . . . but then a letter is for "FREE", and hope John doesn't fail again in his letter writing.

Happy birthday greetings extended . . . to little **Regina Lee Bramy**, who will celebrate (in a mild sort of way) her "1st birthday" on March 8th. The little lady is the daughter of **Chris**, and **Pvt. Albert Bramy** (formerly Trans. Dept.) and we know Al would like to be home to help blow out the "one candle" on the cake.

When we mentioned last month that **Maureen Stone** (Traffic) would soon be changing her name, we were positively correct . . . for she became "**Mrs. Arthur Phillip Gruber**" on February 4th at Sacred Heart Church, Oakland, Cal., and was last heard from . . . (honeymooning) . . . at Santa Barbara. We extend to Maureen and Arthur, our best wishes for many years of happiness.

Was recently informed **Marilyn Riddle's** husband, **Robert**, lost his life while in action on the Belgium front last December 31st. Marilyn is the daughter of **Bill Racine** (Aud. Pass. Accts.) and formerly worked in our Manifest Dept: but is now employed in Carl Mangum's Oakland office. We extend our deepest sympathy.

Some of our girls leave us, but others continue to arrive . . . so there is never a dull moment. **Dorothy Heyworth** (formerly Frt. Claim), the little lady who'll become the wife of **Bill Gertsen** (mail-clerk) on April 7th (date now confirmed) resigned last January, as did **Jackie Hubert** (Traffic). Additions (I know of) during the past few weeks were: **Dorrie Stanley** (a friend of **Barbara Boyd** (Treas. Dept.) now in Frt. Claim; **Marjorie Hoyt** and **Eugenia Loo** added to Traffic Dept.; **Judy Lindbloom** to Pass. Dept.; **May Gee** to Car Record; **Marilyn Marshall** and **Betty Kellerer** are newcomers to Treas. Dept. And it **CAN HAPPEN HERE** . . . for new male additions of **Loring "Hap" Brown** to Freight Claim and **Lee Marshall** to Pass. Dept. prove it.

Yes sir . . . **Uncle Sam** is still very much in evidence. First . . . a few fellows like **Clifford Worth** (Traffic) and **Howard Sevey** (Treasurers) received their pre-induction physical examinations last month and both passed with A-1 (pardon me) 1-A ratings. **George Welch** (AF&PA) is scheduled to report and let the doctors have a "look-see" shortly. Second . . . other folks also heard from the Government recently, in a way of a reminder that the other half of their previously "forgiven tax" on the 1943 income is now . . . "not forgiven".

SPORTS REVIEW

By Jack Hyland

★ Last month we listed the team standings with the Oakland Carmen on the top of the heap . . . and we'll have to do it all over again this month, for during the past four weeks these same rugged individuals have only lost one single game and are leading the entire field by virtue of 20 wins out of 21 games played. They are still being hounded by the Freight Agents (1st half winners), although the won column list them with 16 wins out of 21 games, four full games behind the leaders.

The "quickie" of the month occurred the night the Traffickers and the Treasurers were scheduled for combat, with a slight wager being made by the players on each team, as to the outcome of the series. The Treasurers had their regular outfit, but the Traffickers . . . produced a new player . . . a "Mr. X" and it was his bowling which actually clinched the series. The irony of the victory was . . . "Mr. X" is none other than **Carl Flaig** of the Treasury Dept. and he bowled like a champion against his office gang, so needless to say . . . the Traffickers offer him a place on their team, anytime.

The team standings after the seventh week of bowling show:

	Won	Lost	H.G.	H.S.
Oakland Carmen	20	1	869	2476
Freight Agents	16	5	883	2486
Traffickers	12	9	849	2444
Treasurers	11	10	849	2297
Switchmen	10	11	816	2332
Disbursements	9	12	838	2371
Transportation	8	13	842	2374
Auditors	8	13	809	2299
Freight Accounts	7	14	827	2267
S. F. Carmen	4	17	789	2193

Big Ten Bowlers Bunched

A review of the Big Ten list indicates our top ten bowlers are all fairly even—with only five points separating the first ten places, with Charlie Dooling still holding the lead and Howard Sevey bringing up the . . . tenth place position. The full list includes (covering Feb. 15th games):

	Gms.	Avg.	H.G.	H.S.
Dooling	72	166	212	577
Wilkinson	75	165	224	547
Brown	66	165	230	626
Craig	57	164	210	553
Prismich	75	163	211	541
Lindskoog	75	163	228	582
Potter	72	163	235	568
Stoney	57	163	201	558
Heagney	72	162	214	587
Sevey	75	161	222	551

Ess Pee Extends Invitation

Over the week-end of February 24-25 a considerable number of our Western Pacific bowlers participated in the Sou. Pac. Co. Fifth Annual Handicap Tournament staged at Downtown Bowl, and as this issue must go to press before the final tabulations are made by the officials, actual results are being withheld until next month's issue.

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco

(Copyright, 1945, Thomas P. Brown)

*** SIERRA NEVADA**—Noted mountain range crossed by the main line of the Western Pacific Railroad between California and Nevada. The summit is reached at mile-post 340.4 (distance east of San Francisco) at an elevation of 5,018 feet, this point being within the Chilcoot tunnel in the Beckwourth Pass.

The name is Spanish. Sierra means a saw-tooth mountain range. Nevada means white as snow or snowy. Good usage denies the use of the word "Sierras" because the word Sierra, while singular in form is plural in meaning. Similarly, it is incorrect to say the "Sierra Nevadas."

In his authoritative work on "Place Names of the High Sierra", published by the Sierra Club, San Francisco, Mr. Francis P. Farquhar says in part:

"Sierra Nevada—Spanish for 'snow range of mountains,' literally 'snow saw-teeth'; used by Spanish explorers as freely as the corresponding 'White Mountains' by English. In 1542 Juan Rodriguez Cabrillo applied the name to mountains south of San Francisco (Santa Cruz Mountains); on map by Ortelius, 1564, name appears near Cape Mendocino; later maps show it farther inland. (Henry R. Wagner).

"In April and May, 1776, Francisco Garcés visited Tulare Valley and used name Sierra San Marcos for southern portion of the present Sierra Nevada, and on Pedro Font's map of 1777, the whole range is for the first time clearly shown under designation of Sierra Nevada. (Elliott Coues: On the Trail of a Spanish Pioneer).

"Earliest known crossing by white men was in May, 1827, when Jedediah Strong Smith and two companions crossed from west to east on their way from the valley of California to Great Salt Lake. (H. C. Dale: The Ashley-Smith Explorations, and other citations).

Mr. Farquhar also quotes the following from John Muir: The Mountains of California:

"Then it seemed to me the Sierra should be called not the Nevada, or Snowy Range, but the Range of Light. And after ten years spent in the heart of it, rejoicing and wondering, bathing in its glorious floods of light, seeing the sunbursts of morning among the icy peaks, the noonday radiance on the trees and rocks and snow, the flush of the alpenglow, and a thousand dashing waterfalls with their marvelous abundance of irised spray, it still seems to me above all others the Range of Light, the most divinely beautiful of all the mountain-chains I have ever seen."

While Lassen Peak, which is in the Cascade Mountains, is generally considered to be the dividing point between the Sierra Nevada and the Cascades, Professor Ruliff S. Holway of the University of California said in his contribution to "Nature and Science on the Pacific Coast" (Paul Elder, San Francisco) that "the Sierra Nevada Range terminates at the North Fork of Feather

River not far from the line of the Western Pacific railroad."

These mountains have a very interesting geological history. According to geologists they form a continuous range about 75 miles wide and nearly 400 miles long, and represent a huge block of resistant rock uplifted by faulting and tilting toward the west.

Mt. Whitney (Alt. 14,495 feet) is in the Sierra Nevada and is the highest point in the United States outside of Alaska. From Dante's View in Inyo County, Calif., one may look across the Panamint mountains and see Mt. Whitney, and then look down and see Bad Water in Death Valley, 279.6 feet below sea level.

SAN FRANCISCO is the only city of that name in the United States. The same distinction applies to New York, New Orleans, Seattle and Chicago—although we have Chicago Park and Port Chicago in California, and Chicago Heights and Chicago Ridge in Illinois. Los Angeles would come within this category were it not that it has a namesake in Texas.

As the present emergency has brought the City by the Golden Gate within the ken of so many thousands of sojourners perhaps it is in order to observe that one who was born here (or who has had re-birth in this City) says San Francisco, not "Frisco", although there is a tendency to forgive the use of the shorter word in verse or in song. We have looked up for the occasion a paragraph written by Freeman Tilden in the June, 1931, issue of World's Work, the title of his article being: "San Francisco—The city that never was a village." Mr. Tilden said:

"It is not because it is a homely word that these people object to having their city called 'Frisco.' It is because the name is foolish and meaningless. How would the people of New York like 'Nork', the people of Philadelphia, 'Phelpia', or those of Pittsburg, 'Purg'? Well, the San Franciscan likes 'Frisco' just that much. Pray do not do it."

PECULIAR, a station on the "Frisco Lines" between Kansas City and Springfield, Mo. In answer to a query by Mr. Cliff A. Norden, estimating engineer, W. P. Engineering department, we quote from "Missouri, a Guide to the 'Show-Me' State," published by Duell, Sloan and Pearce, N. Y.:

"According to Herbert Asbury in 'Carry Nation' (1929), Peculiar received its name when a group of spiritualists under the leadership of Mrs. Jane Hawkins came to Cass county in search of a home. George Moore, Carry Nation's father, took Mrs. Hawkins and some of her followers to look at a farm for which he had the agency. As they came over the hill-top and saw the valley below, Mrs. Hawkins exclaimed: 'That's peculiar! It is the very place I saw in a vision in Connecticut.' Thus when the spiritualists bought the farm and laid out a town in 1868, they named it Peculiar."

EASTBAY GRAPEVINE

By Bob Runge

In case you haven't noticed, this is the first column since December . . . been hustling box-cars again at Stockton along with Al Rowland, Elmer Lindquist, Charlie Tackett and "Father" Cameron. Went to a clerks' Christmas party while there . . . Norma Stockton, of the Stockton Stocktons, Ruth Laney and Winnie Landucci were the promoters. Archie "Far-away" Nourse gave out with a couple of songs and proved himself quite a vocalist! The surprise of the evening were a couple of jive artists . . . Aliene Meyers and Charlie Blachford! Sorry that space doesn't permit me to mention more of the evening's events . . . maybe it's just as well!

Do you know where more trains are run than any other place in the world? Well, I found out while at Stockton . . . it's on the Chinaman's counter! Yes, sir! One night, in a period of 20 minutes, 50 trains arrived and departed (one train was delayed 5 seconds account order for second cup of coffee), 2,999 cars were switched (would have been 3,000, but hot cakes arrived), also 15 derailments and 4 wrecks, or should I say 5 wrecks . . . I forgot the fellow sitting down by the stove! If you ever happen to stop at Stockton Yard, be sure and have Eleanor Harrigan tell you her story . . . it's a pip! You might also ask Jim Bainbridge how he happened to buy those loud plaid shirts??

Back to the Eastbay! So you think nobody reads this stuff? Well, Jim Tennant, SN agent at Pittsburg, does! How do you think Dave Copenhagen got the tricycle he advertised for in this column last December? Jim read . . . telephoned . . . Dave bought.

New Faces Department: 1944 Broadway has two new additions in the persons of Betty Alford and Ruth Huff . . . would say more but my wife is standing right back of me! The new gal at the Depot Ticket is Alvera Page. Still more women . . . Lorraine Ballard and Elizabeth Ryan are now powdering their noses at the Yard office, while Muriel Raskopf is doing likewise at the Easton Building. Aha . . . a man . . . Pete Hanley is the new agent at Hayward, by way of Greenville.

Off the scratch pad: On January 28th, Sam Kent, Jr., became a silent partner in business . . . he was married! The gals at LO had a surprise shower for "Pinky" Tempest . . . she's going to middle-aisle it soon with Oscar Paul, of the USN. Note from Eldora LeGreve informs that Pvt. Bob Madsen, former Oakland fireman, has just gone overseas . . . he was at Ft. Francis Warren, Wyoming. Another Oakland fireman, George Kennison, is attending the Treasure Island Radar School. Jim Duhig received a card from Sgt. Mildred Hopkins, Marine Corps Women's Reserve, now stationed at Edenton, N. C. . . . "Sarge" was formerly secretary to ole "Dead-eye" Wyman. Incidentally, "Dead-eye", sometimes known as "Six-Shot", recently made a trip to his ranch . . . he was in search of the rattlesnake he couldn't kill last year . . . remember? It says here that "Bud" Velsir was in town Christmas . . . would Mary L— be the reason? It wasn't told to me . . . uh-uh . . . I only heard!

Baker, R. E.
 Bruckner, G. F.
 Caldwell, J. K.
 Martinez, J. S.



Morrison, W. W.
 Nordberg, H. W.
 Stout, R. E.



PFC. WILBUR F. WIESE
 Reported Killed in Action.
 Story in February Issue.

LT. ROBERT THOMAS GRACE MISSING IN ACTION

We regret to report that Lt. "Bob" Grace, formerly general clerk in the passenger traffic department, San Francisco, was listed as missing in action after one of the earlier Siapan-based B-29 raids on Japan. We don't know what job Bob was holding down at the time, for he was qualified as a pilot, bombardier and navigator.

Born at St. Louis, Missouri, in February, 1919, Bob joined our passenger traffic department in April, 1942, and entered the armed forces in February, 1943.

We all hope for later reassuring news.

FLOYD EDWARD MILLER

★ Floyd E. Miller, formerly yardmaster at Keddie, was appointed terminal trainmaster at Portola, effective February 1st.

Floyd was born in April, 1892, at Max, in Dundy County, Nebraska, and entered WP service as a brakeman in August, 1913. He was promoted to conductor in September, 1917, and was appointed yardmaster at Keddie in November, 1935.

JAMES FRANCIS LYNCH

"Jimmie" Lynch was appointed assistant superintendent of the Eastern Division effective February 1st.

Born in Denver, Colorado, in January, 1904 (according to the record . . . he doesn't look it!), Jim began his railroad career with the Rio Grande as a yard clerk. After 5 years of that, he came to us as a brakeman in April, 1924, was promoted to conductor in September, 1926, promoted to yardmaster at Elko in September, 1936, and promoted to trainmaster, headquarters Wendover, in June, 1941.

In addition to his capabilities as a fine operating official, Jim is a War Bond salesman of no mean repute. We are happy at his promotion and wish him all success.

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HARRISON MORTON YOE

Succeeding Jim Lynch as trainmaster at Wendover is "Harry" Yoe, formerly chief dispatcher.

Harry was born at Shelbyville, Missouri, in December, 1887. After eight years as a telegrapher and dispatcher on the Pennsylvania and Northwestern railroads, he entered WP service as a telegrapher in October, 1912, and was promoted to dispatcher in February, 1913. Except for a 2-year break beginning in 1928, when he resigned to join the Bingham & Garfield Railway. Harry has been with us continuously since 1912. He succeeded the beloved A. P. (Mike) Michelson as chief dispatcher at Elko in March, 1943.

* * *

EDGAR JOSEPH MATTINGLY

Edgar J. (Matt) Mattingly, formerly assistant chief dispatcher, steps up to chief dispatcher on the Eastern Division, succeeding Harry Yoe.

"Matt" was born at Mulberry Grove, Illinois, in 1882 and joined forces with us as a telegrapher in November, 1918, after eight years as a telegrapher on the Union and Southern Pacific railroads. He was promoted to car distributor on the last day of 1918, was promoted to dispatcher in November, 1923, and to assistant chief in July, 1937.

FROM EX-EDITOR CAPT. PAUL SHELMEKDINE

Writing from "Somewhere in the Netherlands East Indies" in mid-January, our old friend Paul Shelmerdine, formerly chief clerk in our transportation department, now a Captain in the U. S. Army, commented as follows (and we have Sup't. of Transportation Quigley's permission to quote):

"Suppose you'll be surprised to hear from me, but I've thought about you and the good old Western Pacific many times.

"Have covered practically every port in New Guinea since I arrived overseas. Have flown up and down the jungles and over Japs many times, but I'm finally settled now at this base, at least for the time being.

"My assignment here is Troop Movement Officer for this base. It's quite a job and very interesting. My assignment in the Oakland Army Base was shipping men and equipment overseas. Now I'm on the other end, sending them back home, as well as a great many other places. Here you don't have the facilities as at home, but we manage to meet the target dates every time.

"This tropical weather is quite something. We are only a few miles off the equator. I suppose I'll be like Scott. I remember you told me he nearly froze after he left this climate. One big advantage this base has, not common in most others, is the lack of mud. This is a coral island and rain soaks through like a sieve. A half hour after even a tropical rain the ground is dry. Thanks to men like your son Scott, and many other Army doctors, this place, as well as most others in this vicinity, are now fairly healthy. The malaria rate has been cut a great deal, although we must still sleep under mosquito nets and take our atabrine regularly. When the sun shines, you're dripping wet and when it rains you're just all wet. Everyone gives himself a close inspection every day, usually in the showers!

"Hope this letter finds you in your usual good health and that Scott is home by now. Please give my regards to Ed. Gallagher, Emerson, Oscar, Dave and all the rest. I'd be delighted to hear from any of them. I know the WP is still in there hauling the freight we need. It's coming in fine, enough and on time, thanks to everyone at home.

"Hope with all this experience, I'll be a better man when I do get home and take up where I left off."

Paul's address is . . . APO 920, H.Q. Base H, Port Command, Care Postmaster, San Francisco. Good luck always, Paul, and when you have time, The Headlight, which you so ably edited and nurtured, is ready to reproduce any contribution after the censor gets through with it!

HOW TO HANDLE FREIGHT AND INFLUENCE SHIPPERS

(Lasting Apologies to Dale Carnegie)

ARTICLE IV.

★ It is natural for a man to try to do a good job and, since every man must work for a living, he would be foolish indeed not to build up a reputation for good work and thus create a demand for his services. Since he will probably work for most of his life, the wise thing to do is to increase his knowledge, which, in time, will increase his earning capacity. We all want to do that. Those who do not believe that that is possible need only inquire into the beginnings of men in various supervisory jobs; they will find that nearly all started somewhere down the line on small work and slowly built up their knowledge, capacity and earning power.

It can be said as a fact that a man handling freight can never reach the stage of directing other men handling freight unless he studies the art while doing the job. The saying, "there is no substitute for experience" has proved true. Experience gives one the feel of the job. Studying the cause and profiting by failures gives one the ability to sense what may be wrong and what may be right in freight handling, otherwise he may act like the man who knew what the sign "This Side Up" meant, but that was all because when a dresser marked "This Side Up" came into the car he properly placed it face to wall "This Side Up", but, when a desk came in later with the same marks he followed them except that he loaded the desk on top of the dresser and the desk legs "chewed up" the top of the dresser.

We have said that when the car moves, the freight in the car also moves. If there is nothing to hold the freight, it will continue moving when the car comes to a stop for any reason. Proof of this fact is presented everytime one rides in an automobile or street car. There is a means provided to "hold on", which one needs, particularly when rounding a corner, or a curve, even while seated; and something to "hang on to" when standing. If a loader thinks about this, he can understand why a top-heavy article will overturn in a car, even a barrel, unless it is braced in some manner.

Where does damage come in here? We can say weight; weight plus movement. An object such as a mill roll is small, but heavy; it is cylindrical in shape. Thought applied to this article, as mentioned above, would at once indicate that it requires bracing, but a loader placed two of them in the doorway of a car of merchandise—they were not braced, they rolled about in the car knocking the hoops loose from a barrel and "chewing" an end out of a carton of smoking tobacco. We can readily agree this was unnecessary damage.

Vibration is movement, and where heavy weights are involved, the effect must be guarded against. We will talk more about this later.

* * *

RANDOM

★ In this spot last month, we mentioned **Don Parent**, second shift roundhouse clerk at Elko, and the double-duty patriotic effort he has set for himself. Now **Don**, referring to a co-worker, says "his is a tougher grind than mine by far". He means **Lester W. Mills**, midnight shift yard clerk at Elko, who, in addition, teaches American Government and History at Elko High School AND writes a weekly column for the local paper (probably the Elko Daily Free Press) interpreting war news! Did you say **you** were busy? Men like Messrs. Parent and Mills are really doing more than their share. More power to them!

In the February issue, **Tom Brown**, discussing the name TULE, mentioned **Russell Rolfe**, Western Division conductor and War Bond salesman par excellence, and Russell's father, both known as "Tule", and indicating the elder Rolfe had also been a Western Division conductor. Tom has now been informed that Russell's father was not a conductor but an engineer. The error is mine; not Tom's. But, whether conductor or engineer, he was popular, as is his son!

The January issue of THE READER'S DIGEST included a humorous contribution from Helen Talley about Belden, California, which is reputed to be a tiny cluster of 4 cabins in a region of uninhabited wasteland in the Sawtooth Mountains of California! Is this a correct description of our Belden? If it is, I'd better have my eyes examined . . . again!

The February issue of VOLUNTEER PORT SECURITY NEWS, the publication of the San Francisco Regiment, U. S. Coast Guard's Volunteer Port Security Force, reveals that Storekeeper First Class **Lois Sherbet** (mother of **Dura Chesley** . . . general freight office . . . also serving in the Regiment) was presented by Commander Roy C. Ward with a 600-hour award bracelet and citation at the Regimental Show last January. From the same column, we gleaned that **Dick Beltz** (chief clerk to general manager) was promoted from Coxswain (T) to Boatswain's Mate Second Class (T). Congratulations to both.

Incidentally, the Regiment recently opened its doors to your editor for a first-hand experience of its activities. Already impressed with the importance of the work done by these volunteers, I was thoroughly awakened to the extent of their work and the efficiency with which they go about their duties. The visit, engineered by Storekeeper Third Class **Dura Chesley**, was made pleasant and instructive by Ensign **Jack Clark**, Warrant Officer **W. F. Schlotter**, Chief Petty Officer **L. J. Drago** and Boatswain's Mate Third Class **Manuel Bettencourt**. Here are 2,200 men, well-drilled and fully instructed in their duties, giving up twelve hours a week to protect our important port facilities from sabotage . . . intentional or

otherwise. In the final analysis this is protecting the movement of vital war materiel to our fighting men in the Pacific . . . and these volunteers must get a tremendous satisfaction in the great victories now being announced daily. If YOU would like to participate in this great work and want to ask some questions, drop in on the editor if no one else can help!

Pfc. **William D. (Bud) Taber**, former Western Division fireman, writes from France that he's working in a railroad yard as a yard checker (mud hop to you!). We agree with him this is a let-down from engine service and hope he's soon returned to his true love. Bud reports he saw a bit of England and is seeing a great deal more of France; that the French railway system is still doing a terrific job (operated in some parts by our Army, with its own engines and equipment, and, in other sectors, by French civilians with their own engines and a mixture of Army and civilian rolling stock); and that he's rather comfortably situated. Bud's address is 27th Reg. Sta., APO No. 667, Care Postmaster, New York, N. Y.

* * * —The Editor.

EASTERN DIVISION ECHOES

By Peggy Phillips

★ **Roger S. Caldwell**, South Pacific veteran, has resumed his duties as a fireman and is working in freight pool service out of Elko. Roger returned to civilian life on December 28th last year.

Early in February, **Dennis Daly**, roadmaster's clerk, was seriously injured in falling down the Elko depot stairs while on duty. He is now recuperating at home after eight days in the hospital. We hope Denny will be well enough to be back on the job when this issue reaches him.

Among those on our sick list last month: "**Mickey**" **J. Vaughn**, retiring passenger brakeman, who is in a Salt Lake City hospital; and **Jack C. Combs**, car foreman at Wendover. Our best wishes for speedy recoveries.

Furlough news: Pvt. **James F. Lynch, Jr.**, son of Assistant Superintendent Lynch, from Camp Roberts (Calif.) for 11 days, later reporting to Fort Ord, his embarkation point. Pvt. **Earl Frantzen**, husband of Genevieve Frantzen, steno to head accountant, was home for 9 days enroute to a new assignment. Pvt. **Harry M. Brown**, brother-in-law of Ass't. Chief George W. Naylor, Salt Lake City, was home for 21 days, after which he, too, reported to an embarkation point.

Barbara Cavender, nee Ogilvie, formerly secretary to master mechanic, has returned to the WP office force at Elko as steno to Ass't. Sup't. Lynch and Trainmaster Yoe. Barbara's husband is somewhere at sea.

Eleanor Gowen, daughter of Car Distributor Charlie Gowen, Elko, is now a steno in the chief dispatcher's office, same location.

Mechanical Clerk **Edith Graham** returned to her desk February 15th after a three months' leave of absence spent in Crestone, Colorado.

RETURN POSTAGE GUARANTEED

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

WESTERN DIVISION WHITTLINGS

By Agnes Welch

★ **Wainwright W. Geil**, who has been in WP service since 1927 and was promoted from switchman to yardmaster in December 1938, has been appointed yardmaster at Keddie, succeeding **Floyd Miller**, who moved to Portola as terminal trainmaster.

Ass't. Sup't. **C. E. McDonald** and Chief Dispatcher **Grant Allen** spent considerable time at GO last month working on the new time-table.

Ass't. Car Distributor **Charlie Ford** is back on the job after a severe illness. Car Distributor **Jimmy Williams** was really hopping to keep things moving, but was ably assisted by **Mrs. Williams** when things really got rough.

Eugene J. Sherrill, formerly 3rd trick at Pulga, has been appointed agent at Bieber.

Ed. Lindley, roadway clerk in the B&B dep't., is the newly elected division chairman of the Brotherhood of Railway Clerks.

Word comes from Pvt. **Joseph E. Bramse**, former WP fireman, now stationed in Belgium. His address is Co. A, 743rd Ry. Opr. Bn., A.S.N. 39052717, APO No. 228, Care Postmaster, New York, N. Y. Joe sends best regards to all the WP boys and girls.

Previously in this column I've mentioned the fact that we were going to have a new office building at Sacramento. Well, at least one of my prognostications has come true (of course, I had something concrete to work on!). Ground was broken for this new building early in February, the foundation is now being laid and, at the rate the work is progressing, it's not going to be too long before it is finished. This is really going to be a beautiful building and I will report progress from time to time.

Harry Perrine, chief clerk to Signal Engineer H. W. Dunn, was a recent visitor at the superintendent's office. As was Clerks' General Chairman "**Dick**" **McCarthy**. These fine men have a distinctive taste in literchoor . . . they read this column! Is someone kidding me?

Dan Cupid notes: "**Pat**" **Richards**, daughter of Ditcher Engineer Richards, was married to our "**Al**" **Evans** (now Trainmaster Stapp's clerk at Stockton) at a quiet ceremony at the home of the bride's parents in Oroville late last year. And **Joye Wallis**, file clerk in the division engineer's office, became the bride of Lt. Jim Marshall in Reno on Sunday, January 28th. Our congratulations are extended to the happy couples. Also Steno-clerk **Doris Thurman's** left hand is sparkling very prettily these days. Haven't yet found out who is the lucky man!

WESTERN PACIFIC PENSION PLAN

★ President Charles Elsey last month announced a voluntary pension plan, supplementing Railroad Retirement Act benefits, stating that management has long looked forward to the time when it could adopt such a plan as a reward for long service. Effective as of January 1, 1945, the Provisional Retirement Plan applies to all officers and employes who may become eligible to receive benefits, and the costs involved will be borne solely by the Company.

Quoting Mr. Elsey . . . "employees reaching the age of 65 years, or those who were 65 years of age or more on January 1, 1945, must retire from active service in order to receive the supplementary pension benefits under this plan. However, due to war conditions and the existing shortage of manpower needed to handle the volume of business now moving, the requirements of paragraph 3 (generally concerning continuance in service after age 65—editor) of the plan will not be effective, except in unusual cases, until after December 31, 1945".

The new plan applies to employes and officers having continuous service with the WP, or with the WP and one or more of the following companies (or predecessor companies): Deep Creek Railroad; Sacramento Northern Railway; Standard Realty & Development Co.; Tidewater Southern Railway; Western Pacific R. R. Corp'n.

The plan provides payments upon retirement on or after December 31, 1944, for (a) Persons who shall be 65 years of age or over and have completed 15 years of service;

(b) Persons who shall be 60 years of age or over and either have (1) completed 30 years of service, or (2) become totally and permanently disabled for regular employment for hire, after completion of 20 years of service.

(c) Persons, without regard to age, who are permanently and totally disabled for regular employment for hire, and shall have completed 30 years of service.

Payments made to any person pursuant to (b) paragraphs 1 and 2 will be reduced at the rate of 1/180th for each calendar month such person is under 65 at the time first payment is made. And, of course, a physical examination is required for each person recommended for retirement because of disability.

Monthly payments under this Plan will be computed by multiplying a person's years of service by 1½% of such person's average monthly pay (that is, the monthly remuneration earned by a person in a calendar month for service rendered to one or more of the aforementioned companies) during the 5 consecutive calendar years of employment in which such person received the greatest average monthly pay, less any payments which may be received under the Railroad Retirement Act, the Social Security Act or Federal or State laws providing for old age, annuities or pensions, retirement for disability or related forms of social security allowances.

Employment is considered continuous from the date since which a person has been employed continuously by the Western Pacific or one or more of the other companies already mentioned. Continuity of employment is not broken by a leave of absence when unattended by other employment; by suspension or dismissal followed by reinstatement or reemployment within one year; lay-off because of reduction in force; lay-off or suspension as a result of Federal operation of railroads, if followed by return to service at the request of the Company; or absence on military leave during World War I or II, if followed by return to service within a reasonable time thereafter. However, such absences, except in case of military leave, shall be excluded from years of service in computing payments under the Plan.

The Sacramento Northern Railway and the Tidewater Southern Railway have adopted similar plans.

A careful reading of Western Pacific's new voluntary pension plan clearly indicates a more generous disposition than evidenced in any railroad pension plan within our knowledge.

★ ★ ★

—The Editor.

WENDOVER WHISPERS

By Marchetta McDuffie and Floella Jones

★ We extend our deepest sympathy to Mrs. W. H. Vail and family in their bereavement. Agent **Myron H. Vail**, Delle, passed away the morning of February 14th.

Welcome to **Ruth Bedwell**, who has taken over the duties as general clerk at the freight office; also to **Isabell Mount** and **Ann Cowart**, new cashiers in the cafe. A hearty cheer for **Leonard Velsir**, ass't. supt., DC&H, who, account labor shortage, can be seen acting as almost anything, including a dishwasher (and I thought he was kidding!—Editor). Nice work, Leonard.

It's good to see the smiling face of **James A. Manahan**, back on the job as boilermaker after his illness.

"Little Boomer" **Ford** has taken over the duties as yardmaster. Lots of luck, Boomer.

Also luck to **Jimmy Lynch** on his recent promotion as assistant superintendent. Spring has arrived for sure . . . **Edith "Pete" Peterson** has discarded her jeans and assistant trainmaster "**Kil**" **Kilgore** has blossomed out in a brand new suit. Looks fine, too!

★ ★ ★

GRANT HAROLD EVANS

★ Grant Evans was promoted to assistant terminal trainmaster at Stockton, effective February 16th. Grant was born at Richfield, Nebraska, in March, 1900, and, prior to entering WP service as a brakeman in May, 1927, had several years' experience in railroad yard service. He was promoted to conductor in July, 1936.