



## THE SAGA OF THE GB & TRR

*Photos courtesy Major C. R. Payne, Public Relations Officer,  
United States Marine Corps Reserve.*

## THE HEADLIGHT

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## THE SAGA OF THE G. B. & T. R.R.

★ The Guadalcanal, Bougainville & Tokyo Railroad was built by the Seabees (Naval Construction Battalion) and the brass spike, substituting for the traditional golden spike, to signalize completion of the road, was driven by Captain William M. Quigley, U. S. N., Commander of Naval Bases in the Solomons. Following this ceremony, a group of Army, Navy, Marine and Seabee officers toured the newly completed GB&T in the finest "pullman" car available!

The flat cars, carrying supplies for the Army, Navy and Marine Corps, are the conventional platform mounted on four wheels. A "crummy" for the train crew was made in the carpentry shop by mounting sides on a flat car and installing facing benches. Entrance is at the rear. Painted a dusty red, the caboose bears the words . . . The Guadalcanal, Bougainville and Tokyo Railroad—Tokyo Express. Wheels are a bright yellow and couplers are of the link-and-pin type used in the early days of railroading a century ago.

Motive power for the trains is provided by three gasoline-powered engines which came to the GB&T second-hand from Panama; one named the "Admiral," another the "Captain," and the third has yet to acquire a cognomen. These engines are driven from the right side of the cab by "engineers" of the Army Service Command.

The line has spurs to the various dumps it serves. Twenty-seven switches are of the right-hand type (no left-hand switches having been received from the States!); thus there is no continuous "main line." Eighteen earth and steel bumpers prevent the cars from running off the spurs.

This is an historical piece of railroad construction. We wish Godspeed and successful journeys to the men who are operating it.

## SHOULD ESSENTIAL RAILROADERS BE DRAFTED?

★ The Senate's Committee on Interstate Commerce recently appointed a sub-committee to investigate the railroad transportation situation. This is a fine step in the right direction if the sub-committee reports and the Senate acts before it's too late.

At a recent hearing of this sub-committee, the deplorable manpower plight of the railroads was carefully explained with facts and figures. The latter, mathematically speaking, are usually quite dull, but their importance justify the risk of boredom. The Railroad Retirement Board's latest compilation, as of October 1st, shows a shortage of 99,309 railroad workers, of which a little more than 50% is in track workers and other common labor; about 25% is in skilled shop craftsmen, apprentices and helpers; and 17% in the vital transportation group, such as brakemen, firemen, switchmen and telegraphers. Indicating how this shortage has grown, it was pointed out that on January 1st it was 40,910; on May 1st it was 78,010; now it is over 99,000.

The committee was told there are two primary reasons for this manpower shortage: first, the most obvious, a continuing . . . and probably justifiable in view of the circumstances . . . call for men by the Selective Service System; second, inability of railroads to meet the competition for labor of the new-born war industries working for the Government under cost-plus contracts and using the so-called "suction" rates of pay to attract the workers they require.

In the very essential work of track maintenance, the excessive turn-over of workers was vividly demonstrated by the fact that the Railroad Retirement Board opened more than 1,000,000 new accounts for the fiscal year ended June 30th, each representing a new man brought into the ranks of railroad employment; yet the net gain in employment during that 12 months was only 53,000!

To partially meet the manpower problem, railroads are now employing about 100,000 women, compared to some 30,000 in normal times. They are being used in many unusual occupations . . . track work, in shops and roundhouses and, to a limited extent, in transportation service. There are a few women boiler-makers, carmen, electricians, switchmen and machinists now employed by railroads and the use of women will be extended as far as practicable, but there is a limit to that too, though the women are doing a fine job and, it must be admitted, have brightened the railroad scene.

So far as the railroads serving the West Coast are concerned, the committee was told that the shortage of workers was particularly acute; that the burden of those railroads has been tremendously increased by the war in the Pacific and the closing of the Panama Canal to commercial traffic; moreover that they operate for long distances through sparsely settled inland areas where the labor supply is exceedingly limited, while on the Coast itself they meet the intense competition of the newer war industries.

Our own railroad now has more than 900 in the armed forces, this out of an annual average total for 1941-42-43 of about 5300. Of the so-called vital transportation group, i.e., brakemen, firemen, switchmen, conductors and telegraphers, we've lost 145. That's a sizeable group for a road our size. In the maintenance department, 139 track laborers have been called, plus several foremen and assistants. Of the skilled mechanical crafts, we've lost some 30 irreplaceable machinists, sheet metal workers, carmen, carpenters, blacksmiths, etc., not to mention apprentices and helpers, swelling the total of that group to almost 300. About 135 clerks have been called and many of our doctors.

If we are to remain an efficient service of supply, a halt must be called to this drain of our manpower. In the regional discussions between Selective Service and railroad officials, with the idea of developing reasonable procedure, the results are usually quite indecisive. Men unacquainted with railroad problems can hardly be expected to fully understand them; yet the local draft boards are trying to do a patriotic job. WE FEEL THE FAULT LIES HIGHER UP.

Is it possible that our military high command has lulled itself into the false state of mind that, because of the performance to date, the railroads will, by some legerdemain, manage to struggle through in spite of a continuous reduction in experienced manpower? We think not; yet the facts speak for themselves and they do not indicate a serious recognition of the situation. On the face of it, is not our high command ignoring the very fundamentals of logistics so very important in this global war?

We think the solution is elementary. We feel that if the National Selective Service Administration would issue instructions to all local draft boards that railroad workers . . . and particularly those on West Coast railroads . . . be deferred on valid presentation by railroad managements of the essential character of the jobs done by these workers, the situation would be alleviated and the constant skirmishing between local draft boards and railroad officials would be ended.

How could anything but commendation result from such action when it is so obvious that the railroads . . . equipped to handle mass transportation and doing it . . . are the basic life-line of the military's logistics?

Such definite instructions, given to the local draft boards, with discretionary power, would clear the way for proper handling of railroad workers and relieve the boards of the frequent necessity for drafting such workers against the better judgment of the draft board officials.

BUT THE TIME TO DO THAT IS NOW before present overworked employees break down under the strain and the damage done is irreparable.

We cannot too strongly urge the suggested action in behalf of West Coast railroad workers for we desire nothing more than to be in the best possible shape to handle the anticipated load when the "big push" starts in the Pacific.

## THE FOURTH WAR LOAN DRIVE

★ Comes now the fourth gargantuan effort of the United States Treasury Department to raise funds unequalled in the history of the world. The new 14 billion goal is a modest one, comparatively, for the goal of the third drive was 18 billion. The period January 18th through February 15th has been selected for this drive.

In the third drive Series "E" bond sales reached 82% of the quota. Northern California and Utah each produced 91% of their quotas, while Nevada achieved 60% of its quota. Only 10 states throughout the nation exceeded their quotas. Again, in the fourth drive, the accent will be on sales to individuals, which means principally Series "E" bonds.

Western Pacific's War Bond Chairman Mittelberg announces another drive on our railroad to increase the number of payroll subscribers for war bonds and to increase the number of ten-percenters. Our drive will run concurrently with the national Fourth War Loan Drive. Read the thought immediately below and remember it when you are approached by one of our war bond committeemen!

### EVER WONDER WHAT A SOLDIER THINKS ABOUT?

★ If you've never tried to cram yourself into a fox-hole while all Hell breaks loose around you, and the bombs come raining down. . . .

If you've never waited, your throat parched, your heart pounding, your very hands sweating, as the Captain's watch ticks off the last seconds before you attack, to stake your life against the Nazi or the Jap. . . .

If you've never tried to keep your finger steady on the trigger of a machine gun, while your buddies drop on all sides of you. . . .

Well, you just can't know what a soldier thinks about war, and life . . . and death. Let me tell you.

We don't want to die. We're young. We have our whole lives before us. But if we've got to choose between death and defeat—we'll say good-bye right now!

Once in a while we soldiers sit around and talk about things . . . back home. And we just can't help wondering why anybody's got to be asked to buy War Bonds, when the very lives of their brothers, their sons and their loved ones depend on the things those War Bonds buy.

Give us tank for tank, plane for plane, and gun for gun—and we'll beat the Japs and Nazis. And the more and faster we get them, the sooner we'll win—yes, and the fewer will be the white crosses on the battlefields.

### OUR EDITOR OBSERVES

★ After a trip over the line in early December . . .

That the new housing at Portola, to accommodate about 300 workers, is rapidly nearing completion. Barring a few broken windows, it looks good.

That the Army Bomber Base at Wendover has a new commandant, **Lt. Col. Willis G. Carter**, succeeding Lt. Col. Robert N. Dippy. Col. Carter is a Texan and formerly was stationed at Fort Douglas and at Wendover, where he was head of a bombardment group.

That if all train MPs are as helpful as the one on the Flyer out of Salt Lake City December 10th, they deserve a hearty vote of thanks. This private nobly assisted our nearly swamped steward in the dining car.

That **Commander Lloyd B. Hughes**, USNR, formerly Montgomery Ward's traffic boss on the Pacific Coast, was also on the aforementioned Flyer and seemed not dissatisfied with our service.

That Trainmaster **Bill Howell's** description of Portola on December 10th as a street-car terminal certainly seemed apt.

That he saw "**Cam**" Cameron, complete with mackinaw, on the Portola station platform supervising operations; and **Elmer Lindquist** silently stealing into the coffee shop, buying a package of cigarettes and as silently departing no doubt to re-join his Main.

That **Jim Hickey** and **Al Hector**, whom he met in the lobby (?) of the Durham Hotel, Portola, looked much more chipper at that hour of the morning than our editor felt.

That all this seems to be Eastern Division stuff, explanation being that Sacramento was only Western Division point visited in daylight and all we could glean there was that **Tal Kelly** was happy about the proposed changes in his station ticket office.

That, at Portola, he learned **Sam Dewhirst**, in the Hawaiian theatre of operations, had been promoted to the rank of sergeant; that **Pvt. Wesley "Lefty" Carlson** is now somewhere in the British Isles having some slight difficulty with pounds and shillings; and that former brakeman **Harry Lawrence** (rank unknown) is reported participating in the Italian operations.

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### LAWLESSNESS AND DEATH

★ Traffic deaths in San Francisco for the first eleven months of this year were almost 40% higher than in ALL of 1942! Not so long ago, the editor of San Francisco's **CALL-BULLETIN** devoted his entire column one evening to the almost general non-observance by motorists of the national wartime 35-mile speed limit. Referring to the shocking record made by us this year, he suggests . . . and rightly . . . that it's time we took stock of the situation. More recently, the San Francisco **CHRONICLE** mentioned the subject editorially.

There's no question but that the 35-mile speed limit has become something of a joke to most people. It never was very widely observed, but now 45 or faster seems to be the rule . . . and those motorists endeavoring to conform to wartime restrictions find themselves generally regarded as a nuisance. Adopted to conserve tires, the speed restriction has failed to accomplish its purpose because it was not enforced. Most tires are now worn rather thin . . . or are re-caps not intended for high speeds . . . and driving on them at excessive speeds invites disaster.

Failure to observe STOP signs, driving through red lights and passing street cars loading or discharging passengers at intersections without safety zones are now common practices. Private car drivers are, of course, not the only offenders. Truck, bus and taxi drivers and street car motormen

are guilty of the grossest infractions of most traffic rules and regulations. At times it appears many of us have completely lost all consideration for our fellowman; that we've discarded even the most elemental courtesies of the road. And enforcement of traffic ordinances seems to be almost nil, with the exception of illegal parking!

Men in uniform too, either traveling in line of duty or, if lucky, on pleasure bent, seem prone to overlook the fact that one day, directly or indirectly, their very lives may depend on the gas they are squandering or the rubber they're wasting when traveling at excessive speeds.

Recently there's been a universal tendency to let down and the condition grows worse. Little investigation would be required to prove that shipyard and other war workers are generally inclined to ignore the 35-mile speed limit and to lean toward reckless driving. Bus drivers obviously are convinced the speed restriction does not apply to them. One trip along a Western highway will verify these statements. And there, too, law enforcement is notable for its absence, with the exception of Route 101 in Marin County.

It's a sad commentary on the patriotism of the present American driving public that it cannot "police" itself in times like these. We all must know that tires wear more rapidly and more gas is consumed at high speeds. We should know by now that there's a shortage of rubber and that gasoline conservation is essential so more may be available for vital war purposes.

The general attitude toward present traffic restrictions is that, in the words of the immortal Bert Williams, they were made for "somebody else, not me" and there's a tendency to figure if the other fellow can get away with it, why should I be a "sucker?", but it will only cost us a few minutes at most to continue to set a good example.

## Hy-Lites

By JACK HYLAND

★ Most every newspaper or magazine has a foreign or war correspondent and ours reports . . . Capt. Henry Stapp (Trainmaster) while in Sicily met Sgt. Morgan Howell (Conductor-Eastern Div.) and says Morgan is with the best railroad outfit on THAT SIDE of the Atlantic, which must have been the reason the enemy bombers were giving them so much attention. Sgt. Howell was wounded in one of the bombings, but is doing nicely. Also in the thick of it is Morgan's brother, Ernest Howell (boilermaker helper-Elko), a gunner on a merchant ship, who participated in the Salerno invasion and was torpedoed off Gibraltar, but not before his gun crew had downed five out of the seventy-six enemy planes which had attacked his convoy. Reports like these make us very proud of our Western Pacific fighting men.

Guess we were correct last month in saying Major John Nolan (Chicago) was possibly in Italy, for recent letter to M. W. Roper (Traffic) is captioned "Somewhere in Italy." (Your new A.P.O. number will be shown on Headlight mailing list and we are glad you like it).

With thanks to Ona Jennings, Elko; Alan Thorpe is now Head Timekeeper replacing Fay Strange who left for the Army—if sent to Camp Roberts, Cal., maybe he'll meet Pvt. Albert Olabarria (former Timekeeper) or Pvt. Frank Oldham (former Asst. Accountant); or Madeline Fritz' husband if stationed at Camp Adair, Ore., and if sent to Champaign, Ill., he might see Margaret Puccinelli's hubby. Mary Dupont is in Missouri, visiting her mother who is seriously ill and we hope for an early recovery. Helen Abegglen, Hazel Cook, Elaine Shelton and Edna Norton all enjoyed recent trips to Salt Lake City. Shortage of oil, finds Elko office force being treated (?) to the more popular tunes of the day, expertly played by Hans Tiechman's squeaky desk drawer.

Many of us have heard the phrase "The first 50 years are the toughest," but if anyone desires to know what happens after that, consult Arthur Peterson (AF&PA) who celebrated his "50th" birthday last December 1st. We all extend congratulations Pete—and wish you many more.

A swish . . . and she was gone, but not before our Staff Reporter Janet White had learned Enalyn Dorothy Jarvis (Car Record) will be stationed in San Francisco. Dorothy joined the WAVES in October 1942, as a Yeoman Third Class and received her training in the Midwest and Washington, D. C. Extend congratulations and hope additional promotions will be forthcoming.

Recent letter from Richard Belcher, Attorney for the W. P. and S. N. at Marysville, Cal., thanking us for copy of the November Headlight, continues by stating he is sending a copy of the issue to Amherst College, Amherst, Mass., where he and his classmate, Arthur Curtiss James were graduated in 1889.

Chicago news flashes: Letter from Staff Reporter Marie Libbe discloses John Riegel is now being called "grampa" which is fitting, considering his daughter will be called "mama," or at least will be when the baby girl begins to talk. Ken Rank entered the office Nov. 30th looking as though he had been up all night and he possibly was . . . for early that morning Kenneth Jr. was born. Major John Nolan wrote "General" Clarence Brown saying it would take gallons of "Thompson's" coffee and many hours (not W. P. time we hope) to relate his experiences. George Wenig isn't displaying any favoritism, for this time he hired a brunette—Miss Emily Slaco. (George—find out if her brother is 'Clisco Kid'). Boost in ratings: Wally Conway to Yeo 2/c and Bill McGrath to Yeo 1/c, and it is now Sgt. Joe Schullen.

In the December Headlight, Tom Brown outlined in his "What's in a Name" article, the derivation of "Kiska" stating it was an old Indian name meaning "Guts." The Indians had considerable foresight in selecting the name, for when our U. S. A. men recaptured the island they had plenty of the "meaning."

The Gen. Office was recently astounded when Lt. Francis E. Bedient (formerly Reno) stopped in on his way to his new post in Seattle, Wash., for it was only about three months previous he left for O. C. S. training at Camp Harahan, La., thus proving "he had what it takes."

After completing 33 years service for the Western Pacific, Chas. O. Sheperdson, Chief Claim Clerk (AF&PA) retired last November 30th and will now be able to enjoy his favorite hobby of gardening and raising chickens at his place in Hayward, Cal. Mr. "Shep" was a real railroad man, having commenced railroading in 1886 and upon his retirement had completed 57 years continuous service. Extend best wishes for many happy days to come.

An invitation was recently extended to James Drury (Car Record) to be the guest of Uncle Sam, at his country home . . . on but not after December 20th. Best of luck Jim, and using your own words, don't forget . . . "Easy does it."

L. H. Rodebaugh (SN-Santa) reports: Roadmaster N. D. Captan has returned from his vacation . . . and with a wife. When and where the marriage took place, we do not know, but wish the "Mrs." and Nick the greatest of happiness. Miss Patricia Horan (Sect. to J. B. Rowray) returned from her vacation, but W. T. Richards (Chief Engineer) didn't . . . for instead of his usual trip to Santa Barbara, he spent the time looking at pictures of past vacations in his scrap book. Rather a clever and patriotic idea.

Blessed events—past and future: The Elizabeth and Frank Lindoe (Traffic) household may now apply for an additional Ration Book, for their little son "Kip," arrived on December 16th, weighing 6 lbs. 6 oz. Mrs. Maryanna Bowers (Rice) formerly Traffic, is expecting an addition in February.

Western Pacific stock still climbing . . . for Frank Sell (Los Angeles) writes Cadet Edward Reel (Los Angeles) now stationed in Colorado, learning to fly one of the big "B-25's" is expecting to graduate sometime during January.

## THE DISTAFF SIDE

By Barbara Spacher

★ Have you heard the one about the girl who went into the drug store and asked the clerk for some green lipstick. "Green lipstick?" he said. "Yes," she replied, "a railroad man is coming to call on me tonight!"

By some unfortunate accident I happened to read a letter sent in by a middle-aged reader to a well-known magazine and of all the unmitigated tripe I have ever had the misfortune to read, that was the worst. She seemed to be one of the more violent "Sinatra addicts" though she admitted to having two children. This is a sample of what she wrote: "We do hope they don't change our Frankie in Hollywood. We love him just the way he is—so sweet and appealing with his mussed hair and blue eyes and his adorable way of rocking the microphone when he sings 'Close To You'." By this time I was so nauseated I could read no further. Then I began to wonder—can there possibly be thousands of American girls and women who feel and act so revoltingly? Swooning at the very mention of "Frankie's" name? Signing themselves "Sinatrally yours"? Heaven forbid! Women are known to have their little idiosyncrasies but this falling en masse for an undernourished overgrown college kid is a symptom of downright insanity! Now I have said my say and will quickly retire behind a bullet-proof vest and ten bodyguards! I remain definitely not—Sinatrally yours!

How about this, you men bowlers? Thelma Pearson, teletype operator employed by the D&RGW but working the Salt Lake end of our UN circuit, sets a goal not only for all lady bowlers but for all the members of Bettencourt's Better Bowling Bureau. Averaging better than 180 for nine games, Thelma dominated the all-events picture with a 1625 total rolled at Salt Lake City's south east Bowl, annexing the feminine singles championship and participating with her partner in first money in the handicap doubles division. Since we feel she is almost one of us, we are very proud of her outstanding achievement. May we hear from Messrs. Hyland and Rintala?

"The old order changeth, yielding place to new, and God fulfills Himself in many ways." Yet not everything has changed in this changing world. Love and faith—they remain the same in our hearts. Love for our neighbor, faith in our God—these sentiments must remain the same in our hearts if we are to build a decent world out of the wreckage left after this war. These qualities are easily lost and, once lost, can never be completely regained. Unless we nourish daily our faith in God and humanity we will find it more and more difficult to live in the spirit that made our forefathers great. The faith that is America must not deteriorate into cynicism and indifference. Let the future hold for all of us a promise of happiness and peace and a realization of that promise; a realization that will bring a truly happy New Year.

## WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco  
(Copyright, 1944, Thomas P. Brown)

**POCATELLO, Idaho**—The origin of this western name reminds one of that meandering river in Florida named *Illaka* and which means, in Indian, "She has her way." As to the origin and meaning of Pocatello, we have a letter from Mr. Paul V. Nash, manager of the Pocatello Chamber of Commerce, which reads substantially as follows:

Dr. Minnie F. Howard, local student of history, who has made more research on the history of Pocatello than any one else we know, is authority for the statement that the word is a combination of the Bannock and Shoshone Indian tongues and that its literal translation is: "He does not follow the road." That is to say, he does not follow the edicts of tribal authority.

Dr. Howard states that Pocatello, possessing natural ability, had a number of followers on the Fort Hall Indian Reservation and thus was entitled to some consideration of his demand that he be made a member of the Tribal Council. But he would not cooperate with the other leaders and hence never was permitted to sit as a regular member of the council.

Pocatello and a number of his followers had their home on the headwaters of a tributary of the **Portneul River** and thus the stream came to be known as **Pocatello Creek**. The word on one of the early government maps, perhaps the original survey made to set up the boundaries of the Fort Hall Indian Reservation, was spelled "**Pughatella**."

As to how the city of Pocatello received its name, there are two versions. Dr. Howard says that when the narrow gauge Utah Northern Ry. was constructed through to the Montana gold fields, a section house was set up near Pocatello Creek, and when the Oregon Short Line was constructed to this point from **Granger, Wyo.**, the railroad, needing a telegraph office, moved the section house, with its Pocatello name-plate attached, to the present yards, and so this railroad junction was thereafter known as Pocatello.

Mr. E. C. Manson, who came to Pocatello in 1894 to serve in various official capacities with the Oregon Short Line and the Union Pacific, said that the town was given the name in appreciation of services rendered by "Chief Pocatello" at the time rights of way were being obtained from the Indians of Fort Hall Indian Reservation, not only for construction of the through tracks but also for local terminal and shop facilities.

Although Pocatello was not recognized as a chief by the tribal authority, the white men nevertheless called him "Chief" and he liked it. During the construction period of the railroad through this section, there was no more interested spectator than Pocatello. He wore at that time an old silk stovepipe hat and a Prince Albert coat, these being his most treasured possessions. These habiliments had been brought west by an enterprising government agent but he had found them unsuitable to this country and so they fell into the hands of Pocatello. "This stately piece of headgear and elegant coat," says

Mr. Nash, "were never worn with a greater sense of dignity than that displayed by Pocatello."

In conclusion, Mr. Nash says that the present style of spelling Pocatello was evidently coincident with the coming of the railroad.

**PUEBLO, Colo.**—Spanish, meaning town, village or settlement. James P. ("Jim") Beckworth, noted scout, who discovered the pass, afterward named for him, through which the Western Pacific Railroad crosses the summit of the Sierra Nevada between California and Nevada, is credited with having given this name to this Colorado city, now a well known railroad "gateway."

**FALLON, Nevada**—This thriving community was named for "Mike" Fallon who had a ranch in the vicinity.

**PRESCOTT, Ariz.**—Named for William H. Prescott, noted western historian.

**FT. SILL, Okla.**—Location of the U. S. A. Field Artillery School. Established as Camp Wichita in 1867, it was given its present name the next year, at the suggestion of Gen. Philip H. Sheridan, in honor of Gen. Joshua Woodrow Sill, Ohioan and West Point graduate, who served with distinction in the Civil War and who was killed in the battle of Stone River in 1862. "The Recruiting News" says that Ft. Sill was the "St. Helena" of Geronimo, chief of the Chiricahua tribe of Apache Indians, because Geronimo, after his capture, was held here until his death.

**GUADALCANAL, Solomon Islands**—The Oakland Tribune, citing the National Geographic Society, says that this place was named by a far-wandering Spanish adventurer for his home town, a silver mining village northeast of Seville, Spain. The village name is believed to be derived from the Moorish "wadi," meaning stream, and the Spanish "canal" meaning channel.

**PIT RIVER, Calif.**—So named because the Indians dug conical pits with a small opening at the top, covered with brush, to trap bear and deer, also hostile tribesmen. Sharp stakes, placed in the bottom of these pits, impaled the animals or the Indians who fell in. The Bieber Line of the W. P. crosses Pit River a short distance south of Bieber.

**PROVO, Utah**, third largest city in the state, was named for Etienne Provoit, young French-Canadian, who explored the valley of the Provo River in 1825 with trappers sent out by Gen. William H. Ashley of St. Louis, Mo.

**LAKE WINNIPESAUKEE**—The U. S. Board on Geographic Names has decided that this is the way to spell the name of the largest lake in New Hampshire. It is not to be spelled "Winnepesaukee" or "Winnepesaukee." This name was a favorite in the old days when village school-masters believed that practice in oral spelling, via the spelling bee, would conduce to accurate written spelling. The U. S. Board further says that there are on record 132 different ways of spelling this name. Will some reader of THE HEADLIGHT please tell us the meaning of this name?

## SPORTS REVIEW

By Jack Hyland

★ After three weeks of bowling in the Second-half of the 1943-44 season, Capt. Fred Thompson, with the able assistance of Cliff Ditty, has his team perched in first place and from past performances, will give the other teams considerable opposition. However, the season is still young and anything may happen before the curtain is lowered, so don't give up hope if your favorite team isn't in first place in the following listing, which after the first nine games show:

	Won	Lost	H.G.	H.S.
Switchmen . . . . .	7	2	885	2462
Freight Agents . . . . .	6	3	825	2369
Freight Accounts . . . . .	6	3	780	2264
Treasurers . . . . .	5	4	783	2300
Trafficlers . . . . .	4	5	880	2491
Transportation . . . . .	4	5	836	2435
Auditors . . . . .	2	7	821	2310
Carmen . . . . .	2	7	729	2128

Further proof that the "8th and Brannan St." boys are really giving the General Office keepers a tussle for individual honors was evidenced on December 16th, when Sect. Manuel Beitencourt's "Better Bowling Bulletin" listed the three high series for the evening which read: Fee (Freight Agents)—535 series; Ditty (Switchmen)—531 series and Casey (Carmen)—516 series. However, Axel Rintala, who will now bowl with the Auditors replacing Jim Drury (who departed Dec. 20th for Camp Monterey, etc.) still continues to lead the individual averages, even though dropping a few points since the last issue, and the Big Ten list now includes:

	Gms.	Avg.	H.G.	H.S.
Rintala . . . . .	33	168	224	580
Hyland . . . . .	51	166	217	558
Stoney . . . . .	39	166	211	543
Brown . . . . .	48	164	212	560
Heagney . . . . .	48	162	231	551
Dooling . . . . .	42	159	250	577
Borgfeldt . . . . .	48	158	210	541
Mittalberg . . . . .	39	157	197	532
Ditty . . . . .	48	156	227	540
Craig . . . . .	45	156	212	558

The Southern Pacific Bowling Club, through their Secretary J. R. Madden, have extended to keepers of the Western Pacific League, an invitation to participate in their Fourth Annual Bowling Tournament which is to be held at Downtown Bowl, San Francisco, on February 12th and 13th.

This invitation exemplifies a grand spirit of sportsmanship and thoroughly proves, railroaders are all "brothers" under the skin.

Many of our bowlers have signified their intention of entering the tournament, so watch for results in the newspapers following the event and if overlooked, well . . . we'll have it in the March issue of the Headlight.

Armko, N.  
Barrera, T. L.  
Black, H. L.  
Karrols, V. F.  
Strange, F.



Williams, L. G.  
Kenney, Anne  
Gudmundsen, C. T.  
Koons, D. E.

### LOWELL V. DEAN

★ Killed in the crash of his Navy plane at Vero Beach, Florida, on a routine flight in late November, Lowell Dean represents the third gold star on our service banner. He was 19 years old.

Prior to his employment with the Western Pacific, Lowell worked for a local Portola (California) store and lived with his mother. In June, 1942, he joined us as a call boy. Later he was assigned as a yard clerk and eventually decided to become a fireman, which is the work he had been doing for about eight months when, in February of last year, he enlisted in the Navy Air Corps.

He is survived by his mother and three brothers, Clyde, Donald and Ivan, all of Webb City, Missouri.

The nation and our railroad can ill afford to lose young men of Dean's calibre. He was a clean cut, hard-working young man well liked by his associates. We sympathize deeply with the Dean family in its bereavement and can only offer what small solace may be found in the heroic words . . . "he died in line of duty."

### JOIN THE MARCH OF DIMES

★ Which begins January 14th and ends the 31st of that month.

This is the annual fund-raising appeal of the National Foundation for Infantile Paralysis. The wonderful work done by this organization in combating this dread disease has been told many times. Last year the worst epidemic of infantile paralysis in 12 years plagued the nation, but the training of doctors, nurses and physical therapy technicians made possible by this organization stemmed the tide and the epidemic is subsiding.

We can give to no worthier cause.

### ALAN F. WILLIAMS JOINS THE SEABEES

★ Shortly after the turn of the year, Al Williams will receive his commission in the United States Navy Construction Battalion and will leave us after more than 16 years during which he worked as general foreman, roadmaster, assistant engineer and division engineer, the position he has held on the Western Division since 1930.

Many of us are aware of Al's athletic prowess, particularly in football and rugby. He attended the University of California from 1911 to 1912; then from 1912 to 1915, he studied for and received his degree in

civil engineering at Cornell, completing a 4-year course in three years. This required the burning of much midnight oil for, during his Cornell years, Al took an active part in football, basketball, soccer, wrestling, lacrosse, track and crew!

Playing in the Cornell backfield with the all-American Chuck Barrett, Al earned his football laurels. In the fall of 1914, playing against Holy Cross, Al took a kick-off and galloped 98 yards to a touchdown!

Following graduation, he was with the Santa Fe until 1920, with the exception of two years during World War I when he served with the 18th Engineers in France. He was graduated from the Army School of the Line and the Army General Staff College at Langres, France.

In 1920 he went to the Northwestern Pacific Railroad, where he remained until 1927, the year in which he came to us.

From 1915 to 1927, Al played football for the Los Angeles Athletic Club and the San Francisco Olympic Club. He also played basketball for both these clubs from 1915 to 1936 competing against teams in California, Nevada and Utah.

Al was a member of the United States Rugby Team which won the world's championship at the Olympic Games in Paris and played on rugby teams competing in the United States and Canada from 1924 to 1927.

During the years 1924 through 1942 he officiated in innumerable high-school and college football and basketball games, handling, among others, many Pacific Coast Conference football games, not to mention Rose Bowl and East-West games.

As in school, so it was with his railroad work. The indefatigable Al has always found time not only to do an excellent job on the work at hand, but to indulge vigorously, directly or indirectly, in the sports he loves so well.

His many friends on the railroad will miss him. We wish him many successful 98-yard dashes, preferably against the Japs for we know that's what he wants.

(The Editor desires to thank Agnes Welch and John McDaniels for their assistance in this humble effort to briefly outline the career to date of Al Williams, whom we all admire greatly.)

### RETIRED ENGINEERS HONORED

★ In late November, at Portola, B. of L. E. Local No. 800 held a banquet honoring nine retired engineers, members of that local . . . Messrs. Harry Date of San Jose, Ralph Emerson of Oakland, George Mel-

len of Valley Ford, C. W. Johnson of Portola, E. G. Papple and C. L. Shepard of Orville, John W. Strantz of Marysville, J. F. Edmonson of Van Nuys and Charles Bevington of Roseville. Forty year pins were presented by Val Dycus, local B. L. E. chairman and Ray Folline to Messrs. Date, Emerson, Mollen, Papple and Bevington.

Each of the retired engineers present gave a short talk and Trainmaster McNally and Road Foreman of Engines McKay and Jenner obliged with brief remarks, as did B. L. E. General Chairman Elmer Meyers, up from San Francisco for the occasion. Wallace Berg and Stillman Lampley, local chairman and secretary respectively of the Stockton local were permitted to say a few words. The accent was on brevity in speechmaking! Members from Salt Lake City and Elko lodges were invited guests.

From all reports, the get-together was an enjoyable one and, in spite of rationing, we're told the ladies of the Grand International Auxiliary prepared an excellent dinner.

(Editor's note: Since this was written, we have learned with regret of the passing of John W. Strantz, one of the veteran engineers honored at this dinner.)

### ALFRED H. JENSEN

★ The officials and employes of the Western Pacific and affiliated companies deeply regret the untimely passing of Al Jensen, district passenger agent at Stockton, who died December 8th following an appendectomy.

Al was born in St. Paul, Minnesota, February 4, 1910, received his education in Salt Lake City and then moved to Berkeley, California, where he was employed by the Hall Scott Company. Later, he entered the employ of the Luckenbach Steamship Company at Berkeley and, in 1934, was transferred to Stockton.

Shortly afterward he went to Modesto as chief clerk to J. P. Harkins. His next move was to Stockton again as chief clerk to the general agent, following which he went to Sacramento as district passenger agent.

At the outbreak of World War II he was returned to Stockton in further recognition of his ability to foster good will and to handle intelligently the increased volume of business.

To his widow Nadine and Deanne, his 3 year old son, we extend our deepest sympathy. The railroad has lost a capable worker and his associates have lost a good friend. We shall all miss him.

**HARRY LELAND McGLOTHLEN**

★ Announcement of Harry McGlothlen's promotion to the post of trainmaster, headquarters Salt Lake City, was made on November 30th last by Supt. J. J. Duggan.

McGlothlen began his railroad career in 1913 with the W. P. and started as a call boy. He became a brakeman in 1916 and was promoted to conductor in 1921 and assistant trainmaster, Wendover, in February 1942.

From November 1917 to August 1919 he served with combat engineers of the A. E. F. in World War I, participating in the crucial campaigns which turned the tide in that struggle.

Recently he has represented the operating department in all activities at the Tooele Ordnance Depot and, at the request of Col. H. E. Minton, Base Commander, has acted in an advisory capacity assisting Capt. John Zerbo, transportation officer at the base.

See our October 1943 issue (leading item Jack Hyland's Hy-Lines) for further details concerning McGlothlen. We modestly deny this publicity had any bearing on his well-merited promotion!

◆ ◆ ◆  
**IRVING L. KILGORE**

★ Simultaneously with the McGlothlen announcement, Supt. Duggan stated that Irving Kilgore had been appointed assistant trainmaster, headquarters, Wendover.

Kilgore has been with the Western Pacific since September 1920 as brakeman and conductor.

◆ ◆ ◆  
**WP CLUB CHRISTMAS PARTY**

★ At the Ariel Club, adjoining Aquatic Park (otherwise known as Flash Gordon's bath-tub), on the San Francisco waterfront, the night of December 11th, the Western Pacific Club held a Christmas party and dance attended by some one hundred of the faithful . . . members and guests.

Those present, as at all previous Club parties, voted unanimously that it was a success. The committee handling arrangements was principally responsible for this success and the untiring efforts of its chairman, Frank Lindee, with Jim Drury assisting, really put it over.

Admission for members was by paid-up dues cards, compliments of President Heagney. Guests were soaked six bits each because someone had to pay for the music of Art Artiearry and his orchestra.

★ ★ ★  
**BERT J. SIMMONS**

★ At his own request, because of ill health, Bert Simmons has been transferred to less active duties after nearly 20 years service with the Western Pacific Railroad as assistant engineer and engineer of maintenance of way and structures.

Simmons began his railroad career in 1904 with the C. & N. W., subsequently serving with the Chicago Junction Railway, the C. I. & S., the Illinois Central, Rock Island, Santa Fe and the Northwestern Pacific, principally in the engineering department, joining the Western Pacific in 1924. This service was broken only by his entrance into the armed forces in World War I as Captain in the 18th Engineers, later attaining the rank of Major.

When the program for rehabilitation of

the entire main line roadbed from Oakland to Salt Lake City was inaugurated, the laying of heavier rail, and all work incident thereto, was under his direct supervision. The character of the work done at that time is better judged by the excellent manner in which the new track and roadbed has carried the tremendous tonnage of the years since.

His host of friends on our railroad and throughout the country will be happy to know that Bert Simmons will continue to serve with us in an advisory capacity. We join them in wishing him improved health for the years ahead.

★ ★ ★

**JOHN E. HENNESSY**

★ At this late date, we want to welcome to our ranks John (Spike) Hennessy, who joined our law department as attorney in the spring of 1943.

Hennessy's early training was principally with the Southern Pacific Lines in the research bureau of their executive department, where he was associated closely with Vaile Andrus.

After he was admitted to the Bar, he joined the staff of the Pacific Southwest Railroad Association, during which time he gained considerable experience in the handling of applications before the I. C. C. In April 1943 he severed this connection to assume his present post.

On what we consider the best authority, we learn that "Spike" has been making a fine record since joining our organization. More power to him!

★ ★ ★

**CLAUDE A. COMBS**

★ Succeeding Major Bert J. Simmons, who has requested assignment to other duties because of ill health, Claude Combs has been promoted to engineer of maintenance of way and structures by Chief Engineer Phillips. Combs, whose headquarters will be in San Francisco, has had 43 years of engineering experience on eight railroads in the western states and Alaska, the last 19 years with the Western Pacific.

He left the Santa Fe in 1924 to join the Western Pacific as assistant engineer, became division engineer in 1930 and, in 1937, was promoted to supervisor of bridges and buildings.

**GENERAL MOTORS  
ADVERTISING**

★ Most of our readers have undoubtedly seen the General Motors advertisement being run in more than two dozen of the nation's leading magazines, with a circulation of 22 million, featuring a colorful reproduction of our diesel electric freight locomotive No. 901 and the interesting Currier & Ives print of an "American express train" of 1865. Too, most of us must have experienced a feeling of pride seeing "our" locomotive brought so vividly to the attention of the public by General Motors.

These locomotives, of which we now have 6 in operation, built by General Motors' Electro-Motive Division at La Grange, Illinois, are called the "commandos" of motive power which have kept the vast stream of vital munitions moving steadily toward the men who will mop up the Japs . . . and our engineers holding the throttle of this powerhouse know the description is apt.

We are happy to be associated with General Motors in that company's magnificent series of advertisements and are indebted to them for bringing to the attention of so many American families some inkling of the job our men and women are doing so well in keeping the wheels turning day and night to perform the tremendous task assigned to us.

★ ★ ★

**ROY E. LARSON**

★ Last month Roy Larson was promoted to assistant treasurer of the W. P. with headquarters, as before, in the general office.

A native San Franciscan, born in 1900, Roy went to work for Baker and Hamilton while in his middle teens, shortly after joining the Union Trust Company, now consolidated with the Wells Fargo Bank.

He came to our treasury department in 1917. After being promoted first to paymaster and then to cashier, he was made general cashier in 1935, the position he occupied until his promotion to assistant treasurer.

We congratulate Roy on this well-earned recognition.

**WESTERN PACIFIC SYSTEM NOVEMBER WAR BOND RESULTS**

	November Payroll Deductions	Quota	Per Cent
General Office	*\$11,878.08	\$15,292	7.72
Eastern Division	* 20,313.80	27,984	7.26
Western Division	* 21,492.28	47,766	5.13
Mechanical Department	* 22,874.45	26,482	8.57
Store Department	* 535.70	1,091	5.83
D. C. & H. Department	* 458.60	1,931	2.37
Sacramento Northern	* 4,505.40	7,958	5.66
Tidewater Southern	* 750.52	880	8.53
<b>Totals</b>	<b>*\$85,708.81</b>	<b>\$129,464</b>	<b>6.62</b>
<b>Including cash purchases</b>	<b>*\$ 2,775.00</b>		
<b>Grand Total</b>	<b>*\$88,483.81</b>		<b>6.83</b>
	* Decrease		

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**LATE FLASHES!!**

★ Hugo Waninger, travelling freight and passenger agent at St. Louis, goes to Anheuser Busch, Inc., of that city, on February 1st, as assistant traffic manager. Congratulations to Hugo.

Clarence F. Post, after more than 27 years of service with the Western Pacific, has retired at his own request. Stanley R. Proffitt, recently appointed assistant purchasing agent (see December 1943 issue of The Headlight), becomes our new purchasing agent.

"Chuck" Faye, our Mexican-Housing-Gas Ration man, was hospitalized briefly last month for a minor (?) operation. His recovery was aided by an ample supply of salted almonds and he's back at the old stand now almost as chipper as ever.

Wellesley T. Richards, formerly chief engineer for the Sacramento Northern, became division engineer at Sacramento for the W. P. January 1st.

Claude B. Bruner succeeded Richards as chief engineer for the S. N. on the same date, according to S. N. General Manager Rowray.

**SACRAMENTO SHOPS CHRISTMAS PARTY**

★ Attended by approximately 675 employees of the Sacramento Shops and their families, the annual Christmas party of the Western Pacific Amusement Club was held in the Oak Park Clubhouse in Sacramento on December 16th.

In a setting of Western Pacific and holiday decorations, Chester Sanderson, president of the club and master of ceremonies for the evening, offered an 18-act program to the assembled guests, followed by dancing to the music of a 7-piece orchestra.

Preceding this program, the massed bands of the American Legion and Western Pacific Railroad, under the direction of Art Haring, director of the W. P. band, presented a short concert featuring several Christmas songs and provided diversion between acts.

The entertainment program was climaxed by special dances arranged by the La Veda Dance Studio and presented by professional performers.

Santa Claus appeared to the delight of the children present. Upon inquiry of Machinist M. Rose's less than 7-year old daughter, Santa learned her name was "pistol-packin' mama"!!

The Covered Wagon Club of Sacramento presented an old-time quadrille, a sight upon which these tired eyes would like to feast!

The club was very happy to be honored by the presence of our genial superintendent of motive power, Bill O'Neill.

Credit for the success of this party must go to Chester Sanderson, Paul Schultze, Andrew Crist, Dick Stadler, Henry Madison, Babe Rose, Marion Barnes and Glazier Baker. Without their earnest efforts success would have been impossible.

We feel sure the officers and directors of the W. P. Club and our staff reporters were happy to relinquish their space on page two to provide space for the last-minute story on the G. B. & T. R. R. All names will be restored in February!

**JACK'S PALACE DINER**

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