



GUADALCANAL NATIVE CHURCH

THE HEADLIGHT

Walter Mittelberg Editor
 Jack Hyland Associate Editor
 Irv Abramson Associate Editor
 Barbara Spacher Associate Editor
 Bill Stout Business Mgr.

★
 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

WESTERN PACIFIC CLUB

Officers

Harold Heagney President
 Bill Hatfield First Vice President
 Patricia Orrett Second Vice President
 Howard Sevey Treasurer
 Grace Heaney Secretary
 Nancy Taber Ass't Secretary

Directors

L. M. Brown A. F. P. A.
 Emmett Dillon General Auditor
 P. B. Harris Freight Traffic
 J. F. Jeffrey Engineering
 Alma Painter General Auditor
 Bill Stout General Auditor



STAFF REPORTERS

General Office:

Ruth Law Freight Traffic
 Janet White Transportation
 Al McNamara Gen. Agt.-Frt.
 Manuel Bettencourt Passgr. Traffic
 Jack McCarthy Treasurer
 Art Carlson Engineering

System:

Agnes Welch Sacramento, Calif.
 Ona Jennings Elko, Nev.
 Frank Rauwolf Stockton, Calif.
 L. H. Rodebaugh (SN) Sacramento, Calif.
 Marie Libbe Chicago, Ill.
 Irene Schuepbach St. Louis, Mo.
 Frank Sell Los Angeles, Calif.
 Gladys Kirkman Portola, Calif.
 H. A. O'Rullivan Sacramento Shops
 T. B. Aldridge Wendover, Utah
 Bob Runge Oakland, Calif.

★ As Easter approaches and we think of the Cross on Calvary, let us not forget the many crosses now topping the graves of American heroes in strange lands; and let us pray for a world-wide resurrection of a spirit of peace and sanity in international relations. ★ ★ ★

We hear attendance at Club meetings is again declining alarmingly. Without a quorum, meetings are practically useless. How about a little pride in your organization, you who are members? You pay your dues and you read The Headlight. The natural assumption follows that you are aware of the existence of our Club. Once a month you will give up 15 minutes of your lunch hour. This, with the 15 minutes contributed by management, enables us to hold satisfactory meetings for the transaction of all business and a little humor, we hope. You have fine officers and directors. SUPPORT THEM!! ★ ★ ★

A profound apology to Staff Reporter Gladys Kirkman (Kirkie) for the misspelling of her name in the March issue. Kirkman it was, even at proof-reading time, but like mother, the printer knows best. ★ ★ ★

Additional war bond campaigners who threw in the weight of their support in our payroll drive . . . H. T. (Red) Bashford, C. W. (Con) Craven, Frank King (Oroville), John McNally, Art Taylor and Dick McCarthy (gen'l. chairman, BRC). ★ ★ ★

Just as surely as one of our men in the armed forces making the supreme sacrifice did ODT Chief Joseph B. Eastman lay down his life for his country. Last month he died shortly after being ordered to a hospital by his doctor for a much-needed rest. That he died from overwork is evident to those who knew how unsparingly he gave of his time and energy during this crisis in our nation's existence. For nearly a quarter of a century he served on the Interstate Commerce Commission and as the transportation expert for five presidents. His statesmanship will be sorely missed during the trying days ahead. ★ ★ ★

A late flash from Dick Beltz indicates general office contributions to current Red Cross drive totals \$1,392.00 at going-to-press time. ★ ★ ★

We cannot ignore the passing of William Allen White, the sage of Emporia. Henry Seidel Canby (in The Saturday Review of Literature) said of him . . . "There was a little of Lincoln in William Allen White, and a dash of Mark Twain, and some of the sweet reasonableness of Thomas Jefferson when he was trying to persuade, and he could pounce like Theodore Roosevelt, and be as eloquent for Kansas as Thoreau in defense of the farmers of Concord" . . . high praise indeed, but White was a great American. We would like to quote from one of his editorials in THE EMPORIA GAZETTE . . . "I have never been bored in my life. I get up every morning wondering what new strange glamorous thing is going to happen and it always happens at fairly regular intervals. Lady Luck has been good to me and I fancy she has been good to every one. Only some people are dour, and when she gives them the come-hither with her eyes, they look down or turn away and lift an eyebrow. But me, I give her the wink and away we go". Try that philosophy for a change! ★ ★ ★

Irv Abramson, our genial . . . though physically slow-moving colleague, has deserted the general office to go to work for Engineer Storey at Oakland. We all wish Irv well in his new outdoor theater of operations. Irv has served the Western Pacific Club exceedingly well, not only as an enthusiastic member and an associate editor of The Headlight, but as the master-mind behind the weekly Tale Lite, publication of which has been suspended for some weeks due to operating difficulties! The club owes a solid vote of thanks to Irv, for there are very few willing to shoulder any extra burdens . . . certainly not such a one as the Tale Lite. As our tribute, we shall continue to show his name as associate editor of The Headlight until we can find someone who can fill his brogans. He has our best wishes in his new endeavor.

Our cover picture of the Native Church on Guadalcanal was taken by Corporal Gilman D. Moody, United States Marines, a nephew of R. H. (Bill) Moody, Western Pacific Agent at Stockton, to whom we are indebted for the use of this photograph. Corporal Moody has been with the Marine engineers on Guadalcanal since October 1942 . . . about 18 months.

In gratitude for their liberation from the Japanese, Guadalcanal natives constructed this memorial chapel by use of their own methods of weaving split bamboo; then presented the chapel to the people of America as a tribute to the soldiers, sailors and marines who fell there. Much time, ingenuity and painstaking effort went into the construction of the altar, which is hand-carved and inlaid with mother-of-pearl.

We have now used Guadalcanal photographs on three of our four covers so far this year. Maybe you feel we're overdoing it. If so, tell us about it. But, as we see it, though Guadalcanal is now actually outside the combat zone . . . and comparatively peaceful . . . it will forever remain in most of our minds as the turning point of the war in the Pacific and a shrine where American blood was shed in the cause of the freedoms desired by liberty-loving people the world over.

MORE TRAIN ESCORTS

★ Last month, in an article titled OUR TROOP TRAIN ESCORTS, we made at least several errors and omissions, to which our attention has been rather forcefully directed by our good friend Talbot Kelly (Sacramento), who rode troop trains morning, noon and night (sic) for quite a while prior to last July, when he was retired. In addition to Talbot, we missed Toney Edgar (Marysville); Frank Nott, Al Penzel and Elwyn Scott (Sacramento); Stan Dinkel (Stockton); "GI" Martin and Frank Bedient (Reno); Bob Cushing (San Jose); Russ Cleland, Joe Hamer and King Forde (Oakland); Willard Workman (Pittsburgh and San Francisco); Gene Elchinger (Oakland and St. Louis); Bill Crossen and Bill Silfvast (Salt Lake City); Ed Jennings, Ed Hansen, George Walker and Frank Lindee (San Francisco) . . . not to mention three more who even escaped the eagle-eye and long memory of Talbot, namely, George Wenig (Chicago); Enos Westrich (St. Louis) and Leslie Stoltzman (Omaha) . . . all these (and we fear more) have been buck privates in Col. Whiting's army. Talbot also points out that John Kirch (Kansas City) has been known as Joe (for Joseph) for some time (in fact, since he was born); that Fred Perry is not really the tennis champ, but our FRANK Perry (Oakland); that the "E" in E. A. Heberle (Cincinnati) is for Emil; that Pittsburgh is spelled with a concluding "h" and that we've not given due credit to our San Francisco agencies. For all of which we apologize . . . the "we" being the editor and the printer . . . and, in a sordid sort of way, we're happy to correct the situation.

W. C. M.

★ ★ ★

THIS IS PERFECT SHIPPING MONTH: PROTECT AMERICA'S PRODUCTION

★ Each year the nation's 13 regional shippers advisory boards sponsor a nationwide Perfect Shipping Month campaign to educate both carriers and shippers in the careful handling, safe packing, correct marking and secure loading of freight traffic.

Perfect shipping helps defeat the enemy. We are engaged in an all-out war of production . . . ours is now a war economy. Victory is the sole objective. Goods damaged in transit are so much wasted production. Goods that should be fighting for victory . . . war goods for the fighting fronts . . . commodities of any kind that are damaged through careless packing or handling . . . all these represent a loss of materials and man hours . . . AND EVERY SUCH LOSS SUBTRACTS FROM THE NATION'S POWER TO WAGE WAR.

Let's cooperate whole-heartedly with the shippers in their sincere and worthwhile endeavor to cut down loss and damage.

ATTENTION: SERVICE MEN AND WOMEN

★ Checks for thousands of dollars in retroactive pay increases, bearing the names of numerous WP employes who entered military service during the past year, will shortly be mailed to their last known address, or place of employment prior to entering the service.

In due course, if delivery cannot be effected, checks will be returned to and held by Treasurer Bates pending receipt of correct mailing address. If you don't receive your check within a reasonable time, we suggest you write Treasurer E. C. Bates, 526 Mission St., San Francisco 5, California, advising correct address to which you desire back pay check mailed. Due to difficulty of cashing checks in foreign lands and the nomadic nature of overseas addresses, some of you may desire to write our treasurer authorizing payment of the amount due to your wife, if married; to next of kin, if not married.

The back pay to non-operating employes covers the period February 1, 1943 to January 31, 1944 and in the case of train, engine and yard service workers the period is April 1, 1943 to October 31, 1943.

When writing, be sure to give full particulars of your employment, such as social security number, occupation and where last employed. J. H. H.

★ ★ ★

DAVE SPOWART'S CAR RECORD SYSTEM INSTALLATION COMPLETED

by Janet White

★ The car record office of the transportation department has been completely reorganized.

After several years of planning Superintendent of Car Service D. J. Spowart has seen his proposed system of car recording by the use of Remington Rand sorting and tabulating machines installed and working very satisfactorily.

The car record office compiles statistics required by the Interstate Commerce Commission, Office of Defense Transportation, Association of American Railroads, including the compilation and maintenance of car records, per diem payments, private line car payments, gross and net ton miles, locomotive and train miles and various car counts due to operating joint tracks and joint terminals with other trunk line railroads.

All this work had previously been performed manually, requiring a total of 208 man hours per day to post approximately 150,000 to 175,000 individual items. With the use of the new tabulating machines it will require only about 120 man hours per day to do this work . . . a saving of 88 man hours per day!

The office staff has now been reassigned to fill the new positions open and the released personnel will be gainfully employed in other departments where their railroad experience is needed.

LONDON TRANSPORTATION CLUB

★ Four British railways and the London Passenger Transport Board have opened a club in London for the use of officers in the American Expeditionary Force who in peace time were attached to American or Canadian Railroads. The club is located at 44 Wilton Crescent, London, S.W.1. and is run by Kenneth R. K. Speir, who, in 1939, brought the London, Midland & Scottish Railway's "Coronation Scot" to America.

Western Pacific men assigned to overseas service in the European theater of operations will be welcome at the club whenever they are in London. Drop in, boys, and give us a report!

★ ★ ★

CARL RICHARD MOORE

★ The very popular Carl Moore, freight traffic agent in the office of San Francisco's general agent-freight, left us last month to become northern California manager of the Western Transportation Company, same city.

Carl came to us in February 1939 as freight traffic agent in the foreign freight department, soon switching to the same work for the general agent-freight.

With his resignation, The Headlight loses an advertising manager and the company loses a top-notch solicitor.

We shall miss his wonderful sense of humor . . . his subtlety . . . his ability . . . and we wish him great success and much happiness in the future.

★ ★ ★

DAN COSTELLO PROMOTED; PETER CITRON DITTO

★ Dan T. Costello who for many years has been chief clerk to the general agent-freight, San Francisco, was promoted last month to commercial agent, same office, succeeding Charles E. Fleming, retired.

Dan came to the Western Pacific in 1910 as an office boy; served 8 years in the tariff department, a brief period in freight claims, a short time as waybill reviser for the Sacramento Northern at Sacramento and eight years as a freight traffic agent in Oakland. Then he left the WP for 2½ years to go to the Hammer-Bray Company, Oakland, as manager of sales promotion and traffic, returning to us as a freight traffic agent in San Francisco, being promoted to chief clerk in a year.

Succeeding Costello as chief clerk is Peter Citron, formerly freight traffic agent, San Francisco. Peter entered our service in October 1933 as a file clerk, became statistical clerk and eventually freight traffic agent.

Hy-Lites

By JACK HYLAND

medals, I do believe Lillian Swartsburg, employed in our Aud. Freight & Passenger Accts. Dept. deserves special mention considering her gift of a violin to a Photographic Squadron stationed somewhere in the Southwest Pacific. The violinist of the squadron, Cpl. N. Mancini, in thanking Lillian wrote . . . "We're doing O. K., our morale is high and we are positive your violin will contribute a great deal toward the stability of the morale. We are all anxious to step on U. S. soil again but we're also anxious to win the war, which will soon be done. Your gift was greatly appreciated and I'm sure you'll be rewarded for your generosity, someday and somewhere". To Corporal Mancini we say . . . "Our reward will be the cessation of hostilities and your return to the United States of America, your home."

Didn't hesitate: February 2nd was his "17th" birthday, so on the next day **George Gladden** (son of the late L. R. Gladden, Chief Clerk-Telegraph) enlisted in the Navy and is stationed at Camp Ward, Farragut, Ida. Roy's other son, **James Gladden** is also in the Navy, stationed at Moffet Field, Sunnyvale, Calif.

Sometime or another, many of us have felt morose, blue, sad or to use a slang expression "down in the dumps". Most of us only feel that way but not **Grace Heaney** (Traffic) for last month she **ACTUALLY WAS** "down in the dumps" endeavoring to retrieve some lost papers and records which the janitor had erroneously thrown out.

Editor **Bill Blizard** recently wrote an item for the Portola Reporter, covering the promotion of thirteen enlisted men stationed in the Mediterranean Area, directly from the ranks to 2nd Lieutenants because of their previously learned railroad experience. Of the group promoted, **Harry R. Lawrence** of Portola, Cal. was the only former worker on any western railroad, having had **Western Pacific** experience. Since writing the article, Bill joined the Navy and we extend to him our best wishes as well as congratulations to Lt. Lawrence. Understand **Clyde Wahlquist** of the **Sierra Valley News** (Loyalton, Cal.) will handle the Portola Reporter during Bill's absence. A very nice gesture, Clyde.

Leap year may come and go for some of us—but not for **Ruth Law** (Traffic) for on March 11th she became the wife of **Jack Bettis** at Carlsbad, N. M. Jack is in the Army Air Corps and will become a Bombardier shortly. Extend our blessings to the newlyweds.

Former Editor but now **Cpl. Albert Bramy** visited the Gen. Offices last month and announced he is a proud father, as of March 9th—a baby girl (7 lbs. 13 oz.) Was so engrossed in discussion of old times and Army maneuvers failed to ascertain the little daughter's name, but **Josephine Bein** tells me it's . . . "**Regina Lee.**"

Carl Moore (Traffic) our Headlight Advertising Mgr. resigned from the Company as of March 15th to accept position as Northern Calif. Mgr., Western Transportation Co. Congratulations, Carl, but don't forget your former side-kick, at "**Jack's**" rotisserie.

The traveling spirit is still evident in **Ona Jennings'** news report covering Elko activities with **Edna Norton** and **Ray Sargent** visiting, and **Helen Abegglen** convalescing at Salt Lake City; **Peggy Phillips** and **Eileen Daly** sunshining in Sacramento; **Madeline Fritz** meeting her hubby (who was on a furlough) in same city, and **Marianne Smith** vacationing in San Francisco. Understand **Genevieve Frantzen's** hubby entered the Services last month; also on Feb. 5th her Mother passed away and wish to extend our belated sympathy. Just heard **Cpl. Elsworth Walther** is in Italy; **Pvt. Frank Oldham** in Hawaii and that **Lt. Shelton's** (Elaine's husband) recent operation has the doctors claiming a complete recovery. **Annabelle Albrecht** and **Hazel Cook** are back after a siege of illness. **Arthur Hahn** distributed cigars and candy . . . a baby boy born March 5th in San Francisco. Greetings to newcomer **Virginia Smith** who hails from far away New York.

A very interesting letter was received from **M/Sgt. Jack Kenady** (TS-Modesto) who is with a Ry. Opr. Bn. stationed somewhere in India and to be more specific he says "a place 15,000 miles from home". Glad to hear from you Jack, and have passed your letter around to those you mentioned. Hope they'll write you.

Jimmy Currey (Traffic) had an appendectomy on March 11th and **NINE DAYS** later walked right into the office surprising everyone except maybe **Helen Decker** who gave him his pay-check. All joking aside, we were glad to see you, Jim, and it proves they can't keep a good man down . . . anyway, not for long.

At a recent meeting of the **American Ass'n of Passenger Rate Men**, **Manuel Bettencourt** (Pass. Dept.) was elected and installed as Regional Secretary-Treasurer. Principal speakers and guests of honor included **H. E. Poulterer**, Vice President (Traffic) and **Jos. G. Wheeler**, General Passenger Agent.

Our Reporter **Janet White** tells us Air Corp, **Lt. Bruce Heilman** (Car Record) is now stationed in the South Pacific with the well known "**13th Bomber Command**". I'll bet Bruce never thought on May 5th last, when he received his 'Wings' that a year later he would be dropping bombs on those little !

Mary Albright (Trans. Dept.) tendered her resignation as of March 1st and is returning to Kansas City, Mo. Prompting the change was the transfer of her hubby **Cpl. "Chuck"** from Camp Roberts to Oklahoma. A farewell luncheon was given in Mary's honor on March 4th at the St. Francis Hotel.

THE DISTAFF SIDE

By Barbara Spacher

★ "In the Spring a young man's fancy lightly turns to thoughts of love"—so they say! But a woman's fancy definitely turns to thoughts of hats. I saw a neat little number (hat!) on Market St. Saturday that was certainly more than enough to discourage Spring forever! This creation had a base of fuschia felt, after which, in quick succession, came . . . one layer of purple lace (violent!), one sage green bow (large!), three blue and orange roses (revolting!), the whole lovingly topped off with a cross between a pigeon and an ostrich that must have been dreamed up by Salvador Dali!! To quote an esteemed colleague: "THAT'S a hat?"

Anne Laudel, pretty secretary to the general freight agent, has taken a leave of absence from the company to be with her husband who is stationed at the Army Air Base at Santa Ana. Anne is a swell girl with a wonderful sense of humor (which, by his own admission, she would have to have to work for the war bond chairman!) and will be greatly missed by her host of friends. Dahr Evans is capably filling the position until Anne is with us again. We hope to see you soon, Anne, and in the meantime hope you are seeing Del occasionally—between quarantine, guard duty and "the brig"!

They died for their country. What more can you say of a man? They gave their country, in the time of its greatest need, the last gift it was in their power to give—their lives. They were young, very young, yet they gave up willingly all their hopes for the future, all their dreams of a home and loved ones around them, that their country might go on living and that the hopes and dreams of millions of their countrymen need not die. Perhaps we might say . . . a few lives is a very little price to pay for the lives of millions but who would dare to say that if he were young and it was his own life that was at stake? Who would not contend that he had his whole life before him, that he was too young to die; let some other man who had lived his life go forth to do battle for him? When is a man old enough to die? Never. As long as the will to live is in him. And the will to live was very strong in these boys. But since love of country was greater, they died . . . John Gehrig, Roy Bording, Raul Rodriguez, Leslie Bidwell, Earl Sexton and Lowell Dean—the six gold stars on our service flag.

"I am the resurrection and the life: he that believeth in me, though he were dead, yet shall he live: And whosoever liveth and believeth in me shall never die" . . . "Let not your heart be troubled: ye believe in God, believe also in me. In my Father's house are many mansions: if it were not so, I would have told you. I go to prepare a place for you." . . . "I am the way, the truth, and the life: no man cometh unto the Father, but by me" . . . The Gospel according to St. John.

WHAT'S IN A NAME?

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

★ **WENATCHEE.** Wash., flourishing seat of Chelan county, center of a great fruit-raising territory (noted especially for apples); a lake, a river, a mountain range and a National Forest—all derive this name from the Indians of that area. Answering a query from William H. Stout, of the W. P. General Auditor's office, we have through the courtesy of Mr. Charles W. Smith, librarian of the Univ. of Washington, Seattle, and Mr. Todd, who is in charge of the Pacific Northwest Historical Collection of that institution, the explanation given by the late Prof. Edmund S. Meany who wrote in part:

"As early as 1805-1806, when Lewis and Clark were exploring and naming the 'Columbia Valley', they heard of the Wenatchee river and the Indians along its banks and recorded both under the name of 'Wahnaachee'. Another early use of the name geographically is in the treaty concluded June 9, 1855 by Isaac I. Stevens, governor and superintendent of Indian Affairs in Washington territory, with the 'Yakima Nation of Indians.' Art. X of that treaty provides '... there is also reserved and set apart from the lands of this treaty, for the use and benefit of the aforesaid confederated tribes and bands, a tract of land not exceeding in quantity one township of six miles square, situated at the forks of the Pisuouse or Wenatshapam river and known as the "Wenatshapam fishery".' The tribes and bands participating in the treaty included the 'Pisuouse and Wenatshapam.'

The Bureau of American Ethnology says that Wenatchi is from a Yakima Indian word meaning 'river issuing from a canyon', referring to a band of Pisuouse who lived on the river now known as Wenatchee. The river was often charted as 'Pisuouse' or 'Pischous', which as shown was the name of another band confederated with the Yakimas when the treaty was signed." (Note—Prof. Meany says that **Chelan** is Indian, meaning "land of bubbling water.")

HOLYOKE, Mass., the great "Paper City" of the Bay State has, aside from its name history, a feature of interest to railroaders. Mr. Albert H. Sampson of the White and Wyckoff Paper Manufacturing Co. of that city writes:

"I believe that Holyoke is one of the two cities (the other being Louisville) that own a railroad. Years ago our city built a railroad from Holyoke to what is known as Westfield, tapping the Boston & Albany R. R., now operated on a lease by the New York, New Haven & Hartford R. R. So now we have two railroads serving Holyoke—the Boston & Maine and the New Haven.

"We have the Holyoke Dam here—a great water power development. The business section is a sort of Venice as there are eleven canals and river front (Connecticut river) on which stand the manufacturing plants, the water being used over and over again. Indeed,

Holyoke (the name is pronounced Holy-oke), was built around the dam."

Although Henry Gannett of the U. S. Geol. Survey said this city was named for the Rev. Edward Holyoke, president of Harvard University, 1737-1769, we would accept, rather, the circumstantial explanation given by Mr. Sampson and Secretary Conrad Hemond of the Holyoke Chamber of Commerce. We quote Mr. Hemond in part:

"The origin of Holyoke's name is blurred by uncertainties. However, tradition has it that Rowland Thomas and Elishur Holyoke left the trading post at what is now Springfield for an exploration trip up the Connecticut river. As they arrived at about what is now Holyoke, they saw two mountain peaks. It is told that Thomas pointed to one, saying: 'Mt. Holyoke!'. Whereupon, Holyoke, reciprocating, pointed to the other and said: 'Mt. Tom!'. This story of the origin of the names of the two mountains seems to be as well authenticated as any. It is a fact that there were a Mt. Tom and a Mt. Holyoke many years before there was a Holyoke. A Dr. Frank Holyoke who lived here until his death a few years ago claimed descent from Elishur Holyoke, who was famed as a trader and explorer, but there was no recollection of the claim of relationship with the early president of Harvard. We have been unable to substantiate the story that Holyoke was named for the Rev. Edward Holyoke, although the question has arisen previously." (Note—Altitude of Mt. Tom, 1,215 ft.; of Mt. Holyoke, 955 ft. The altitude of the higher of San Francisco's Twin Peaks is 925 ft.)

YERINGTON, Nev., seat of Lyon county since May 1, 1911 and terminus of the Minden Branch of the famous Virginia & Truckee Ry. The following account is based on data from Hon. E. Charles D. Marriage, Nevada State Librarian and the Nevada Guide sponsored by Dr. Jeanne Elizabeth Weir of the Univ. of Nevada and the Nevada State Historical Society.

Yerington was settled in 1860 during the first rush to **Aurora**. Yerington was first called "Pizen Switch" when the "buckeroos" (vaqueros), as Mr. Marriage tells it, "used to turn into the town at the cross roads saying: 'Let's switch off here and go and get some pizen.'" Later it was called Greenfield.

The present name was bestowed in honor of Col. H. M. Yerington, superintendent of the V & T Ry., who on Sept. 28, 1869 drove a silver spike to secure the first rail laid in this town.

The Nevada Guide says that a story has been told to the effect that the use of the name of "Pizen Switch" in the earlier days caused the outraged members of the community to organize a "Committee of Vengeance" for the purpose of scalping anyone who continued to call the place by that name. However, says this authority, the story is probably not true.

SPORTS REVIEW

By Jack Hyland

Transportation Win Championship

★ At the end of the second game of the play-off series, held March 9th at Downtown Bowl, the Treasurers (second-half winners) appeared to have the title tucked away, enjoying a 75 pin lead over the Transportation team (first half winners). The never-give-up spirit of their opponents had not been reckoned with, for when the last fallen pin had been tallied . . . the score sheet disclosed Capt. Spen Lewis, together with players Chas. Craig, Marge Patsey, Peggy McDermott and Parker (Never-fear) Swain of the Transportation team had won the Western Pacific Bowling Championship of the 1943-44 season by a score of 2194 to 2184, earning temporary possession of the Perpetual Trophy for the coming season.

To clear the record, the final standings of the first three teams in each half of the 28 week schedule were:

	First Half	Won	Lost
Transportation	27	15	
Traffickers	26	16	
Freight Agents	25	17	
	Second Half	Won	Lost
Treasurers	27	15	
Freight Agents	25	17	
Switchmen	22	20	

The Traffickers won the High Series award for the season with a 2551 series, followed by the Freight Agents' 2546 and Treasurers' 2522 series. High game honors also went to the Traffickers with a 911 game, closely trailed by the Freight Accounts 908 and Treasurers 907 games.

Ken Stoney was high individual average player with a 168, and Howard Sevey topped the league with a 268 high game and a 619 high series. Marge Patsey with a 231 game and Charlie Dooling with a 250 game earned special league medals (they also have Downtown Bowl house medals forthcoming).

The final standings of the "Big Ten", which include games for the entire season are:

	Gms.	Avg.	H.G.	H.S.
Stoney	86	168	211	576
Hyland	84	165	231	558
Heagney	81	162	231	590
Brown	75	162	212	560
Rintala	66	161	224	580
Craig	72	159	223	576
Dooling	69	159	250	577
Borgfeldt	72	158	210	541
Potter	84	157	229	556
Sevey	84	157	268	619

As previously mentioned, bowling is never a closed issue . . . and we now have proof for our statement. The summer "Straight-away" League commenced on March 16th and will continue for 10 weeks. Six teams are entered with all former teams revamped into new team groups which are about as evenly matched as two 1000 horsepower diesel 'switchers'. Here we go . . .

C. F. Gamble
R. W. Grummet
L. M. Hays
H. A. Hudman
F. L. McElroy
E. L. Petree



J. H. Scott
R. L. Smith
N. V. Surjan
R. M. Thorpe
W. H. Wickman

ANGIE HITCHCOCK POULTERER

★ On March 20th, at St. Joseph's Hospital in San Francisco, the vital spirit that was Angie Poulterer, wife of our vice president in charge of traffic, passed to her Maker, in her 44th year, after an illness of several months. She was born in Omaha, Nebraska, on November 12, 1900.

She is survived by her husband Henry; her step-daughter Mrs. Nancy Poulterer Smith; her father James H. Hitchcock, of Omaha, Nebraska; sisters Mrs. L. A. Challand, of Kansas City, Missouri and Mrs. F. H. Pecka, also of Omaha; and a brother Olin H. Hitchcock, of Atlanta, Georgia.

Services prior to interment were held at Gray's Funeral Home, San Francisco and the message of the Rev. Clarence Reidenbach, of the First Congregational Church, Oakland who officiated, made a lasting impression upon his listeners.

Representatives of the Rio Grande, Missouri Pacific, Burlington, Santa Fe and Southern Pacific attended the services, as did many industrial traffic managers, officers of the Western Pacific, our general agents from Oakland, San Jose, Sacramento and San Francisco and other members of our traffic department organization.

We offer our sincere sympathy to Henry Poulterer in his bereavement.

★ ★ ★

CHARLES EDWARD FLEMING

★ Charlie Fleming, of our traffic department, who retired last month, began his railroad career with the Southern Pacific in May 1897, serving as clerk, telegrapher, ticket clerk, cashier and traveling freight and passenger agent until October 1921, when he was lured into the ranks of the Western Pacific and became our general agent at Fresno.

For almost 13 years . . . until April 1934 . . . Charlie labored in the vineyards and orchards of the San Joaquin Valley; then he came to San Francisco as commercial agent, the post he held until his recent retirement.

Charlie was born in Napa, California on March 17, 1879 and is a member of the Olympic Club (San Francisco) and the BPOE.

His numerous friends wish him many years of successful solicitation in the field of happiness and personal interests.
J. A. M.



★ S/Sgt. A. G. (Gene) Wilson (Oakland freight traffic) reports to Jesse Holmes from "jolly old England" that during a recent 7-day leave spent in Scotland, principally in Edinburgh (including a tour of Edinburgh Castle), in a weak moment, superinduced by something or other enjoyed with two companions, a picture in the costume of the Scottish Highlanders seemed a good idea . . . and here it is.

★ ★ ★

HERBERT B. KENDALL

★ Death suddenly claimed Herbert B. (Ted) Kendall on March 25th in his 62nd year. Born in Momence, Illinois on December 11, 1882, Kendall had worked as an accountant in our superintendent's office at Elko for nearly 20 years.

He was well known and liked by all who knew him and had earned the respect of the citizens of Elko during his 27 years of residence there. A baseball fan, he was a regular attendant at all softball games. His WP associates, who knew him affectionately as Ted, attended the funeral services en masse. That they will miss him greatly is their highest tribute.

SACRAMENTO SHOPS

H. A. (Hy) O'Rullian

★ Sacramento's loss was San Francisco's gain when former Sacramento Storekeeper **G. H. Baker** recently took over duties as chief clerk to Purchasing Agent S. R. Proffitt. At a surprise farewell ceremony office employes and shop foremen presented him with an overnight bag and leather kit to match. Pipe Shop Foreman Walter Spann ably handled the presentation and Chief Draftsman M. W. Brown added a few congratulatory remarks in behalf of the office employes. Earlier, fellow store department employes had presented Baker with a briefcase and pen and pencil set. Besides being a good fellow, Baker is also a fine singer . . . San Franciscans note!

Shop employes were treated to an hour and a half of sound motion pictures on electricity and electronics—present and future. The pictures were arranged by electrical engineer **F. N. Carlson** and are presented by the Westinghouse Electric Company. Carlson has arranged for similar pictures to be shown at regular intervals and has invited all employes to attend. The last showing drew favorable comments from those who attended.

Through the untiring efforts of Mechanical Engineer **E. E. Gleason**, chairman of the Sacramento Shops Red Cross drive, every worker in the shop has subscribed. (Editor's note: Seems to me **Ross Kelleher** had a hand in this too!)

Shop golfers note: **Patricia Horan** (formerly with Sacramento Northern), new steno-clerk at the Shops, recently won the Sacramento Business Women's Golf Club's par point fairway tournament. Any challengers?

Again in the news is machinist **W. W. Spangler**. Walter, who is subscribing more than half his paycheck for war bonds, gave the balance of his first period March check to the Red Cross. A 100% American!

Shop employes are wondering why the sudden change in patrolman **A. A. Crist**. Usually always smiling, Crist is now very serious. What's the trouble, Andy, income tax get you?

Comes word from Shipfitter 1st class **H. F. Schultze**, of the Seabees at Pearl Harbor, formerly employed at our Shops, that the Headlight is becoming more interesting all the time. He receives the magazine through his brother Paul, a popular shop employe. Congratulations to the editor! (thanks . . . the editor!)

The back payrolls have been figured! Chief Clerk **John Berg**'s office force was beginning to fade like the last rose of summer. However, they did an excellent job and in record time.

Welcome to **Wilfred Dunn**, new general clerk, store department.

Recent shop visitors were former employes PFC **Bert Finchley**, Quartermaster Corps, stationed in Oregon; and Corporal **Reno Picchi**, U. S. Infantry, stationed in Florida.

SACRAMENTO NOTES

(Western Division)

by Agnes Welch

★ Here's a new way to buy war savings bonds! A \$500 bond was purchased recently by another employe in favor of the daughter of **G. C. Cleveland**, operator, Berry Creek. **Miss Cleveland**, who enlisted in the services of our country and sold her car, is doing her duty by Uncle Sam in a big way. Her father also is a strong supporter of war bond savings.

Joe Brunner, our social security clerk, passed away Monday, February 28th, in Sutter Hospital, after a brief illness. Joe spent several years with the WP, holding various clerical positions and was a very quiet and efficient worker. We were deeply saddened to lose our good friend and fellow-worker and extend our sincere sympathy to his family.

The following promotions in the superintendent's office and changes in personnel on the line recently took place:

R. C. (Bob) Cox, bridge inspector, was appointed assistant B&B supervisor. Bob entered the service of WP in May, 1924, beginning his career as a sand-blast operator and serving in various capacities since as gas engineer, bridge foreman, etc.

Office Engineer **Gordon Switzer** succeeds Cox as bridge inspector (another promotion for Gordon) and succeeding Gordon will be **T. L. Sanders**, who has been in WP service since 1941 as draftsman and instrument man in the bay area.

D. A. Irwin, agent, Blairsden, has been assigned agent at Portola; **F. M. Copeland**, who was agent at Spring Garden, has taken over the agency at Blairsden and **G. P. Smith**, telegrapher in SR office, Sacramento, has been assigned agent at Spring Garden.

J. F. Williams, telegrapher in SR office, has taken over the duties of car distributor and **Chas R. Ford**, telegrapher, has been assigned as assistant car distributor.

An additional assistant chief clerk in the superintendent's office has been added due to the heavy increase in volume of work attached to that position and **Ed Hennessy** and **Dan Irwin** are now dividing it up.

We are happy to see **E. B. Allison**, motor car maintainer, back on the job again. Al had quite a siege of flu which kept him away from work for some time.

The timekeeping bureau is certainly busy these days and Chief Clerk **Frank Fowler** is practically tearing his hair (?) in an endeavor to hasten the work in connection with the issuance of back pay checks.

Dee Dewhirst received her orders to report to Camp Lejeune, New River, North Carolina, for training in the Marine Corps, Women's Reserve. It is our hope she will have lots of success and much happiness in her new work.

Asst. Chief Dispatcher **Grant (Red) Allen** is pinch-hitting for Chief Dispatcher **G. L. Harlan**, now on vacation and **E. J. Hillier** is filling in on Red's job.

My traveling informant "BB" tells me that l'affaire Tunnel 15, known to some as Kramm's Kozy Korner, kaused plenty of trouble until the track was restored recently to the original 15-degree shoofly. Following completion of the original shoofly, internal disturbances in the tunnel kaused slides necessitating construction of a 20-degree "shoo" shoofly which was used until the slide material was removed, enabling restoration of the original shoofly. Kramm's Kozy Korner, now open for business Saturdays and Sundays—sometimes not then. New props, **W. T. (divn. engr.) Richards**, **G. W. (supt.) Curtis**, **J. J. (trainmaster) McNally**, and **L. M. Morris** (master mechanic). **Rudy** (asst. divn. engr.) **Klotz** returned from the Korner with a fuzzy upper lip. Now it should be termed: Kramm-Klotz Kozy Korner. Actually, the only Kozy part of the whole deal was the presence of Kar 105, complete with food—but no lights. Nice, eh boys?

FLASH! The news has just reached us that Major **Henry E. Strapp** arrived back in the States by plane last Friday, March 11th, and was expected in Oroville the following Wednesday and that a trip to San Francisco was anticipated. He has a 14-day furlough and will really need a magic carpet to get back to his headquarters in Sicily before the expiration of his leave. Happy landings!

George K. Wenig, chief clerk to the assistant traffic manager, Chicago, was a visitor in the superintendent's office on March 16th.

Steno-clerks **Lillian Bowlen**, **Charlotte Mulhern**, **Leah Davison**, Social Security Clerk **Howard Brecht** and Bond Clerk **Buelah Morrow** (from Wendover) are all new additions to the superintendent's office personnel. Former bond clerk, **Mildred Bernard**, has resigned and we hope she will be very happy traveling with her husband, who is connected with the Pacific Telephone & Telegraph Co.

★ ★ ★

OUR CLUB'S DIRECTORS . .

★ at a recent meeting decided, among other things, that in future all Club members working outside the general office will be assessed only one dollar annually for dues. Previously such members working in the San Francisco Bay area paid two dollars a year along with general office workers.

The directors also decided that at future club meetings drawings will be held for the award of war stamps . . . and later we hope to add other awards.

Too, The Headlight staff was authorized to inaugurate a campaign for securing subscriptions, rather than Club memberships from on-line associates. This effort will get under way shortly. We heard no criticism of The Headlight editorial staff so (with an anticipatory leer) we assume we're getting by!

EASTBAY GRAPEVINE

by Bob Runge

★ Gee, it's great to be famous! Last month I was unknown, but today—today I'm still unknown. You should see the fan letters I've received (my daughter writes very well now). People are asking for my autograph; some even want my picture (?). Well, I can dream, can't I?

Did you have trouble with your income tax? So did I until **Fred Bagge** (traffic) gave me a hand. Fred said that if I filed a joint return to give address of joint. Do you think he was kiddin' me?

Frank Perry and **Charlie Tackett** (traffic) are great fishermen, at least verbally. The other day Frank remarked that he once caught a 50-pound bass on a rusty pin. Charlie, not to be outdone, stated that last year he had pulled in an old lantern, dated 1860, and the darn thing was still burning. Frank would you take off 45 pounds on your fish if Charlie blew out the lantern?

Fireman **Bob Casey** is singing that song hit of a few years ago, "There'll Be Some Changes Made"—it's a girl, and mama and baby are doing fine (that's another cigar I have coming to me). Another kind of a change: **Grace Collins** is back on the bill desk at the local office, succeeding **Harold Sutter** who is now the general clerk at Fruitvale. "**Scotty**" **Sedwick** says that **John Evans** (local office) had better make some changes in his punctuations on the reports he turns in, as it sometimes proves rather embarrassing. Why John!

Betcha didn't know that all the switch engines operating in Oakland and San Francisco are diesels! However, not taking any chances, **Joe Nash** has several steam engines standing by—you know, just in case.

Ed Thompson, (terminal trainmaster) has a question that perhaps **Dr. Kilgore** can answer: Ed wants to know if a doctor is doctoring a doctor, does the doctor doing the doctoring have to doctor the doctor the way the doctor doctored wants to be doctored, or does the doctor doctoring the doctor, doctor the doctor the way he usually doctors? Do you mind if I sit this one out? Thank you!

You purchased extra war bonds during the 4th War Loan Drive and you've just paid your income tax, but apparently you had a few extra dollars left in that can in the backyard, because **Jesse Holmes** (traffic) reports that the Red Cross drive, just ended, was very successful. Take a bow jesse!

Oh! I almost forgot. **Margaret Williams** (local office) says the best way to get a wart off your hands is to either shoot him or marry him. Talk about your "pistol-packin' mamas"!

I suppose you heard about the country boy who left the country for the big city, because he heard the country was at war? (There will now be a ten second pause for groans and general remarks.) I should have warned you that any resemblance between this column and common sense would be purely coincidental, but isn't it more fun to discover things for yourself?

RETURN POSTAGE GUARANTEED

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

UTAH AND NEVADA NEWS

by Tom Aldridge

★ Surveying has been completed and grading started to extend the length of the train-yard and add two more tracks at Wendover. It is estimated the car capacity will be increased from 450 to 700. The additions will provide a switching lead and include a spur-track to serve the potash plant and for loading ore. This spur will be located at the extreme east end of the extended yard tracks, between the main-line and the highway, at the present location of yard-limit.

Temporary quarters for the Wendover USO were set up recently in building 7100, adjacent to the dormitories, just outside the main gate. The building has been completely refurbished, making it a real "home away from home". Among its features is a new snack bar, a lounge area as well as complete recreational facilities which are now available to the soldiers at Wendover. The former building has been turned over intact to the colored detachments. The new location has been made possible through the co-operation of **Lt. Col. Willis G. Carter**, station commandant, and **Major Alexander B. Hagner**, director of station services. **William F. Jordan** is the director of the club, assisted by **James Nugent**. Land has been acquired for a new permanent headquarters for the Wendover USO and construction is expected to get under way early in March. When completed, the new club will be one of the largest and most modern buildings of its kind in this part of Utah.

Train 39 now carries an extra coach, as well as an extra baggage car, daily as far as Wendover. These two cars return to Salt Lake City on No. 40 and help relieve the crowds on both trains.

Our March issue, with photograph of a B-24 bomber on the cover and story about the Army Air Base at Wendover, was well received here. Officers at the Base were of the opinion the reproduction of the bomber was as good as the original photograph and have expressed their appreciation by ordering one hundred extra copies for wider circulation on the Base and elsewhere.

Russell M. Thorpe, of Elko, third district brakeman, has reported for induction into the Army at Fort Douglas, Utah.

We're happy to be able to report that **M. F. (Bud) Ringgold** has recovered sufficiently to leave the hospital at Elko and is now in southern California (Imperial Valley) to recuperate.

Mrs. Hazel Sinz, wife of Wendover Hotel Manager Harold Sinz, recently returned from a trip to Elko, where she became a member of the Ladies Auxiliary of the Veterans of Foreign Wars.

On the sick list: **Tom Ray**, of Salt Lake City, passenger engineer; **Tom Crosley**, fourth district conductor; **Gus Zackerson**, fourth district engineer (who was released from St. Joseph's Hospital, San Francisco, on March 12th) and **Grant Griffith**, Wendover yard engineer. To all of them we wish a speedy recovery.

The several new dormitories, built under the supervision of the Federal Public Housing Administration, were completed and ready for occupancy March 20th. They were made available by the FPHA, but are under the supervision of the Army. The recently built apartment houses will be ready for use in the near future.

Leo Waters, agent at Wendover, reports that from 75 to 80 carloads of arsenic ore originate each month at his station for shipment to Midvale, Utah.

The number of carloads of freight in and out of the Wendover Army Air Base averaged 253 per month in 1943.

From Wendover Field's THE SALT TABLET we learn that Public Relations Officer Lieutenant Wolfan, who has been at Wendover about a year, was formerly a noted sports writer in Chicago and Michigan. He is one of the few sports writers in this country today who writes from the "skull," seldom referring to notes or statistics for dates or events.

★ ★ ★

VERY RANDOM NOTES

by The Editor

★ **Myril Hoag**, Chicago White Sox outfielder, worked in our Sacramento freight house the first months of this year before deciding to return to baseball.

Sgt. **Robert J. Bradley** (390 45252-Co. "B", 748th Ry. Opr. Bn., APO 629, care Postmaster, New York, N. Y.), former carman at Oakland, is now stationed in India. Says he is living in a bamboo hut in a banana grove somewhere in the Indian jungles; that car inspectors there are car examiners; that he is called head examiner (!) and his helpers are junior examiners; that the rip track is the "sick track" and bad order cars are "sick cars"; that there are no automatic couplers or air brakes, vacuum brakes being standard and that the freight cars have pedestal trucks with one pair of wheels under each end. He'd like his former friends to write. How about it fellers?

Private **Bob Witts**, U. S. Army, formerly of our traffic department, recently paid us a farewell visit prior to departure for unknown shores.

WAR BOND CAMPAIGN: Our hats off to **Dan Laughlin**, section foreman at Sunol, who signed up his entire gang for more than 13% of their monthly earning; also to **Sacramento Sabala**, foreman at Milpitas, who signed up his entire section for more than 10%. West-

ern Division superintendent's office at Sacramento is within some \$38.00 of achieving the 10% goal. They ought to hit. The mechanical department groups at Oroville and San Jose are signed up for over 10% of their monthly earnings.

Ray Ronan, roundhouse foreman at Oroville, can be found in Room 237 at St. Joseph's Hospital, San Francisco, awaiting developments which we all hope will be satisfactory.

Olga Lewis (wife of **Spem Lewis**, general office car record department) recently spent some time in hospital. Glad to hear she is home again . . . doing well, we hope.

Trafficers recently visiting GO were **Les Stoltzman** (Omaha); **Enos Westrich** (St. Louis) and **George Wenig** (Chicago). They're working too!

The believe it or not for the month: **Charlie Hufford** (Milwaukee) is reputed to have out-talked **Bob Runge** (Oakland) recently. We would have put our money on the big boy . . . and still will in a return engagement.

Heard at Keddie that Staff Sgt. **M. A. Parks** (brakeman) and **L. E. Carpenter** (fireman), rank unknown, are now serving with the transportation corps in Iran. Don't imagine they find the terrain much less rugged than the Feather River Canyon! Lts. **H. R. Lawrence** (brakeman) and **A. W. (Ace) Arnell** (Conductor) are with the transportation corps in Sicily, according to latest reports, along with Sgt. **W. P. (Bob) Kilgore** and **G. T. Clark** (brakeman), rank unknown, no doubt all enjoying the eruptions of old Vesuvius. If they read this, they might be interested to know their exploits were the subject of considerable discussion during the recent war bond drive at Keddie.

Trainmaster **Jim Lynch** (Wendover) has heard from Navy Coxswain (formerly switchman) **Bill Wiley** (not Wiley as shown in our March Honor Roll). His address is ABCD Navy 128, F. P. O., San Francisco, California. Bill said some nice things about The Headlight which the entire staff appreciates. Makes us feel our efforts are worth-while. Also, Bill thought the "home front" did a good job in the Fourth War Loan Drive.

★ ★ ★

WAR BOND PURCHASES

★ the following table shows the average war bond subscription per subscriber during the month of February for the groups indicated:

Eastern Division	\$31.13
General Office	26.05
Mechanical Department	23.36
Tidewater Southern	21.21
D C & H Department	20.14
Sacramento Northern	18.92
Western Division	16.68
Store Department	13.99