



1944

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THE HEADLIGHT

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Published Monthly by
 The WESTERN PACIFIC CLUB
*Association of Employees of
 The Western Pacific R.R. Co.,
 Sacramento Northern Rwy.
 Tidewater Southern Rwy. Co.*

Western Pacific Building
 San Francisco, 5, California
*Member Pacific Coast Association of
 Industrial Editors*

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★ As the shadow of this month lengthens, the thoughts of most of us turn more and more to the Nativity and the teachings of Jesus, who practiced as He preached . . . **GLORY TO GOD IN THE HIGHEST, AND ON EARTH PEACE, GOOD WILL TOWARD MEN.** For almost two thousand years the Christian world has studied His counsel and then doggedly gone its own way, glorying not in God, but in military might, which has a definite tendency away from peace on earth and good will toward men!

In the midst of the cataclysmic struggle in which we are engaged, we want our men in the armed forces to know we're thinking of them; we want them to know on this Christmas Day that in their homes is a great longing for their presence; and we want them to know that this Christmas we're doing the things which symbolize the creed for which they are fighting.

On our part, we can dedicate ourselves to the job of ending this holocaust in the shortest possible time. Then, we must hope that those who guide the destinies of the victorious United Nations will dedicate themselves to the task of making a peace which will last, not for one generation, but for all the unborn generations of years to come. Impossible? Not if national and political provincialism can be overcome by the humanitarian approach. Our civilization cannot survive world wars in each succeeding generation. Isn't it time to usher in a Golden Age of Peace?

Our wish is that the men and women in military service will know on Christmas Day we have in our hearts the same old cheery greeting for them.

To all our associates and our readers, THE HEADLIGHT staff wishes the traditional unrationed Merry Christmas and offers the hope that the new year will be made completely happy by the successful termination of the current conflict.



★ And now THE HEADLIGHT has a new editor . . . the third in our publication's slightly more than two years of existence. With Paul Shelmerdine and Al Bramy now in the Army, the Club's officers decided this time to get some measure of editorial stability . . . not from the standpoint of ability particularly, but rather of draft exemption, so they have selected an over-ager to hold the throttle until Paul, or Al, or both, return to us.

Our editorial staff will be augmented and the staff of reporters in the general office will be enlarged. It will also be our endeavor to add dependable representatives of the divisions, the mechanical department and others who can be persuaded, to our staff of reporters to secure increased coverage of Western Pacific family news.

There's no question we will greatly miss Paul and Al, but we're going to do our very best to maintain the standard set by them and, to that end, we welcome honest and constructive criticism at all times. To be successful, we must depend on the cooperation of all our associates, for whom this magazine is published.

These columns have previously expressed gratitude to Paul Shelmerdine for his tireless efforts during the birth of THE HEADLIGHT and up to the time he accepted his commission in the Army. We owe Al Bramy the same measure of gratitude for taking over at a crucial time and continuing to produce a publication, during these stormy days, of which we may be justly proud. He goes into the armed service with our very best wishes and great appreciation for his diligence in our Club's behalf.



★ Our confidence in the United States Army's acumen in judging men and ability was almost completely restored recently when Paul Shelmerdine received his Captaincy. We all knew he had the necessary qualifications; it merely took the Army a little time to discover them: why, we aren't prepared to say—at this time! We confidently expect Paul to gain his Majority in the shortest possible time. Hearty congratulations, Paul, and our continued good wishes. We still miss you.



★ I am mindful of the fact that "The Headlight," which has proved such a success, is about to publish its third December issue. I also realize that the approaching Christmas will be the third one of this wartime period.

Great praise is due our employes who have so faithfully and so energetically helped to operate the Western Pacific during the difficult months of the past.

It is impossible to find words to express the respect and gratitude we feel toward those of the Western Pacific who have temporarily left the Company to serve our Country in its armed forces.

Please extend my best personal wishes to one and all, whether at home or abroad.



★ It is always a pleasure to use the facilities of "The Headlight" to extend the season's greetings to the employes of the Western Pacific Railroad and its affiliated lines.

First, I want to express the hope, which I know is common to all of us, that those in the service and those who have relatives and dear friends in the service, will be reunited with their loved ones in the not too distant future.

And then I want to wish all of you a Very Merry Christmas and a Happy New Year.



Christmas



Greetings

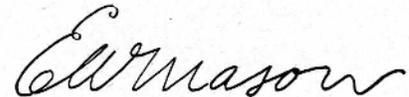
★ Another year has passed since the last Christmas issue of "Headlight"—one filled with both its problems and compensations. That we made headway in overcoming the obstacles presented by its problems is attested to by the record and was largely due to the unified efforts of all.

The coming year promises to be one to test our mettle. All indications point to a continuance of heavy traffic, particularly westbound. Let none of us doubt that we can also at the end of next year again look back and survey a job well done and feel that we have done our part to insure an early and victorious return of our boys from the fighting front.

I welcome this opportunity to wish the "Headlight" and all our men and women still in our service, and those who have joined the armed forces, a Merry Christmas and a Happy New Year and the best of success in doing the job before us.



★ We all know how quickly a busy day passes; during these times we have no other kind of days, with the result that Christmas this year seems to be coming in ahead of schedule. However, I am sure we are all looking forward to its arrival, cheered in the knowledge it is heralding once more the return of Peace on Earth, Good Will toward Men. To have a direct part in speeding that day is our great privilege. Western Pacific employes have been doing their part well, and I am confident will continue to do so. To all of you, your families and those in the armed service, I extend my sincere wishes for a Merry Christmas and Happy New Year.



★ To all employees of the Western Pacific, officers of the company and members of the Western Pacific Club, I wish to extend heartiest greetings of the holiday season.

Holiday season, you ask? Yes, I think the words are definitely in order as a little meditation will make us all realize that we at home have had comparatively little inconvenience and have had much for which to be thankful.

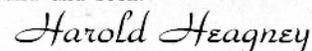
True, many of us are working longer and harder than ever before, but we have only to glance at the service flag in our lobby to make our increased hours and harder work appear insignificant.

I am sure that in the days to come, when the Pacific Coast becomes the center of military activity, the officers and employes of the Western Pacific will meet the situation with the same efficiency they have shown in the past.

Also, I am certain that the understanding shown and the splendid cooperation given by the officials of the Western Pacific to the Western Pacific Club will result in a prosperous year for the club.

I did not mention our boys and girls in service in the opening paragraph, as I wished to extend to them a very special greeting and to repeat the sincere wish of all of us that you return home safe and sound and soon.

Again I wish to say to one and all, a very Merry Christmas and a Happy and Prosperous New Year.



Hy-Lites

By JACK HYLAND

★ Slightly more than a year ago, Editor Al. Brame took over the tremendous task of continuing the splendid work already achieved by his predecessor, Capt. Paul Sheldine, who entered the Armed Services. Because of the herculean task of handling the entire Headlight publication alone, was greatly honored when Al asked if I would assist him. Since my first venture, commencing with the October, 1942, issue, have thoroughly enjoyed helping and working with him, for during that time his many helpful suggestions have only served to cement our existing friendship. Many of us may not have fully appreciated his untiring efforts, which included working many extra hours beyond the regular day's requirements, for they had become accustomed to receiving a real fine Headlight each month, but to the many others who knew Al and worked with him, he will be greatly missed from day to day. It is most difficult to say "good-bye," . . . so to our Editor Al. Brame who entered Uncle Sam's services on November 9th, we say—

*"So you're off for the service—everything's 'G.I.' now,
From your shoes to your hair-cut, to your bed and your clog,
Know you'll meet some grand people—work plenty hard, too,
So, here's luck to you always—we'll be thinking of you."*

Letter from L. H. Rodebaugh (our S. N. reporter) discloses: H. F. Neill (Supt. of Power), who was confined to Sacramento hospital for several days with an infected tooth, has fully recovered and is back on his feet (or should we say—teeth) again. Can hardly believe it, but W. W. Nelson (Supt. of Trans.) is making plans for a long overdue vacation and should provide material for "Robt. Ripley's Believe It or Not" column.

Marie Libbe (Chicago) writes: "Nothing newsy has happened here," but does indicate Major John Nolan has a new "A. P. O. box number." He could be in sunny Italy and, naturally, that part is only the area now occupied by the Allies . . . ask the Italians.

From over here, to "Over There": Richard Beltz (Gen. Mgrs.) received letter from Sgt. Forrest Mote (Trans. Dept.) announcing his new address . . . England. His last letter to me sounded rather down-hearted because it appeared he would be stationed in Florida for the duration. Cheerio, Forrest, and all that sort of thing.

Thomas P. Brown, Jr., son of Western Pacific's publicity manager, is now at Officers' Training School (Infantry), Ft. Benning, Ga. Tom is the present California state singles, doubles and mixed doubles champion and because of his previous annexation of many titles including the Pacific Coast singles and doubles championship, many tennis experts picked him to become the No. 1 player of the United States if able to continue playing.

Stockton's Broken Hearts Dept.: The line which formed on the right can now disperse . . . for Kathrynne Farrand (Clerk—Agt. R. H. Moody's office) said "yes" to R. Keith, yeoman 1/c, last Nov. 14th at the home of Miss A. C. Meyers (Cashier—Stockton Frt. Office). Frank Rauwolf's sympathy is extended to the boys, and to you, "Katie," our blessings and wishes for a happy future.

Can you imagine: Pete Del Moro, Asst. Accountant (Sacto. Shops) also known as the "King," claims to have received a sunburn from the new ultra-modern lights recently installed in the Supt. of Motive Power offices.

Wish to express our deepest sympathy to Marshall E. Boyd (A. F. T. M.) in the passing of his father, E. B. Boyd, last November 2nd, in Minneapolis, Minn. The late Mr. Boyd, age 82, was for many years associated with eastern railroads and tariff publishing bureaus and shall be long remembered by his many friends and business associates. Additional condolences extended to Manuel Bettencourt (Passgr. Dept.), whose father passed away last November 5th, in Millbrae, Cal.

Candidate Frank Bedient (Reno), now at O. C. S.—New Orleans, writes Bill Fauntleroy (Traffic) complimenting our September Headlight. Indicates the W. P. motive power article was reviewed with considerable interest by the faculty officers, and continues with: "The issue is well worn after one day here." (Maybe we'd better send additional copies in the future.)

Los Angeles news—with thanks to Frank Sell: Teaching Traffic Management is Bob Munce (T. F. & P. A.), proving the high calibre of the men in their office. Lt. Frank Rowe (formerly Frt. Accts.), but now with the Army Transp. Div., Los Angeles, is a welcome visitor. Gen. Agent D. C. Wilkens was toastmaster at Annual Inaugural of L. A. Transportation Club on Nov. 11th at Royal Palms Hotel. (How was the dinner, Dick, or were you too busy toasting?) Wilbur West has moved five miles closer to town (meaning L. A., I guess), and based upon recent cut of 4 to 3 gallons per coupon it proves his car mileage is five miles to the gallon.

Station E-L-K-O reporter Mrs. Ona Jennings really submitted the news, and while it can't all be used now, watch for the next issue: Mr. and Mrs. Denny Daley take over, Denny filling Herb Harrison's job who was transferred to Engineering—S. F., and Eileen has taken over duties of Virginia Jones, who enrolled at Univ. of Colo. June Littlefield left for Univ. of Calif., and Barbara Ogilvie is now Master Mechanic Bill Parry's steno. The little lady is a hunter so we say—"Where is the deer, dear Hazel Cook?"

Extra Special Scoop: Our former Editor Al. Brame was married last May 1st to "Chris" Blasman . . . and although definitely belated (through no fault of ours), wish both of you the greatest of happiness in the years to come. (This proves Al. not only could print news, but could also suppress news as well.)

In conclusion . . . take this opportunity of extending "Season's Greetings" to employees of the Western Pacific, our men and women in the Services, and to our many friends . . . everywhere.

THE DISTAFF SIDE

By Barbara Spacher

★ Christmas is only a few days off, and though it isn't snowing, there is a snap in the air that makes you feel very "Christmasy"! Being a shopper who dislikes elbows in the ribs and feet stamping all over mine, I very wisely did all my Christmas shopping early. However, just for the sake of being thorough, I went over my list again—ohoh! there goes my new-found feeling of security;—Aunt Effie and Aunt Lizzie were somehow left at the post! Hastily I put on my hat and go forth ready to risk life and limb in the spirit of Christmas. As I am heading for the store to get inspiration, I am almost derailed by the "executive" type of shopper—one who knows exactly what he wants and where he wants to get it, and makes his way there by the shortest route possible, blithely disregarding any slight obstacles such as myself in his path! Eventually I manage to get into the store only slightly bruised, and struggle up to a counter advertised as having a "gift for everyone." (This is a maliciously misleading statement as I later discover, but in my blissful ignorance I fondly believe all my worries are over.) After battling my way to the inside row, I turn into the "Milquetoast" type of shopper and am easy game for the salesgirl! She thrusts a woolly object into my hands, mutters "Just-the-thing-for-a-maiden-aunt-thre-ninety-eight-please," and after handing over the money I find myself in possession of a fascinator. (At least I think it's a fascinator;—five-foot cold comforters have gone out of style and there's nothing much else it could be!) Now that I have it, it will do very nicely for Aunt Effie. By this time I am suffering from a slight concussion—a result of being batted over the head by a child holding a large sharp parcel. This convinces me that it is time to call it a day and leave Aunt Lizzie till some other time when I have recovered sufficient strength for another session!

I have planned a big surprise for my little dog Butchie this Christmas. He is very fond of two little girl-dogs down the street, so I am going to give the three of them a party with all the horsemeat stew they can eat, and perhaps a chocolate or two to top it off! . . . Butchie loves chocolates. (As who doesn't?) He is always very well-behaved about this time—fetching my slippers for me and in all ways being the model of obedience. He seems to think he won't get his delicious assortment of special bones under the tree unless he behaves himself. (As indeed he won't!)

Butchie seems to get a little of the Christmas spirit around this time, too. He is a gentle dog ordinarily, but he carries on a war to the death with a mean old Scottie down the block. However, as soon as we get a tree and have it all trimmed and standing in the corner, Butchie and the Scottie declare a sort of armed truce! Of course, as soon as the tree comes down, they're at it again, but the peace is wonderful while it lasts!

Christmas—snow on the roof, church bells ringing, holly wreaths in the windows, and people singing the lovely old carols that have come down through the years. Who can resist the heart-warming Noel, Adeste Fideles, and We Three Kings of Orient Are? The peace of the season even makes us forgive the "vigorous" shoppers and that is a true test of the Christmas spirit!

Yes, Christmas is much more than a gay and joyous holiday—it's a feeling in your heart. You can see the wonder of it etched on the face of a child as for the first time she hears that loveliest of all stories—the story of the Nativity.

And as we wend our separate ways on Christmas morning to the churches of our choosing, let us think a little of the daily sacrifices being offered by men and women all over the world, and during the services let us offer a prayer for them that soon they too may be free to attend their churches as the plague of war passes from the earth leaving us blessed with an eternity of peace. And then let us try to conduct ourselves in our daily lives more in keeping with the Golden Rule—Do unto others as you would have them do unto you. Let this be our contribution to a better world this Christmas.

WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco
(Second Series)

FOREWORD—The first series under this title was devoted chiefly to the origin and meaning of place-names along the Western Pacific's main line, which traverses parts of California, Nevada and Utah between San Francisco and Salt Lake City.

The scope of the second series, of which this is the initial article, will be broader. The new series could be headed "Western Names" and, as to the ground embraced, the author would use for definition the poem by Arthur Chapman which begins, "Out where the hand-clasp's a little stronger," and which is entitled, "Out Where the West Begins."

However, the author is mindful of the fact that THE HEADLIGHT is being sent free to every Western Pacific man in the services whose address is known. Therefore, names will be included which have war significance, whether they be of places or persons. As heretofore, comment and queries will be welcomed.

HUMACONNA — Western Pacific sea-going tug used exclusively (along with the **Hercules**) in transporting car-floats with W. P. freight traffic across San Francisco Bay between Oakland and San Francisco. The origin of the name is intriguing—and baffling. Two explanations have been offered. (1) Derived from "houma" (Houma and Chakchiuma Indian tribes of the Lower Mississippi), meaning red; and "conne," meaning boat; hence Humaconna could be Indian for "red canoe"; (2) a corrupted form of an Oneida Indian word meaning "big boat."

Records indicate that the name was one of a number furnished by Mrs. Woodrow Wilson to the Emergency Fleet Corporation for which the Humaconna was built at Superior, Wis., in 1919 by Whitney Bros. Construction Co., whose construction assets later were bought by Merritt-Chapman & Scott Corporation, New York. The Humaconna was bought in 1922 by Merrill & Ring Lumber Co., and brought to Puget Sound, where it was used in towing lumber until its purchase by the W. P. in 1939 to replace the tug **Virgil G. Bogue**, which had sunk at the mouth of Oakland Estuary after having been rammed in a collision.

The Humaconna has a fine record. At one time it towed three huge cigar-shaped log rafts from the Columbia River to San Pedro, Calif., and at another time it towed an oil barge from Seattle to Alaska.

Shortly after the W. P. bought it, Mr. Edgar H. Lion, vice president of H. M. Newhall & Co., San Francisco marine underwriters, wrote to Mr. D. C. De Graff, W. P. general auditor:

"It is very bad luck to change the name of a boat. I hope the Western Pacific will bear this in mind. Marine underwriters, like sailors, are extremely superstitious."

So the Humaconna still bears the same name which was given it when christened on the Great Lakes 24 years ago.

ALOHA, near Portland, Ore.—The name is the Hawaiian greeting (or farewell) which is aloha oe, or aloha nui. The best definition we have come across is that found in the novel entitled "The Rose Door" and which reads:

"Aloha means everything that is kind and nothing that is not. It means 'Good day!'; it means 'Good-bye!'; it means 'I love you!' But, unlike the word love, it can be sent through any third person from anyone to anyone, without offense, because it signifies whatever the receiver interprets it to say, with the certitude that only kindness is intended."

KISKA, Alaska—Name of island harbor and volcano. Said to be derived from an Aleut word meaning gut.

FORT DOUGLAS, Utah—First named in 1862 as Camp Douglas by Col. Patrick E. Connor for Senator Stephen Arnold Douglas, political opponent of Abraham Lincoln.

BILLINGS, Mont.—For Frederick Billings, president of the Northern Pacific, which entered the valley of the Yellowstone River (Billings is on its west bank) in 1882.

HASSAYAMPA RIVER, Ariz. — Will C. Barnes, in his "Arizona Place Names," quotes a letter from J. H. McClintock, saying:

"According to a Yuma Indian employed by me, **Ha-sa-yamp** means 'water that is hidden,' or 'water that is in a dry bed.'"

Mr. Barnes also quotes the following verses by Orick Jackson:

"You've heard about the wondrous stream
They call the Hassayamp.
They say it turns a truthful guy
Into a lying scamp.
And if you quaff its waters once,
It's sure to prove your bane;
You'll ne'er forsake the blasted stream,
Or tell the truth again."

VISALIA, Calif.—Name formed from that of Nathaniel Vise, a bear hunter and reputed founder of this city, and that of his wife, Salia Matilda.

RAWHIDE, Nev. — This mining town, which sprang up in 1907, was so named because of a rawhide covered mail box on a nearby ranch. **Sungaree Gulch** was the "Midway" of Rawhide when it was at the height of its glory.

SNOHOMISH, Wash.—Prof. E. S. Meany said that the word perhaps means "the men, the warriors, the braves," referring to a tribe of Indians of this name.

LARAMIE, Wyo.—Named for Jacques La Ramie, a French-Canadian trapper who followed the tributaries of the North Platte in 1820. He was killed by Indians at a point on the river which also bears his name.

LA JUNTA, Colo.—A Spanish word meaning "The Junction." This point is at the junction of the main line of the Santa Fe and its Denver branch. Originally called Otero, for Miguel Otero, a Spanish settler, and once was a shipping point by wagon train for New Mexico points.

NEPHI, Utah—Named for the patriarch Nephi, of whom an account is given in the first two books of the Book of Mormon, and which are entitled 1 Nephi and 2 Nephi. In 1854, Brigham Young and Chief Walker, Ute Indian, made peace at Nephi.

SPORTS REVIEW

By Jack Hyland

Transportation First Half Winner

★ The first-half winner was not decided until the third and final game on November 18th night's play had been completed, but after the tule fog cleared away . . . it was three wins for the Transportation team, placing them in undisputed top position. With the Traffickers hitting on all five cylinders to win their three games, a clean sweep by the Transportation outfit was necessary for them to maintain their leadership.

Capt. "Peg" McDermott, together with the players—Swain, Patsey, Craig and Lewis, will later meet the winners of the second-half schedule in a three-game series to decide the League Championship.

The following final standings, which include games of November 18th, clearly indicate the first-half winner was not definitely known until the last game had been completed:

	Won	Lost	H.G.	H.S.
Transportation . . .	27	15	807	2333
Traffickers	26	16	911	2517
Freight Agents . . .	25	17	894	2546
Freight Accounts . .	20	22	908	2401
Auditors	18	24	907	2522
Treasurers	18	24	864	2376
Switchmen	18	24	855	2432
Carmen	16	26	875	2398

The Freight Agents team (last year's Champions) won high series with a 2546 series, followed by the Treasurers' 2522 and Traffickers' 2517 series. High game during the first-half was made by the Traffickers with a 911, closely trailed by the Freight Accounts 908 and Treasurers 907.

Chas. Dooling (Traffickers) won high individual game honors with a 250 game (which entitles him to a League and House medal). Spencer Lewis (Transportation) was next with a 233 game, and Harold Heagney had a 231 game.

The individual averages of the players are to be continued throughout the second-half, and the "Big Ten" list contains the following:

	Gms.	Avg.	H.G.	HS.
Rintala	27	168	224	580
Stoney	30	165	211	532
Hyland	42	164	217	535
Brown	42	164	212	560
Heagney	39	164	231	551
Borgfeldt	39	158	210	541
Mittelberg	33	158	197	532
Craig	39	157	212	558
Dooling	33	157	250	532
Sevey	42	155	220	547

Bramy, A. R.
Campbell, Charles
Charley, R.
Cunha, W. A.
DeLamar, K. R.
Driver, J. W.
Duffay, H. F.
Dyer, J., Jr.
Fender, R. E.
Fields, George
Ford, L. M.
Hasson, Norbert



Henry, W. M.
Hider, J. J.
Isola, M. J.
Mantez, C. F.
Mattice, I.
Messinger, F. D.
Napier, Sherwood
Over, C. H. R.
Ross, Leon
Stenovich, R. F.
Wiese, W. F.



PHIL PECKENS RETIRES

★ Closing 16 years of service with the Western Pacific, the last 15 of which were as general agent at Salt Lake City, Phil J. Peckens retired on November 1st.

Mr. Peckens was born at Hyde Park, Pennsylvania. His father was an engineer on the Pennsylvania. After receiving what he describes as an "early education" in Williamsport, Pennsylvania, he annexed his first job as an office boy for the Lehigh Valley superintendent at Sayre in the same state. Eventually he reached a position in the office of the Grand Trunk at Chicago, but, contracting "western fever" he went to Portland, Oregon, with the Great Northern and was its first representative to travel the Oregon Electric after the Great Northern took it over. Later, he became associated with Mr. Harry M. Adams, then chief of inland traffic service at Washington for the War Department. After World War I, Mr. Peckens became DFA for the Milwaukee Railroad at Butte, Montana, and in 1926 he came to San Francisco, entering the employ of the Southern Pacific. In 1927 he joined the Western Pacific and shortly after became its Salt Lake City general agent.

His last official act was to attend the ceremonies connected with the ground

breaking for the new Western Pacific station at Tod (Warner), Utah, with Col. Minton, Capt. Zerbo, Assistant Trainmaster McGlothlen and Agent W. H. Graham.

His many friends wish him complete happiness in his retirement.

★ ★ ★

RAY COULAM AND CHARLIE FISCHER

★ H. Ray Coulam, a native son of Utah, has been appointed general agent at Salt Lake City to succeed Phil Peckens, and Charles J. Fischer, another native son (of Utah), becomes assistant general agent.

Ray Coulam has been with the Western Pacific since 1922 and has served in the traffic department in Salt Lake City, Seattle and Klamath Falls, at which point he was general agent from 1938 until his new appointment. He is a descendant of an old pioneer family which first settled in the Salt Lake Valley in 1853.

Charlie Fischer, well known in the general office, was commercial agent at Salt Lake City prior to his appointment as assistant general agent.

★ ★ ★

ROBERT R. TAYLOR

★ Our new general agent at Klamath Falls is Bob Taylor, formerly traveling freight and passenger agent at Portland.

After a few years with the Texas & Pacific, Taylor joined the Western Pacific in 1924 at San Francisco. In 1931, he accepted the Portland position, which he occupied up to the time of his Klamath Falls appointment.

He is a native of Texas, born in Waxahachie, and is **not** Barbara Stanwyck's husband!

★ ★ ★

NEW CONSTRUCTION PROJECTS

★ The Western Pacific announces expansion of our roundhouse facilities at Elko by the addition of four stalls, each 140 feet long, with concrete pits 120 feet in length, costing \$60,000. Preliminary work has already been started by the contractor and it is expected that the additional stalls will be completed some time in February. Upon completion of this work, the roundhouse will consist of seven stalls 100 feet long and seven stalls 140 feet long, with all appliances necessary to serve the largest locomotives operated anywhere on the line. When servicing the four-unit diesel-electric locomotives, which are nearly 200 feet

long, they will be divided and will occupy two adjacent stalls.

Contract has also been awarded for rebuilding our depot at Wells, Nevada, at a cost of about \$12,000.

The depot platform at Elko will be repaved, but because of weather conditions, this work will await the Ides of March.

★ ★ ★

SACRAMENTO NOTES

(WESTERN DIVISION)

By Agnes Welch

★ Marcia Whitlock, victory tax clerk, joined the Marine Corps Women's Reserve and expects to be called to training about January 1st. Marcia will be missed and we all wish her every success. . . . D. J. Irwin was recently assigned ass't. chief clerk, supt's. office. . . . Bill Banyard has returned to his position as secretary to Supt. Curtis. . . . Dispatcher J. A. Kelly passed away suddenly at his desk the night of October 15th, from a heart attack. . . . A. C. Evans, general clerk, is now an extra gang timekeeper. . . . Rose Olmstead succeeded Harry Alders as transportation clerk. . . . Harry is now an extra gang timekeeper.

N. G. Anderson, assistant roadmaster, now at Sacramento, is in charge of all matters pertaining to Mexican National laborers. We accuse Andy of having chili every morning for breakfast, judging by some of the hot Spanish answers we get to some of our questions!

Gordon Switzer, formerly head B. & B. clerk, was recently promoted to position of office engineer. Gordon has held various positions with Western Pacific since he entered the service in 1927, and on his past record we know he will not have any difficulty succeeding in anything he undertakes. . . . Mike Fisher succeeded Gordon as head B. & B. clerk.

Johnny Rossi's friends will be glad to know he's stationed at Fort Meyer, Virginia, and plans a visit to California in the near future, provided anticipated furlough goes through.

Charlie Brandt, head timekeeper and assistant T. & E. timekeeper Van Davison lent a hand the other day in a war bond drive and succeeded in signing up several new subscribers (congratulations from ye editor!).

The office welcomes the following new members . . . June Retallic, Doris Thurman, Eleanor Morbeck and Evelyn Kelsey, all stenoclerks; and Russ Willard, assistant file clerk. . . . Janice MacCrone, formerly assistant file clerk, was recently assigned to position of stenoclerk in the B. & B. department.

L. P. Hamilton is now terminal trainmaster, and J. A. Maddox ass't. terminal trainmaster at Stockton. . . . Our best wishes to Charlie Downs, ass't. terminal trainmaster, Oakland, who has been ill.



IRV ABRAMSON, Editor

DECEMBER, 1943

GRACE HEANEY, Associate Editor

STANLEY PROFFITT

★ Stanley R. Proffitt was recently promoted to the position of assistant purchasing agent of the Western Pacific. He first entered the company's employ on July 15, 1909, when the Western Pacific was still in the construction period, holding a dual position as chief clerk to the master mechanic and the storekeeper, later becoming chief clerk to the general storekeeper, and then chief clerk in the purchasing department.

Mr. Proffitt's first work in the railroad world was as a section hand on the Santa Fe while attending high school. In 1902, after completing his course at Missouri State College, he entered the service of the Frisco Railroad at Springfield, Missouri, serving under the superintendent of transportation, then Carl R. Gray, who later became president of the Union Pacific.

BRAMY LEAVES

★ Good luck to Al Bramy, ex-Headlight editor and assistant chief clerk in the transportation department in charge of the military bureau, who is now "keeping 'em rolling" for the U. S. Army.

Al was given a farewell party by his fifth-floor friends at a noon party November 4th. Mrs. Oscar Larson made two "First-Prize-at-the-Country-Fair" orange cakes and Mary Albright brewed some steaming coffee. No hamburgers appeared because no one had any points.

By 1:00 o'clock the "banquet" room was crowded with friends from all over the building.

Al was presented with a gold pen and pencil set as a going-away gift. We'll miss his talented writing for the Western Pacific but are looking forward to some "golden" words on Army life and ordeals.

—J. W.

OCTOBER TRAFFIC

★ Total operating revenues for October amounted to \$4,798,451, a drop below September volume, largely due to continuance of traffic diversions incident to the fire-blockaded tunnel on the Denver & Rio Grande Western's Moffat Tunnel route reported last month.

Expenses of maintenance and operation, plus taxes of \$1,057,707 and various rents, required \$3,553,698 to keep supplies and war materials moving toward the Land of the Rising Sun.

WALTER GORTON

★ On Monday, November 15th, at Capitola, California, Walter H. Gorton, a retired Western Pacific veteran, died suddenly. His retirement in mid-1943 was necessitated by failing health.

Mr. Gorton first entered the service of our railroad at Rock Creek in March, 1910, and except for a few of the ensuing 33 years, he was associated with the Sacramento Northern and the Western Pacific at various points on the Western Division. When he retired he was chief clerk to the general agent - freight at Oakland in whose office he had been located for almost 20 years.

DON'T TRAVEL DURING HOLIDAYS

★ ODT Director Joseph B. Eastman is urging all government agencies and industry groups in the nation to grant no annual leaves or time off, where traveling would be involved, for the period December 17th through January 10th, and asks that special efforts be made to curtail business travel during this period.

The necessity for limiting civilian travel during the Yuletide should be obvious to all of us. Let's keep all available transportation facilities for use by our service men who are lucky enough to secure furloughs for Christmas and the holidays.

CHRISTMAS PRESENTS

★ As a little Christmas remembrance, our club has sent a carton of cigarettes to each club member now in military service, both in the states and overseas. Some acknowledgments have already been received, which proves that on rare occasions the postal service is much too adequate.

SACRAMENTO SHOP GIFTS TO SERVICE MEN

★ Recently Station KFBK (Sacramento) aired the presentation of five recreational chests by the Western Pacific Amusement Club (Sacramento Shops) to the Sacramento Chest Drive. The club was represented by Messrs. Sanderson and Crist; Drive Chairman Kenyon represented the community.

These chests are sent to men in the service stationed in remote corners of the world. One chest contains enough articles for a group of 24 men. Books, magazines, softballs, cards, chess games, crossword puzzles, writing material, stamps, razors and blades, sewing material, cigarettes and candy, are among the many items included.

The five chests donated by the W.P. Amusement Club are certain to gladden the hearts of 120 of our fighting men, and the club members can be justifiably proud of their action.

WESTERN PACIFIC SYSTEM OCTOBER WAR BOND RESULTS

	October Payroll Deductions	Quota	Per Cent
General Office.....	†\$12,070.59	\$15,392	7.84
Eastern Division.....	† 21,582.62	27,984	7.7
Western Division.....	† 24,831.32	47,766	5.2
Mechanical Department.....	* 23,466.56	26,462	8.87
Store Department.....	† 659.39	1,091	6.04
D. C. & H. Department.....	† 492.70	1,931	2.55
Sacramento Northern.....	† 4,655.12	7,958	5.85
Tidewater Southern.....	* 789.45	880	8.97
Total.....	†\$88,547.75	\$129,464	6.84
Including cash purchases.....	† 5,756.25		
Grand Total.....	†\$94,304.00		7.28

* Increase † Decrease

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WAR CHEST FUND

★ Western Pacific General Office and Eighth and Brannan Freight Offices, contributed \$2,600.00 to the San Francisco War Chest Fund. Richard Beltz, in charge of the Western Pacific drive, expressed his complete satisfaction at the amount.

ARE YOU A MEMBER?

★ Appointments to the General Office membership committee have been completed by Chairman Bill Stout and results so far have been very successful, both in the payment of dues and securing new members.

The chairman is also formulating plans for committee members to represent the mechanical department, store department, dining car and hotel department, and eastern and western divisions. With many new people in our midst, we're out to substantially increase our club membership. Are youse wid us?

OUR SACRAMENTO PASSENGER STATION HAS USO LOUNGE

★ The Rotary Club of Sacramento, represented by John Clauss, Jr., and our general agent, Charles Harmon, has sponsored a USO-Travelers Aid Lounge in the east wing (time-table direction) of our Sacramento passenger station.

The lounge is organized to serve troops in transit . . . men traveling through Sacramento en route to various Army and Navy centers, as well as men traveling on furlough. It provides a cozy spot, with divans, comfortable chairs, writing desks and card tables, for them to while away time between trains . . . a place where they can read, write letters, listen to the radio and munch on fresh fruit. There are cigarettes available, current magazines and good books to take with them on the train; as well as games, playing cards, etcetera.

Many of these men will be sent overseas before they can get home; others are having their first Army experience away from home, and nearly all are hot, dusty and tired from weary days of cross-country travel, so that any hospitality or cheer extended them is greatly appreciated. Wives and families of service men are also helped when they first come to town.

Two volunteers are on duty each evening from 7:00 to 10:30, when the lounge is officially open. Service men also use the lounge at other hours. The volunteers have completed a training course enabling them to meet many problems, such as arranging transportation to camps for the soldiers upon arrival on our trains, or helping visiting wives locate their soldier husbands at the camps.

Prior to this project, we had the unhappy condition of many service men and their families waiting in and around the station with considerable time on their hands and no satisfactory diversion.

Arrangements were completed through cooperation of the Rotary Club and the USO-Travelers Aid Society represented by Miss Edwa Langdon, Supervisor.

According to Assistant Superintendent McDonald, who handled arrangements for the company, the results are already very successful and worth while.

Christmas will be a cheerful surprise for for many a lonely traveling service man who drops into the lounge for there will be a brightly decorated Christmas tree with many small gifts under it for the men. A "cookie-bowl" filled with real home-made cookies and plenty of home-made candy will also add a bit of Christmas cheer for these men away from home.

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