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WAR BONDS
FINANCE OFFICE - SERVICE COMMAND

BUYING WAR BONDS ON GUADALCANAL

THE HEADLIGHT

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★ Our cover this month shows American Soldiers lined up at the Lunga Post Office on Guadalcanal to buy War Bonds. Sure, they haven't much else to do with their meagre earnings on this South Pacific Isle, but at any rate, they're doing the right thing with it. Are you with what is left after necessary expenses? **WAR BONDS ARE A BADGE OF HONOR. GET YOUR HONORS DURING THE FOURTH WAR LOAN DRIVE.**

*"This above all: to thine own self be true,
 And it must follow, as the night the day,
 Thou canst not then be false to any man."
 —Shakespeare (Hamlet Act 1, Scene 3).*

★ This month we revere the memory of two truly great Americans . . . George Washington, who labored so diligently in the cause of freedom that from historians he earned the sobriquet, "the father of his country" . . . and the martyred Abraham Lincoln, who so nobly fought for the preservation of the Union.

Ralph Waldo Emerson (New England poet, essayist and philosopher of the 19th century) wrote . . . **ABRAHAM LINCOLN, who was at home and welcome with the humblest and with a spirit and a practical vein in the times of terror that commanded the admiration of the wisest. His heart was as great as the world, but there was no room in it to hold the memory of a wrong.**

Of Washington, it was his contemporary Lord Byron, brilliant British poet, who said . . . **GEORGE WASHINGTON had thanks and naught beside, except the all-cloudless glory (which few men's is) to free his country.**

Washington's warnings against entangling foreign alliances was sage advice in his day, but we venture the thought he would revise his warning were he alive today and able to view the pitiable condition in which we find ourselves.

Deathless quotations from Lincoln's speeches and writings are numerous, but we give you now the softly human closing paragraph of his second inaugural address:

"With malice toward none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wounds; to care for him who shall have borne the battle and for his widow, and his orphan—to do all which may achieve and cherish a just and a lasting peace among ourselves, and with all nations."

These words were uttered at a time when Union victory was inevitable. They were not propaganda. They were the words of a great man. We commend our quotation to those who now urge us to hate. On all sides we're assured we must hate to win the war in which we're now engaged. Without question we have a job to finish. We must not relax for a moment until it is finished. And it is easy to hate at least one of our enemies, not only its ideology but most of the people who constitute that nation, or menace. Is that not enough? Don't those who attempt to mold our opinions realize that building hate can also have collateral effects later? Aren't we going to endeavor to build a post-war world founded on universal and lasting peace? Will this not be more difficult if hatred crowds deep into our hearts? The hate we generated toward our enemies in World War I had never really disappeared when World War II was upon us . . . and that speaks for itself. For my part, I will hate all those who are aggressors, those who draw the sword, war-mongers and medieval monsters such as Hitler wherever their ugly heads may be raised, but I will not hate a nation of people, or a race, as such. Richard Brinsley Sheridan said, "the number of those who undergo the fatigue of judging for themselves is very small indeed". Let us increase that number! **BEFORE YOU LEARN TO HATE DEEPLY AND LASTINGLY, THINK OF LINCOLN'S GREAT SOUL AND WONDERFUL HUMANITY A LITTLE MORE.**

★ ★ ★

A month or so ago, the editor of the San Francisco NEWS queried in his leading editorial . . . "Is Stalin mixing in American politics?". Naturally the question means to answer itself in the affirmative because of Pravda's editorial criticism of Wendell Willkie. Backing up another month or two, a prominent British statesman indicated some interest in our politics. Suppose we agree that these two incidents constitute interference in our politics and then stipulate we'll have none of it . . . nor will we. But, in the case of Russia (without excusing her spokesmen for unwelcome attentions), we respectfully urge the editor of the NEWS to look at our handling of the Russian situation from 1917 to 1933 . . . a record of considerable interference and even ARMED INTERVENTION. It was not until the Roosevelt administration that we even recognized a government **which had been in existence for 16 years**, whether or not we liked it. In view of the harsh attitude most of us still adopt toward the Russian government, one may well shudder at our thoughts had the handling been reversed. Agreed that two wrongs do not make a right, there's also a little axiom about not throwing heavy objects when residing in transparent houses.

★ ★ ★

There's small excuse now for requesting national service legislation, or total civilian conscription. Two years ago, yes; even one year ago such action, properly handled, might have accomplished a great deal. But now, when our thoughts must of necessity turn to the problems of the post-war era and the solution of the almost certain unemployment of millions, why add confusion to confusion with a very doubtful panacea. In spite of work stoppages here and there, our war production machine is functioning at unprecedented levels. Drafting of labor is never agreeable. Handled by governmental bureaucracy, it would be almost unbearable. As a war measure, it might have been assimilated early in the proceedings. It is too late now.

**EXCERPTS FROM RECENT SUMMATION BY MAJOR GENERAL
CHARLES P. GROSS, CHIEF, ARMY TRANSPORTATION
CORPS, ON THE RECORD MADE BY ARMY RAILROAD
MEN IN COMBAT ZONES**

★ "American railroad men have achieved a brilliant record of heroism and untiring work in the Mediterranean theater where they have completed twelve months of operations under battle conditions.

"Railway Operating Battalions of the Transportation Corps, Army Service Forces, made up mostly of men recruited from American railroads, were among the first troops to land in North Africa, Sicily and Italy.

"Their story is one of courage and ingenuity, the story of how they delivered the goods to the men at the front—and got the goods there on time—despite enemy gunfire and bombs and wreckage left by wholesale demolition.

"They were at Casablanca and Oran while the fighting still raged. They were in the thick of the battle of Tunisia. They stepped ashore in Sicily as soon as the first beachhead was established. And they were on the bloody beaches at Salerno.

"Their record is attested by the numerous citations both to units and to individuals. The famous 727th Railway Operating Battalion, sponsored by the Southern Railway, was cited in Tunisia and in Sicily.

"The commander of the 727th Battalion, Lieut. Col. Fred W. Okie, formerly of the Southern Railway, was awarded the Soldier's Medal for his work in Sicily. He previously had won the Legion of Merit ribbon for personal valor in Tunisia.

"The Sicilian honors conferred on the 727th as a whole were for a job that so far as we know is unparalleled in railroad history. It landed its advance reconnaissance party as soon as a bridgehead at Licata had been established. The advance party immediately went to work despite bombings and minefields, reconnoitered the rail yards, organized civilian rail workers, located equipment, got up steam on a locomotive, figured out how to operate it, and made a pioneer run—all within four hours after hitting the beach.

"Obstacles in Sicily were a railroad man's nightmare. There were mines by the hundreds, which were removed by the men of the 727th to leave engineer units free to join combat troops. There was sabotage and extensive demolition damage which had to be repaired. Trains were bombed and strafed. They were fired upon by ground troops, for as fast as a section of road was wrested from the enemy it was put into use.

"In North Africa, Colonel Okie and his battalion were the railroad heroes of the Kasserine fighting, the advance in January, the retreat the following month, and the final victorious sweep.

"In January, the advance parties actually got ahead of the patrols and wrested French locomotives from the Axis troops in bitter fighting. Colonel Okie won his Legion of Merit decoration in the retreat of February.

"Trying to save the trainload of ammunition that had been abandoned, the Colonel and his party were cut off by German forces. They destroyed the train and then Colonel Okie led his detachment down into the desert and around the southern flank of the enemy to safety behind the Allied lines.

"Another railroad man who has done an outstanding job in the Mediterranean theater is Col. Clarence L. Burpee of Jacksonville, Fla., a veteran of thirty years with the Atlantic Coast Line. Colonel Burpee, first senior officer of the Military Railway Service to land at Casablanca, was awarded a Legion of Merit ribbon for his work in operating the French Moroccan Railways. By March of last year he had succeeded in moving more than 16,000 carloads of vital supplies eastward over a rail system previously considered barely adequate for civilian needs. This feat of supplying the Allied forces from the North Atlantic base over the rapidly shifting battlefronts played no small part in the defeat of the Axis armies in North Africa.

"At the height of the Allied offensive, Colonel Burpee led a small detachment of his railroad unit into the port of Tabarca in the Tunisian sector, where he overcame even greater obstacles including hostile action, in supplying the front lines with the implements of war and in evacuating wounded.

"He is now deputy director of railroads in Italy, having been there since he landed on the Salerno beach during the second day of fighting.

"Allied troops in Italy, up to the middle of October, had more than 4,600 railroad cars, 356 locomotives and approximately 1,400 miles of Italian State railways at their disposal.

"British and American railroad operating personnel have been pouring into Italy ever since D-Day. Advance units of these railroaders are bridge-construction and repair crews. More than 25 important bridges were demolished by the Germans south of Naples as they withdrew. The previous experience of our men in North Africa, however, has enabled them to solve the problem quickly. Their all-time record in Tunisia was seven bridges restored in ten days!

"One of the big problems our railroad men met in Italy was the conversion of

**OUR HENRY STAPP GAINS HIS
MAJORITY AND GENERAL
PATTON'S COMMENDA-
TION IN SICILIAN
CAMPAIGN**

★ It is now Major Henry E. Stapp, as a result of Henry's participation as chief of transportation, 10th port of embarkation in Sicily. Until early in 1943, Stapp was WP trainmaster at Keddie.

After commending Major Stapp (then Captain) and the officers and enlisted men of the 10th port of headquarters for outstanding accomplishment in the operation of the port last August, General Patton said . . .

"This performance of duty was accomplished despite enemy bombing attacks. The officers and enlisted men worked day and night to accomplish their mission and were a strong influence in the movements of supplies to the front lines during the Sicilian campaign.

"The initiative and perseverance of the men, working in a strange port without regard to personal safety, are a credit to the corps and to the traditions of the service as a whole . . ."

It's obvious that Henry is continuing with the Army his fine record of achievement on the WP and we're very proud of him.

the electrified line in the Naples Division to the use of steam. This was made necessary by lack of power caused by extensive German demolitions.

"Most of the actual operation is done by Italian train crews and yard and station personnel. They are good railroad men and are extending excellent cooperation to our forces.

"The big job of our men at the moment is to repair the roads and yards behind our advancing combat units. Enemy demolitions have become highly systematized. Apparently realizing the large part the railroads played in his defeat in Tunisia and Sicily, he is going to even greater lengths on the continent. Particularly in the Naples area, enemy demolition squads went over the yards foot by foot, even placing charges under frogs and switches!

"Military railway units are daily moving vital war supplies to front line troops through the deserts and mountains of Iraq and Iran, the snowbanks of Alaska and the tropical jungles of South Pacific islands.

"The job being done overseas by the Military Railway Service of the Transportation Corps is contributing in large measure to the great gains that have been and are being made by the Allied forces."

Hy-Lites

By JACK HYLAND

★ When the Government took over the railroads during the latter part of December, eight railroad presidents were commissioned as "Colonels". They were: Martin Clement, (Penn); Fred Williamson, (NYC); R. White, (B&O); William Jenks, (Norfolk & Western); Ernest Norris, (Sou. Ry.); Ralph Budd, (CB&Q); Charles Denney, (Nor. Pac.); and Lewis Baldwin (Mo. Pac.). Our Reno Branch which connects with the Government railroad via Martin, Nev. is commonly known as "Martin Short Line" and while G. I. Martin (our Gen. Agent - Reno), who is President of Martin Short Line did not receive a similar commission, he shouldn't feel badly . . . for it certainly cannot be denied he is entitled to the rating of a regular "GENERAL" Agent.

Walter Samuels (Modesto), Editor of the Tidewater Southern "One Spot" was interviewed by Art Linkletter over the radio Sunday night, Dec. 26th. Congratulations Walt, for via the ether waves we heard Mrs. Samuels' birthday was Dec. 25th and yours was Jan. 1st., also your '8th year' anniversary came in January. Sufficient reason for a major celebration.

Word comes in that Evelyn Yoder (Auditors) now in the Waves, recently received a promotion to Yeoman 2-c; and that Doris White (Freight Claim) the little lady with the dark eyes and dark hair is now stationed at Camp Le Jeune, North Carolina, the Marine Training School. Congratulations.

News from Elko continues, through courtesy of Reporter Ona Jennings: Understand Fannie Wunderbaum, Peggy Phillips and Helen Hachquet came to the Bay Region for the Christmas holidays (and I thought traveling was restricted). Even Mitzi Lani (Hollenbeck's secretary) went to Phoenix, Ariz., but she had an excuse, wanted to see friend hubby receive his "Wings". The gang was glad to see W. L. Ames back from his vacation, Doc Frease (Div. Acct.) out of the hospital, and smiling Carl Wragg (Traveling Accountant). Sorry to learn Elaine Shelton's husband was hurt at Ft. Louis, Ore. and is now convalescing in a Utah hospital. Wish Lt. Shelton a speedy recovery and that he will be up and around shortly.

John (Lightning) O'Connell has again resigned from the West. Pac. Traffic Dept., this time to take over duties assisting Traffic Manager Dick Ahern of Rosenberg Bros. Although the change became effective Jan. 3rd, we extend congratulations and assume by now John's principal worry is whether a "date" is a fresh fruit or a dried fruit. (It it's a blind date—consult Ken Stoney).

Miss to Mrs . . . very quietly accomplished by Jeannette Johnson (Traffic) who departed from the office just before Christmas and returned Jan 3rd. as the wife of Ralph May (Signalman 3-c U. S. Navy). Understand the marriage vows were exchanged Dec. 31st. at the Grace United Church of the Mission. Although slightly belated, our very best wishes are extended to the newlyweds.

We are proud to learn Thomas P. Brown received a letter from John Randolph Bolling (Secretary to Mrs. Woodrow Wilson) indicating his "What's in a Name" article on "Humaconna" appearing in the December Headlight will be included in a series of scrap books which John has kept for Mrs. Brown since 1915.

The Traffic Dept. was pleasantly surprised on Jan. 5th when two lady marines dropped in—Sgt. Helen Shurtleff (Mittelberg's former secretary) and her side-kick, cute little Rita Wanders, from far away Boston, Mass. Both girls have been transferred to San Francisco, and thanks to Dura Chesley (Traffic) they secured temporary living quarters, which as we know is a problem.

Although she had been in ill health for the past year and her condition further complicated by a siege of the flu, her many friends were surprised and shocked to learn of the passing of Grace Davies (secretary to D. C. DeGraff (Auditor) last January 5th. Grace was more than an employee—she was a friend of everyone and everyone's friend since entering the W. P. services in June, 1924. She is survived by her Mother and a married daughter to whom we extend our deepest sympathy. Our condolences are also extended to Col. H. M. Smitten (Bridge Engineer—Engineering Dept) in the passing of his wife on Jan. 6th.

Received a letter from Capt. Winton Hanson (Milwaukee) now in Sou. Calif. thanking me for sending the Headlight and states, others farther away from home must REALLY look forward to their issues. (They'll get them if we have their addresses). Winton also mentioned having lunch in Los Angeles with Maj. John Borson (formerly Traffic Manager, Gen. Electric Appliance Corp. Chicago) and Lt. Frank Rowe (AF&PA). I'm quite sure George Wenig (Chicago) will be surprised when he learns Major Borson is in California. (Confidentially Winton, I think you should have paid for the lunch, instead of the Major, because the war isn't going to last forever).

Another marriage in the offing. Louise Kern (AF&PA), the little lady who now watches her boy friend bowl every Thursday evening will, on and after Feb. 20th be watching her husband (and boy friend) Don Cathcart (AF&PA). Extend our blessings to the happy couple.

Dropping in on the Gen. Offices during January like para-troopers: Pvt. Al Reiser. Sgt. Art Allen, Boyd Sells (Yeo 2-c) and Pvt. Geo. McDearmid (all Traffic); Lt. Eddie Reel (Los Angeles) and wife Alice; Lt. Hal Furtney (Manifest) accompanied by his wife, Lorraine Furtney (Nordberg) formerly of Trans. Dept. We were glad to see all of them and hope they can visit us again soon.

Don't forget the 4th War Loan Drive ends with February 15th . . . and your purchases of additional bonds will do a lot to help bring our boys back, and the sooner we bring them back . . . THE MORE WE'LL BRING BACK.

THE DISTAFF SIDE

By Barbara Spacher

★ 1944 brings LEAP YEAR and OPPORTUNITY. What are we waiting for; up and at 'em! February 29th is the only "Sadie Hawkins Day" in four long years so let not the grass to grow under your feet. Climb into your trusty rowboat and "damn the torpedoes; full speed ahead." But don't blame us if you catch him and then wish you hadn't. The editors are not responsible for circumstances beyond their control!

★ ★ ★

Are you in this war with both feet and your whole heart, or are you fighting a dabby little indifferent war with only part of your heart and resources? If all of America could be aroused to press forward with the same spirit our fighting forces show, the world would rock with America's redemption of her old birthright . . . the land of the free and the home of the brave. How brave are you in your Bond purchases? Brave enough to buy another today?

German and Japanese dispatches say Americans are slackening their fight at home . . . holding and loving their dollar needed to fight the war. "America will have devastating inflation," they say, "for Americans love their cash more than their country." Let's pay off the Axis by buying Bonds—and get our money back with interest. Tomorrow, let the news declare that AXIS PAY DAY was a great success—for AMERICA! Be sure to buy extra bonds during this Fourth War Loan Drive.

★ ★ ★

Nicest thing we've heard of in a long time is the gesture of Ona Jennings, Headlight staff reporter at Elko, in taking over the duties of Emily Sansinena during the Christmas week-end so Emily might spend the holiday with her family. This was Ona's way of reciprocating a good turn done her by Emily last year. Wouldn't it be nice if all of us expressed our gratitude in such tangible form? Nice going, gals!

★ ★ ★

Prize excuse of the year for not buying War Bonds came to our ears recently and we still can't believe it! It seems the situation is as follows . . . We (all three of us) don't like the way the administration is handling the non-ops wage question (as who does?) and, to show how well-organized our displeasure is, we're not going to buy any War Bonds during the Fourth War Loan Drive. We'll fix them . . . WILL SOMEONE PLEASE OPEN A WINDOW?

★ ★ ★

One thought consoles us in our daily battle with the vicissitudes of life—soon comes night—that velvety blanket of tranquility; that benign benefactor of befuddled brains; that pitious piper of pious placidity; that magnificent mender of mordant malign; that ready rheostat of rehabilitating rest; that friendly fixer of fuzzy fixations; that beneficent balm of somnolent serenity; that soft sender of salubrious sleep. In other words, boys and girls, . . . NIGHT!

WHAT'S IN A NAME?

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

★ **LAKE KATHLEEN**, Solomon Islands.—Harry Alfred Long, of the Glasgow School Board, wrote that Kathleen means beautiful eyed and is the feminine of Kathlin, signifying battle-eyed, i. e. a man looking at his foe. Loch Katrine was immortalized by Sir Walter Scott in his "Lady of the Lake" which told of the struggles between Roderick Dhu and James Fitz James. The Boys of 1917-1918 sang K-K-Katy as they swung into their rendezvous with "The Great Adventure." And now, in World War II we have—but let the editorial writer of the Morning Oregonian of Portland tell the story:

"On tropic Bougainville, like a jewel in the jungle, there glimmers a beautiful lake. What the kinky-haired blackmen called it, is not revealed, but now it is named Lake Kathleen, after an American sweetheart, and by permission of the Australian government. It was so christened by a Marine, 1st Lieut. Jim Hackett, whose girl lives in Brooklyn. Kathleen Reynolds is her name. And won't she be pleased! It isn't every girl who gets a lake for betrothal. We rather like this story of romance, so lately come to us from a far, outlandish island where American boys are fighting and dying for America and for girls such as Kathleen. It is difficult to tell you why we like it, but we surely do."

(Our note: Of course Headlight readers were edified by the cover spread of pictures of the Guadalcanal, Bougainville & Tokyo Railroad, and the story inside, which constituted a feature of the January issue of THE HEADLIGHT).

JOHN BALL, Liberty Ship launched by the Oregon Shipbuilding Corporation, was named, so says the Morning Oregonian, for the schoolmaster who taught the first school and grew the first wheat in the Oregon country (at Fort Vancouver). And that was more than a century ago.

QUIGLEY RIDGE (Alt. 3,400 ft.) in the **Kantishna River** region, Alaska, between Eureka and Friday creeks, is probably named, according to the U. S. Board on Geographic Names, for "Joe" Quigley, who with his partner, "Jack" Horn, first found gold in Glacier Creek in 1905.

BOZEMAN, Mont.—For John M. Bozeman who blazed a way from the Oregon Trail to the Montana gold camps in 1863. He was killed by Piegan Indians near **Livingston, Mont.**, in 1867.

SANTA FE, New Mex.—This historical city originally had a long Spanish name, the translation of which is: "The Royal City of the Holy Faith of St. Francis." Santa Fe is Spanish for Holy Faith.

UVALDE, Tex., home town of John Nance Garner, F. D. R.'s first vice-president, was named for Juan de Ugalde, Spanish officer who defeated the Apaches in what is now known as Uvalde Canyon, in 1790. Uvalde is a corruption of Ugalde.

REPRESA, Calif., is the post office address of the State Penitentiary near Folsom. So called because there is a dam in the American river which bounds the prison on the west and not because men are confined there. Represa is the Spanish word for dam.

NAMPA, Idaho—"Believe it, or not," there was an Idaho Indian chief who had a foot six (6) inches wide and seventeen (17) inches long and who therefore was called "Big Foot", that being the English translation of two Shoshoni (or Shoshone) Indian words: Namp, meaning big, and Puh, meaning foot. The authority for this neo-Munchausen tale is the Idaho Guide, prepared by the Federal Writers' Project of the W. P. A. under State Director Vardis Fisher and published by The Caxton Printers, Inc., of Caldwell Idaho. We read also that Nampuh was so huge that the vest of John McLoughlin, himself a giant of 315 pounds, failed by fifteen inches to reach around him.—i.e. the said Nampuh.

SPARKS, Nevada.—A few miles east of Reno, "The Biggest Little City in the World", named for John Sparks, typical Nevadan, who was governor of the Sagebrush State, 1903-1908.

BISBEE, Ariz.—Noted copper mining city in a narrow canyon of the **Mule Mountains**, and location of the Copper Queen and other mines. Named, according to Will C. Barnes, for Judge De Witt Bisbee, one of the early mine stockholders and a brother-in-law of the Williams brothers, who for many years managed operations in these mines. As to why the Mule Mountains were so named, Mr. Barnes says that seems to be lost in the archives of history.

OWEEP CREEK, Duchesne County, Utah.—The U. S. Board on Geographic Names says Oweep is an Indian word meaning grass and that this stream flows through a grassy plain for the greater part of its length.

INTAKE, Calif., on the Western Pacific in the Feather River Canyon is so named because water for the Las Plumas power plant of the Pacific Gas and Electric Co. is diverted here through a 3-mile tunnel to a point on the canyon side above the power plant. The distance by the railroad, which follows **Big Bend** in the Feather River is 11 miles between Intake and the power plant. This tunnel was driven in the early 80's at a cost of more than a million dollars to divert the river waters and dry up the channel in Big Bend so it could be worked for gold. The project was not, however, consummated. Near Intake is a fish ladder constructed at the base of the dam so that fish may ascend the river to spawn.

QUERY—Mr. E. A. Peterson, Assistant Engineer of the W. P., who hails from the Atlantic Seaboard would like to know the meaning of **Chaubunagungamaug**, Massachusetts lake near Webster.

SPORTS REVIEW

By Jack Hyland

★ With the finale of the 1943-44 bowling season less than two months away, it will require consistent bowling by the leading teams to hold their positions against the "never-give-up" spirit of the teams in the lower positions. However, it is difficult to draw a dividing line when only three games separate the top team from the fifth place team.

The Transportation team, which is Captained by Spencer "Red" Lewis, won top spot in the first half schedule and will meet the winners of the second half in a three game play-off to decide the Western Pacific League Championship. Last year—the Freight Agents outfit won the title.

The team standings are almost the same as shown last month, but so you'll know—they are:

	Won	Lost	H.G.	H.S.
Freight Accounts	14	7	896	2458
Switchmen	13	8	885	2462
Treasurers	12	9	796	2300
Freight Agents	11	10	845	2450
Transportation	11	10	844	2435
Traffickers	8	13	888	2551
Auditors	8	13	821	2354
Carmen	7	14	838	2324

The "Big Ten" list lost its former leader, Axel Rintala—who had been holding down top position since September 30th, but he still isn't to be considered as out of the running although Ken Stoney will be giving him a lot of competition. The new list shows:

	Gms.	Avg.	H.G.	H.S.
Hyland	63	166	217	558
Stoney	51	166	211	555
Rintala	45	166	224	580
Brown	60	163	212	560
Heagney	60	161	231	551
Borgfeldt	54	158	210	541
Craig	51	158	215	564
Dooling	51	158	250	577
Lindee	56	155	212	514
Lewis	48	155	233	540

Some of us may not know it—but we have quite a few officials participating in our weekly bowling sessions . . . there is Thos. Kearns (Auditor Freight & Passenger Accts.); Charles Dooling (Chief Attorney); Charles Craig (Asst. to General Manager) and Roy Larson (Asst. Treasurer) and of course Walter Mittelberg (General Freight Agent) who participates in all our sport events, and was the man behind the gun in the starting of our bowling league. This is a fine spirit and it thoroughly proves all these men are regular fellows.

Austin, E. R.
 Baldwin, H. E.
 Craig, S. E.
 Drury, J. F.
 Feltman, S. B.



Hastie, S. J.
 Hernandez, A. M.
 Niblock, R. F.
 Rickman, D. B.

We're indebted to J. F. (Jeff) Jeffery, of our GO engineering department, for the handsome banner-draped V used in our new Roll of Honor the past three months. "Jeff" is presently serving on our Club's board of directors and has always been an active and able club member.

WELLESLEY RICHARDS AND CLAUDE BRUNER PROMOTED

★ Promotions of Wellesley T. Richards and Claude E. Bruner to positions of division engineer, WP and chief engineer, SN, respectively, were noted in "late flashes" of our January issue.

Richards began his railroad career as a chairman on a survey of a proposed railroad from San Diego, Calif., to Charleston, Arizona, following which he participated as an engineer in San Diego County highway construction. In 1909 he entered Southern Pacific service in maintenance of way work on the Los Angeles and San Joaquin divisions. From 1913 to 1915, he was general foreman on construction of the California Railway & Navigation Company between Willits and Ft. Bragg, later joining the Northwestern Pacific Railroad and becoming their assistant engineer in 1916.

In World War I, Richards served with the 18th Engineers in France and returned to civilian life as general foreman in construction work at Los Angeles.

In 1920 he became construction engineer for the San Francisco-Sacramento Railroad (formerly the Sacramento Short Line, now a part of the Sacramento Northern), following which he was made chief engineer for the Sacramento Northern.

Richards is 54 years old, studied in Los Angeles and San Diego schools and is a vice president of the Pacific Railway Club.

Claude B. Bruner succeeds Richards as chief engineer of the Sacramento Northern Railway.

Bruner began his railroad career in 1911 in the construction of an industrial railroad near Auburn, Calif. In 1912 he entered the service of the Northern Electric Railway (now part of the Sacramento Northern) working on construction of the Colusa branch. With the exception of one year on location work with the California Highway Commission and 1½ years on valuation work with the Interstate Commerce Commission, he has served since that time with the Sacramento Northern as assistant

engineer, valuation engineer and office engineer.

Bruner, a native Kentuckian, is 55 years old. He studied at the Universities of Kentucky and California.

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SACRAMENTO NOTES (Western Division)

by Agnes Welch

★ The division office employes held a Christmas party at Sacramento's La Rosa Cafe at which a mock Christmas tree and assistant trainmaster PHIL PRENTISS (Santa Claus) provided most of the entertainment. MARIE GERICH, secretary to division engineer and ED LINDLEY, roadway clerk, were responsible for the success of the party.

As a New Year surprise, assistant superintendent C. E. McDonald took unto himself a bride in the person of the lovely Edwa Langdon. The marriage ceremony was performed at Christ Church Cathedral, Episcopal, in Sacramento. Edwa attended Miss Ransome's School in Piedmont, College of the Pacific in Stockton and the University of Chicago. The groom can brag only of the University of California. Edwa was formerly a member of the faculty of Sacramento High School and at last reports was still supervisor of the Travelers Aid-USO lounges in Sacramento. The happy couple has best wishes from all for happiness and good fortune.

Wedding bells rang for Rose Olmstead, steno-clerk, in December. Harvey Rodacker, of the Merchant Marine, was the lucky man. Rose's friends in the office gave her a beautiful gift of silverware. The Rodackers plan to live in San Francisco.

Just before Al Williams left to join the Seabees, his WP friends presented him with a handsome, streamlined, waterproof wrist watch. Al was very pleased, especially since he could now return the borrowed watch!

"Dee" Dewhirst, typist-clerk, enlisted in the Marine Corps Women's Reserve. "Dee" is the wife of Sam Dewhirst, now with the armed forces somewhere in Australia. "Dee" will be missed.

Bill Banyard apparently thinks it gets

cold on the north line. He would make an interesting camera study taking notes in his earmuffs and mittens.

"G. I." Curtis he was known as immediately following the Army's action in taking over the railroads. Now he is again called superintendent!

Howard Q. Parker, road foreman of engines formerly at Oroville, has been assigned to the Stockton area. Karl W. Muhl has taken over special duties relating to employment matters and gasoline rationing at Stockton. Engineer N. R. Roberts was promoted to road foreman of engines at Oroville.

W. E. (Bill) Rand, agent at Hayward, retired from active service on the last day of 1943. Rand began his career on the Western Pacific in 1912 as a telegrapher, and held various positions as telegrapher and agent since.

Charles E. Hoskin, towerman, retired on January 6th. Hoskin entered WP service in 1920 and was stationed in the Bay area during his entire period of employment.

We wish Messrs. Rand and Hoskin happiness in their leisure.

★ ★ ★

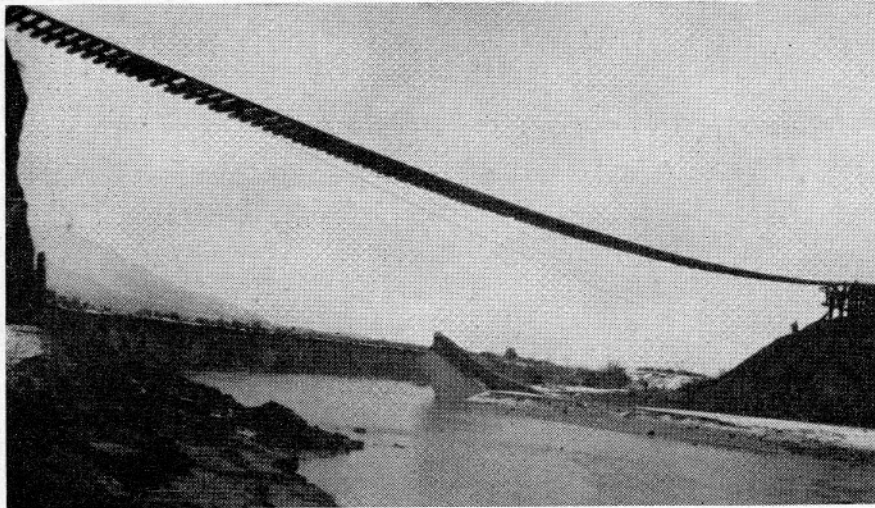
HUGO WANINGER GOES TO ANHEUSER-BUSCH

★ Hugo Waninger, formerly our traveling freight and passenger agent at St. Louis, resigned February 1st to become assistant traffic manager for Anheuser-Busch, in the same city (as reported in The Headlight's "late flashes" for January).

The Anheuser-Busch Company, which incidentally manufactures much war material, gains a man well-equipped in his field. Waninger started his railroad career with the L&N in 1918 as stenographer-clerk. In 1926 he joined the C&E and when he left in 1928 he had become chief clerk.

In November 1928, Waninger came to the WP as chief clerk in the St. Louis office, subsequently becoming traveling freight and passenger agent.

We congratulate Hugo on this step forward and wish him good fortune in the new undertaking.



FREAK FLOOD

★ Early in January of 1943, Long Valley Creek went on an unprecedented rampage (caused by warm rains melting the snow in the drainage area), overflowed its banks and rushed merrily along, taking out several highway bridges before reaching our main line near Doyle, California, where it destroyed a long concrete culvert and took more than 300 feet of embankment in its mad rush. No flood of a like character had been experienced since the railroad was constructed through that point in 1908 . . . and no records were available indicating a flood of such magnitude prior to that time.

We immediately began construction of a modern bridge to replace the washed-out structure. Completed in the middle of January this year, the new structure, with girder and abutments, will be equivalent to a 130-foot bridge. The open spillway spanned by the girder is approximately 56 feet wide. The cellular abutments are 20 feet wide by 35 feet long and about 50 feet in height. The spillway side-walls are 14 feet high and designed for a maximum capacity flow of 15,000 cubic feet of water per second.

When the old structure was eliminated, crews were rushed to Doyle to build a temporary wooden trestle and for a period of 10 to 15 days our trains were detoured. The only other shut-down was on November 24th, when the span was laid in place, the job taking six hours. A troop train approaching from the east was delayed only 40 minutes.

With the new bridge, its abutments and the open spillway, engineers calculate that all future contingencies are provided for.

The photograph above vividly depicts the destruction wrought by the floodwaters. Prior to the flood, the vacant space below the skeleton track had been occupied by 300 feet of solid railroad embankment.

RUFUS HARMON RETIRES

★ Rufus G. Harmon will spend his hours from now on enjoying life and his marvelous stamp collection; to say nothing of his post-war plans for an occasional trip to Kybers, Strawberry and other beautiful spots in the Sierra for a little fishing and complete relaxation.

He retired from his position as terminal agent in Oakland for the Western Pacific on January 1st, after 34 years with us. He lives at 301 Warwick Avenue, in the Lake Merritt district and not far from the home of his son, Lou B. Harmon, merchandise traffic manager of Montgomery Ward's Pacific Coast stores.

Every member of the Oakland Traffic Club and other friends in the transportation business wish him well. At all times Rufus maintained a calm and helpful attitude and it was seldom indeed that he failed to come through when asked for help.

He started railroading at the age of 12 as an office boy in the Southern Pacific Company's freight office in Sacramento. In 1909 when the road began operations he joined the Western Pacific as window clerk and worked his way steadily up the ladder through jobs as accountant, cashier and chief clerk. In 1920 he was appointed chief clerk to W. J. Shotwell, assistant general freight agent in San Francisco and came to Oakland in 1927. Despite his many promotions, Harmon still holds distinction of being No. 1 on the seniority list of clerks in the operating department's Western Division.

There are few in railroading who have ever made so many friends for the railroads and for themselves as Rufus with his cheerful, helpful pursuit of his job.

Many happy years of well-earned rest, Rufus!

JIM DILLON NOW AGENT AT OAKLAND

★ James B. Dillon, assistant agent for the Western Pacific at Oakland, succeeds Rufus G. Harmon as agent, effective January 1st.

Jim began his railroad career with the Santa Fe in San Francisco immediately following his graduation from high school. In World War I he enlisted in the Army, serving overseas as a lieutenant in the 30th Signal Battalion. In 1920 he joined the Western Pacific freight office force as bill clerk, soon advanced himself to chief revising clerk and then to head of the export division of the company's San Francisco freight office.

At the time he was appointed assistant agent in Oakland in 1942 he was chief clerk in San Francisco.

Our best wishes to you, Jim!

★ ★ ★

SACRAMENTO SHOPS NOTES

★ Welcome to **Virginia Fillinger**, who recently took over stenographic duties; also to our new general locomotive inspector **R. L. Guanero**, whose headquarters will be at Sacramento.

The WP Amusement Club's Christmas party unearthed surprise talent in the person of **Mildred Bodiou**, a fine soloist (at what, please?).

Through the good offices of Messrs. **Crissey** and **Ross Kelleher**, the GO now has a fine cabinet to house any and all trophies . . . past, present and future . . . offered for display. The W. P. Club at GO is grateful to those at the Shops who have been so cooperative—and constructive!

Add welcome to new arrivals **Alice Hilliard**, **Alma Smith** and **Mary McKinnon** in the Store Department.

Congratulations to Machinist **W. W. Spangler** on his 60 per cent payroll subscription for War Bonds. He's not only thoroughly patriotic, but will be sitting pretty in the post-war era.

Machinist **F. L. Drake** recently ran off and eloped. This is Leap Year!

Machinist **Al Stadler** is collecting silver dollars, a hobby most of us would like to copy.

It's a pleasure to welcome **Mrs. Sigrid Frick** (invoice clerk, store department) on her return to work after her long illness; also ditto to **Claude Armstrong**, assistant accountant.

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UTAH AND NEVADA NOTES

By Tom Aldridge

★ The smooth, clear notes of a 'live' bugle can be heard at reveille these crisp mornings emanating from the tent section at the east end of the field at Wendover Army Air Base. This is a welcome relief from the squawky 'canned' calls which come screeching over the barracks speakers. Responsible for the improvement: arrival of an aviation squadron composed entirely of colored troops except for the officers in charge. Possibly without realizing it, they've brought to the salt flats a touch of the real Army hitherto missing.

The 7 Missabe engines which arrived at Wendover in late December are in excellent condition and giving a good account of themselves. These engines are 2-8-2 and 2-10-2 types and were built by Baldwin in 1916 and 1917.

The yard at Wendover looks more like a terminal since arrival of the 'fantail' switch engine, No. 164. This will release C&NW 2449 for helper service on the hill.

Mystery solved: Reason it is difficult for dispatchers to get trains and helper engines past Pilot is the attraction at that point . . . three lady operators! Confessions obtained from train and enginemen indicate the ladies serve excellent coffee!

D. D. "Flat Wheel" Cook, pensioned engineer, now lives at 3122 West Ramsey Street, Banning, California. For information of "old timers" desiring to write.

"Bob Allison, engine foreman at Wendover, pinch-hits for C. L. "Snuffy" Walker, night yardmaster, on his days off. "Snuffy" says he used his days off this month to figure his income tax.

Fred Walts, third district conductor, is in Florida on a vacation trip. That's almost sacrilege (editor's note)!

One of the new diesel switch engines, the 558, is now on the job in the Elko yard.

The new depot at Wells will soon be in service. The new section house at Boaz is almost complete. There are two new houses for operators at Pilot; two at Knolls; two at Garfield and one, for helper engine crews, at Delle. Foundation for a new water tank is set at Shafter.

An expansion program designed to generate sufficient electricity to furnish light and power for an average community of 25,000 population, is being completed at the Wendover power plant under the supervision of James Hudson, chief electrician.

For the items in this issue concern-

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ing the Wendover Army Air Base . . . and any subsequent items . . . we're indebted to the Public Relations Office at the base. Presently Pvt. William Petro is in charge.

We salute the WENDOVER SALT TABLET, published under the supervision of the Special Service Office, Wendover Army Air Base.

★ The Headlight editorial staff is now prepared to admit that the 13th of February precedes the 14th.

"AT THE CORNER"

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★

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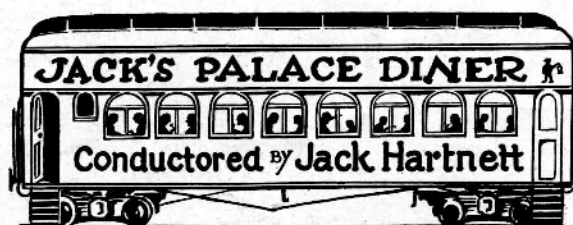
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