

A Liberator Bomber Winging Over Wendover Field

"What we obtain too cheap, we esteem too lightly; it is dearness only that gives everything its value." . . . Thomas Paine

THE HEADLIGHT

- Walter Mittelberg Editor
Jack Hyland Associate Editor
Irv Abramson Associate Editor
Barbara Spacher Associate Editor
Bill Stout Business Mgr.
Carl Moore Advertising 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



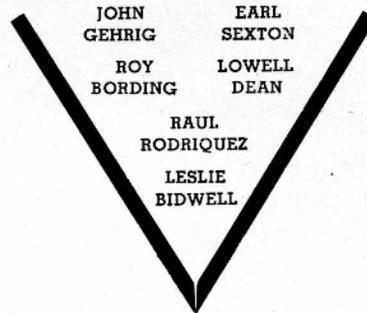
STAFF REPORTERS

General Office:

- Ruth Law Freight Traffic
Janet White Transportation
Don Cathcart A. F. & P. A.
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'Rullian Sacramento Shops
T. B. Aldridge Wendover, Utah
Bob Runge Oakland, Calif.



These are the Western Pacific men who have given the last full measure of devotion . . . who have made the supreme sacrifice on the alter of liberty.

- Jim Lynch Bill Howell Val Dycus Clair Donnenwirth Irving Kilgore
Gladys Kirkham Bette Elliott "Bud" Soule Ona Jennings Harold Sinz
Stillman Lampley Hugh Allen George Love Howard Parker Russell Rolfe
Les Hamilton Andy Stene Bill Moody Lloyd "Baldy" Hughes Ray Ronan
Andy Murphy Ross Kelleher Harry Glatt Emmett Dillon Jack Hyland
Harry Stark Dan Irwin Agnes McInerney Dominic Goodman Ed Moss
Harry Spradlin Phil Prentiss George Raab Jim Dillon Joe Nash

★ These are the Western Pacific people who gave much of their time and energy to secure new war bond payroll subscriptions during our drive in late January and throughout February. They, too, belong on an honor roll. They may never see service on a military battlefield, but they appreciate those who do . . . and they are serving on what might be called the domestic battlefield! Those who have joined our army of war bond subscribers also earn our full praise. If they stick with us, they'll never regret it. Those who stubbornly resist our efforts to prove beyond doubt that Western Pacific workers are doing their full part in backing the attack will soon be a small minority, we hope. What satisfaction they gain from remaining outside the pale, is theirs for the small warmth it furnishes.

Harking back to our editorial in January "Should Essential Railroaders Be Drafted", we've noted no rush on the part of Selective Service officials to accept the simple solution offered. Instead, we have a so-called replacement schedule. To date, our observation is this replacement schedule merely replaces the proper solution of the problem.

The Fourth War Loan Drive is over and the available figures indicate Western Pacific workers made a good showing. We have definite reports to show that upwards of \$60,000 was put into extra "E" bonds by our people during the drive, but, without doubt, many thousands were purchased locally without advice to the bond campaigners. Our payroll subscription drive met with considerable success, too, and we're hoping to make a more respectable showing in February and March.

Herr Hitler's crystal-ball acts of violence and aggression were usually undertaken in March and September, for reasons best known to that disciple of depraved thought.

Would it not be appropriate and just for the long-heralded invasion to be launched in March and the Nazi fanatics to be beaten into submission by September of this year.

Our High Command is set for the opening gun and it is our earnest optimistic hope that September will see the end of the European phase of this war.

Apparently taking his cue from Vice President Wallace, Senator Kilgore (Democrat, West Virginia) recently fell in line with a curious group of politicians who consider railroad-baiting in the midst of war a popular pastime. Kilgore's criticism, buttressed by various loose charges emanating from one Wendell Berge, chief of the Justice Department's anti-trust division, deals with railroad equipment, which he claims is obsolete.

Were it not for the gravity of the numerous "charges", Kilgore, in our opinion, should not be recognized with a response. Since, however, in the first place, his comments really constitute a left-handed compliment, we'll accept that. In view of the general attitude on the part of thinking Americans that the nation's railroads have performed at least satisfactorily in this emergency, if that performance was accomplished with obsolete equipment, then the job is even more remarkable.

In the second place, Kilgore's running mate Berge says that "monopolistic and collusive" practices were to blame for failure of the railroads to keep equipment up to date. May we remind these gentlemen that for some years prior to the war most railroads were finding it difficult to stay solvent, in spite of which they managed a few constructive developments. This would be found true by even a cursory examination of the record.

WHERE WERE MESSRS. KILGORE AND BERGE WHEN THE RAILROADS WERE IN TROUBLE AND NEEDED CONSTRUCTIVE CRITICISM AND ASSISTANCE IN IMPROVING THEIR PLANT AND EQUIPMENT?

OUR WENDOVER ARMY AIR BASE

By THOMAS B. ALDRIDGE

(Approved by Wendover Field Public Relations Office . . . per Pfc. William Petro)

Exclusive to "The Headlight"

★ The engineer of the Western Pacific train peered ahead into the blazing sun and mumbled to himself: "We'll soon be there." The train had just passed Mt. Sinai and was coming off the Granite Range . . . a weather-beaten, sun-soaked fringe of mountains that stand guard over the Great American Desert to the west, in Nevada. The small engine, pride of the railroaders at the turn of the century, pulled up to milepost 806.1 and stopped; the clanking of its pistons and the palpitating wheeze of its boilers echoing in the bright desert air. "This is Wendover," said the engineer. "Anybody want to do some target shooting before we start for Salt Lake City?"

The remark was no joke . . . engineers on the San Francisco and Salt Lake City run of the Western Pacific Railroad made it a practice to let passengers shoot at the jack-rabbits and coyotes that came down the Granite Range to the sun-baked oasis of Wendover.

Back in the early 1900's Thomas J. Wyche, construction engineer for the Western Pacific Railroad, named milepost 806.1 Wendover, after the Anglo-Saxon verb meaning to wind or to go over. Little did he know that the railroad's practice of permitting passengers to shoot targets, or the name he gave to milepost 806.1 would have a double meaning in 1944.

Today, Wendover Field is the largest military reservation in the world. Its 1,800,000 acres of salt-encrusted wasteland boasts of an ideal training spot for bombardment groups as well as a special school for aerial gunners. Instead of shooting jack-rabbits or coyotes, soldiers at Wendover Field today are training to bomb and shoot the more deadly animals in the many combat zones. When their training is completed at Wendover, the soldiers invariably follow the meaning of the name . . . they go over!

Wendover Field, which lies wholly in western Utah, is now under the command of Lieutenant Colonel Willis G. Carter.

Wendover came into prominence when Ab Jenkins, recent mayor of Salt Lake City, sped his cars to establish new world's records in endurance runs on the famous Bonneville salt flats, five miles away. Sir Malcolm Campbell, from England, was the first man to attain 300 miles an hour in a racing car on these flats. John Cobb, English fur merchant, pushed the mark up to the present world's record of 369.7 miles per hour, on August 23, 1939.

The following year, the army named Major General Clarence L. Tinker to head a commission to investigate the possibilities of using the salt flats and surrounding territory as a bombing range. He approved the idea and shortly afterward, preliminary work was started on Wendover Field. The first soldiers to set foot on Wendover Field arrived on August 12, 1941. A cadre of 10 enlisted men under Captain

Darold G. Smith came to Wendover from Fort Douglas, in Salt Lake City, having been activated as the Bombing and Gunnery detachment the month before. It was a pioneer military expedition into the Great Salt Desert although prior to their arrival, station personnel at Fort Douglas had been assigned to target maintenance at the bombing range midway between Salt Lake City and Wendover.

According to historical research, the Wendover Salt Flats were once the bottom of prehistoric Bonneville Ocean, a gigantic freshwater lake that once covered the entire northwestern section of Utah, according to geologists. What remains of that huge body of water today is known as Great Salt Lake, famed throughout the world. Evidences of Lake Bonneville's shoreline, natives point out, may be found in the waterlines that appear upon the mountainsides in the immediate vicinity of Wendover and other sections in the long 260-mile stretch that runs between Salt Lake and Ely, Nevada.

Geologists declare that vast accumulations of salt were caused by water dissolving from the rocks and soil of the higher land and carrying it into the lowlands. Today, these strange fantastic salt flats present an entrancing, yet lonely panorama with mirages of mystery ships and floating islands, making it one of the most unusual spectacles in the world. It is the home of one of the largest heavy bombardment training centers of the United States Army Air Forces and its flat, soggy surfaces offer ideal conditions for such training.

From small beginnings Wendover Field grew. After solving the transportation problem, men and materials started to pour in. Construction was speeded up and within a year a maze of new hangars, runways, barracks, power plants, repair shops, administrative and supply buildings sprouted overnight and today Wendover Field is a busy little community, dedicated to retraining men, repairing equipment . . . and boasting of ideal weather conditions favorable to year-round flying. Two modern ranges for the rifle, carbine, pistol, sub-machine gun and machine gun are available for ground training. For aerial training, Wendover Field maintains target areas out on the salt flats.

Specializing in the training of Liberator bombing crews, day and night flying, instrument and blind landings are part of the program. On the landing fields, the ground crews are given the practical training in servicing, repairing and maintaining the huge planes that are bringing fear into the hearts of our enemies.

To sum it up, Wendover Field, with all its activities has but one purpose in mind . . . winning the war and making a really good job of it.

Hy-Lites

By JACK HYLAND

★ My field of research is more limited than Tom Brown's, but through his assistance and thanks to Ed Schmidt (U.P.-Omaha) was able to uncover the origin of a Union Pacific station named . . . "Soma". While not definitely official, Soma, Utah came into existence during 1929 and the work order for construction of the facilities was approved by J. L. Amos, who was at that time Asst. Freight Traffic Manager of the Union Pacific, thus it is not unreasonable to assume the spelling of the name AMOS was reversed to read "SOMA". However, while J. L. Amos has since retired, his son John L. Amos, Jr. is employed in the Western Pacific Traffic Department.

About to retire after 33 years of continual service is Miles L. Marders, manager of the Railway Express Agency, with offices located in the Western Pacific Oroville depot building. Congratulations Miles, we'll miss you, particularly those around Oroville.

San Jose features: Understand Betty Burrell who recently celebrated her first anniversary (one year with W. P.) is a talented Xmas tree decorator. Doris Saunders is the daughter of Fred Saunders, one of our most conscientious switchmen. Edwina Snow, Manuel Chavez and Elmer Benke are new additions (wonder how they secured these two men). Martin Kidd is back after flu attack and local force now suffering from his newly thought of ideas. Carl Nipper who presided over San Jose Passenger Club during past year is now living in the past, but W. P. is still represented, the Club members electing R. W. Cushing as, not first nor second . . . but Third Vice President.

Pvt. Jim Drury (Car Record) now stationed at Fort Sam Houston, about a 10 minute bus ride from San Antonio, Tex. met our old friend Jim Kane (formerly Asst. Car Distributor before leaving to join A of A R) who was transferred from New Orleans. Watch out for another W. P. boy Jim, it will be Sgt. Art Allen (Traffic) at your camp soon.

Letter from Lt. John Skinner (Traffic) now in Italy, also thanking us for his carton of cigarettes. To answer John's inquiry . . . Lt. Don Burgess (Traffic) is now stationed in beautiful New Guinea. In most instances when people separate, there is the usual ocean between them, but in your case . . . it's TWO OCEANS.

Elko news: Glad to hear Lt. F. Shelton (Elaine's hubby) will soon be up and out of the hospital (in Brigham City). Dan Cupid scored another direct hit on Feb. 5th when Gail Burdette said "Yes" and became the wife of Jean Roberts (Asst. Time-keeper). Extend our blessings. Pvt. Frank Oldham was home on a furlough. Doc Frease again has a new steno, Genevieve Frantzen who replaced Fannie Wunderbaum. A new employe but not a stranger to Elko is Jackie Etchebehere, stenographer to George Swartz (Asst. Chief Dispatcher) replacing Leone Kirshner who is now with the Daily Free Press. Just heard Ona Jennings (our Staff Reporter) recently returned from visiting relatives in Denver and Colo. Springs during six day vacation. Also heard War Bond Chairman Walt. Mittelberg (our 'ye editor) and Jim Lynch (Trainmaster) did a fine job in securing increased war bond payroll allotments around Elko.

A recent copy of "EIMAC NEWS" published by employees of Eitel-McCoulough, San Bruno, discloses John Nelin (formerly W. P. Traffic Dept.) is now their editor. An article appearing therein states he "dabbles with music and composing for a sideline". We knew he had a line, but didn't know it centered around music. Anyway Johnnie, our congratulations.

News from St. Louis: With Hugo Waniger's departure to greener (or should we say wetter) pastures as Asst. Mgr. Anheuser Busch, the St. Louis gang is glad to welcome Gene Elchinger. Incidentally, Irene Schuepbach's nephew, William Richter (yeo 3/c) stationed at Camp Petersen, Ida. is chumming around with Emil Gill, formerly of Stockton office. Small world— isn't it?

Our March Headlight is the thirty-first issue of our magazine and yet I know many of our W. P. employes have never been mentioned in our columns. This isn't our fault, so don't criticise by writing anonymous letters. If you have any news, let your local reporter know about it, give it to them correctly, and above all . . . sign your name.

Winnemucca reports: Earle Christian tells us the stork and Santa Claus ran a neck-and-neck race to be with the John Taylor family (3rd trick operator). The stork won out by a whisper, a baby girl on Dec. 24th—and a wonderful Christmas present. What happened to the possible (or probable) romance between Corrine Smith (Roadmaster's clerk) and that handsome Navy man?

Corp. Joe Corven (Auditors) now in England, is more than agreeable to trading his shirt (G. I. or otherwise) for a bottle of ice cold "Wielands". Says the warm beer they get tastes like fish scales and smells the same. Glad you received your cigarettes Joe.

From the South Pacific . . . a letter from Marine Barney LaRash (AF&PA) telling of terrific rainstorms, accompanied by thunder and lightning, but that his carton of smokes came through in perfect condition. (P. S.—An extra copy of this issue is enclosed Barney, send it to the Nurse, who as you say "is kinda cute", and say "Hello" for me).

Some of us may have moaned about spading the yard for our Victory gardens or mowing the lawn, but consider the sad plight of a Mexican employe by Peter Barry (Term. Supt.—Stockton) who because of his name can't get away from it. His name is . . . Manuel (manual) Labor.

THE DISTAFF SIDE

By Barbara Spacher

★ Here's one for the book . . . An Eastern go-getter spied a lazy Indian Chief lolling indolently at the door of his teepee somewhere out west. "Chief", remonstrated the go-getter, "why don't you get yourself a job?" "Why?" grunted the Chief. "Well you could earn a lot of money; maybe \$50 or \$60 a week." "Why?", insisted the Chief. "Oh, if you worked hard and saved your money, you'd soon have a bank account. Wouldn't you like that?" "Why?" again asked the Chief. "For gosh sakes!" shouted the exasperated go-getter. "With a big bank account you could retire and then you wouldn't have to work anymore . . ." "Not working now" pointed out the Chief!!

★ ★ ★

Ponder a moment dear friends (youse guys who aint friends can ponder too!) the appalling fact that one-third of our lives is spent flat on our backs in the arms of Morpheus. In some cases, even more than one-third . . . look at Rip Van Winkle! Evidently this opinion is shared by the mattress manufacturers, for everywhere you look, lurid ads greet the eye . . . "Drop off to sleep on a downyrest mattress" and "float on a cloud in a fluffy-tuft bed" (if you can get whiskey, you might try that!), the theory being to spend a third of your life as comfortably as possible. I have an even better theory . . . why get up at all? No matter what you do all day, it leads but to bed in the end! Think of all the effort saved if you just stay there! And what a wonderful break for industry. Telephone and telegraph service would know an unprecedented boom and even carrier pigeons might be brought into use! Of course that would entail pigeon-houses in every modern apartment which would naturally provide new fields for interior decorators. The possibilities are endless! Imagine never again having to look at the smiling (?) faces of any number of daily associates! And being cut off from all your in-laws! What a gift to humanity . . . including the in-laws! I shall propose my theory to President Roosevelt immediately and you may all attend the ceremony when I am decorated with the Congressional Medal of "Horror"!

★ ★ ★

"Leave us face it" . . . flattery is nothing but soft-soap and everyone knows that soap is 90% lye! As a parting stab in the back, remember . . . a halo doesn't have to fall far to become a noose!!

WHAT'S IN A NAME?

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

★ **CARQUINEZ**, name of the straits, eight miles long and one mile wide at their narrowest point at the upper end of San Pablo Bay (really an arm of San Francisco Bay), formed by the confluence of the Sacramento and the San Joaquin rivers which drain the two great interior valleys of the Golden State.

"Life" said in a recent issue, which devoted ten pages of pictures and text to "American Names", that Carquinez is Indian, not Spanish. Here we may note that the terminal syllable of Carquinez is the same as that of **Martinez**, county seat of Contra Costa County, which is a Spanish surname.

Mrs. Nellie Van de Grift Sanchez, author of "Spanish and Indian Place Names of California," wrote: "According to scientists, the name Carquinez is derived from Karkin, the name of an Indian village in that region . . . Fray Jose Viader, diarist of the Moraga expedition of 1810 . . . other diarists speak of this Indian village and tribe under the name of the Carquines, making it fairly certain that the origin is Indian."

There is, however, another explanation. This is that Carquinez is derived from the Greek word Karkinos which means crab. The basis for this is that the Lieutenant Vallejo expedition reported that a great number of little crabs had been found in these straits.

In passing, attention is called to the long list of odd place names which "Life" published in the article above mentioned. To this list we add four at this time: **Brave Dog Mountain**, and **Never Laughs Mountain**, both Montana; **Sinking Ship Butte**, Arizona; and **Two Bit Gulch**, Colo.

LAKE CHARGOGGAGOGGGMAN-CHAUGGAGOGGCHAUBUNAGUNGA-MAUGG "Nature's Gift to New England," Webster, Mass.—This is the full name of the very pretty lake concerning which Mr. E. P. Peterson, W. P. assistant engineer, who was born in Brockton, Mass., queried in this column last month. Through the courtesy of Mr. Chester Nelson, editor of the "Webster Times", we now have the explanation of this name and perhaps it will intrigue the interest of Western Pacific fishermen who respond to the lure of the Feather River and its tributaries or of the lakes of the Feather River Country. The explanation runs, in main part, as follows:

"Officially, and in accordance with all that students can find from a study of Indian lore, the meaning of the name is 'The Fishing Place at the Boundaries—The Neutral Meeting Ground' but that official meaning appears doomed to extinction, because of an article written in a humorous vein some years ago. The alleged 'meaning' was enthusiastically adopted by all. The story as it originally appeared was (in part):

"Years ago, Indians used to live in this locality and they liked to fish here. The lake has three divisions: the upper, the middle and the lower. The fishing was best in the middle lake, but two

tribes of Indians living at opposite ends used to dispute over which of them had the right to fish there.

"Finally, they decided to get together and make a treaty to settle the question. So they met and agreed that those who lived at the upper end had the right to fish in the upper lake, that those who lived at the lower end could fish in the lower lake, but that neither could fish in the middle lake which was fortunate for the fish.

"So they named this beautiful lake after the terms of the treaty, *Chargogga-gogg*, "you fish on your side," *Man-chaugga-gogg*, "I fish on my side," and "*Chau-buna-gunga-m a u g g*, "Nobody fish in the middle."

TOMBSTONE, Arizona has a typically western ancestry. From Mr. Frank Blacklock, W. P. telegrapher-ticket clerk at Oroville, Calif., who came to this railroad from Arizona, we have the version of the Tombstone Chamber of Commerce:

"With a prospector's outfit and \$30, Ed. Schieffelin headed for the Apache country. He went to Fort Huachaca and each day rode with scouting parties from the post for protection while prospecting. Working in this manner was too confining, and Schieffelin longed to roam through a group of hills beyond the San Pedro river that were clearly visible from the Fort. When he told the officers and men his plans, they laughed and said all he'd find in those hills would be his tombstone, meaning that the Indians would surely get him.

"Late in August 1877 he made his first discovery and remembering the taunts of the soldiers at Huachuca, and the narrow escapes he had had with Indians, he named the location Tombstone. He later formed a partnership with his brother Al, and Dick Gird. In 1880 the Schieffelins sold out the Contention for \$10,000 and later sold other holdings for \$600,000. Around their mines rose the mightiest city between El Paso and San Francisco! On May 14, 1896, Schieffelin died in Oregon.

CALICO ROCK, on the White River division of the Missouri Pacific R. R., Ark.—Answer to query by Mr. Carl R. Moore, W. P. freight traffic department, S. F., who used to travel through this country, is given by the Arkansas Guide (Hastings House, N. Y.) which says that Calico Rock was named by boatmen before any settlement had begun and then quotes from the "Journal of a Tour into the Interior of Missouri and Arkansas," 1821, by Henry Schoolcraft: "On turning a bend in the river, suddenly the rock appears before you . . . It is a lofty, smooth wall of stratified limestone rock, presenting a diversity of colour in squares, stripes, spots or angles, all confusedly mixed and arranged according to the inimitable pencil of nature." When the railroad came, the face of the rock was blasted to make room for the roadbed and the calico-print effect was changed.

SPORTS REVIEW

By Jack Hyland

★ A few more weeks and the Western Pacific 1943-44 bowling season will be concluded—the championship awarded to the new Champions, and the 4th full year of bowling competition a closed issue. Of course, in bowling—the issue is never closed, for no sooner has the regular Winter League finished when the keglers start all over again with a Summer League.

While the Transportation team has already won the first-half schedule, the second-half winner is undecided, being a close race with any of the top three teams in the running. The team standings as of February 18th are:

	Won	Lost	H.G.	H.S.
Treasurers	23	13	828	2377
Freight Accounts	21	15	896	2305
Freight Agents	20	16	846	2489
Transportation	18	18	844	2435
Switchmen	17	19	885	2462
Trafficckers	16	20	888	2551
Carmen	15	21	838	2409
Auditors	13	23	845	2409

While Ken Stoney continues to lead the league, the Hy-lite of the past month was Howard Sevey's accomplishment of Feb. 17th, when he smacked the pins right and left for games of 163-268-188 and a 619 series. The Big Ten list includes:

	Gms.	Avg.	H.G.	H.S.
Stoney	60	168	211	568
Hyland	78	164	217	558
Brown	69	164	212	560
Heagney	75	162	231	590
Rintala	60	161	224	580
Craig	66	160	223	576
Dooling	63	158	250	577
Borgfeldt	66	157	210	541
Lewis	60	156	233	555
Lindee	71	156	212	523

★ ★ ★

Over the week-end of Feb. 12-13th a considerable number of our regular Western Pacific bowlers participated in the Sou. Pac. Fourth Annual Handicap Tournament staged at Downtown Bowl. W. P. bowlers in the running were: Cliff Ditty (Switchmen) winning 4th place in the singles event with a 649 series; Dooley Fee and Fred Thompson winning 2nd place in the doubles event with a total of 1237 pins, losing first place position by a mere 10 pins. We extend congratulations and hope they win many more events in the years to come. In the team events—our four entered teams placed as follows: 5th Transportation (2774); 9th Freight Accts. (2744); 10th Freight Agents (2728) and 12th Auditors (2708). All figures shown include handicaps.

Not all of us were fortunate enough to place in positions eligible for prizes, but all of us were fortunate in being favored with an invitation from the Southern Pacific League to participate in their tournament. The bowlers of the Western Pacific who entered the events wish to express their appreciation of the courtesy extended and for a most enjoyable week-end.

R. F. Brew
O. E. Budd
N. J. Helmer
G. J. Mullinix
T. F. Nally
Dan Nyrehn



D. P. Peterson
B. H. Stamps, Jr.
L. P. Swanston
R. Torrez
Marcia L. Whitlock
W. A. Wylie

RAUL RODRIQUEZ

★ The fourth gold star on our service banner is for Raul Rodriquez, who was killed in action in Italy last November 21st, according to a War Department announcement in late January.

Raul, who was 23, entered Western Pacific service November 4, 1942, as a machinist's helper in our Sacramento Shops. He left us to enter the Army on February 19, 1943. He is the second mechanical department casualty and the first Sacramento Shops' man to die in military service.

Raul was born in Guerrero Chihuahua, Mexico and had not lived in the United States long enough to become a citizen, yet he made the supreme sacrifice for us.

His sister, Margaret Celiz, of Sacramento, recently received the Purple Heart awarded Private Rodriquez posthumously. In January she received a Nazi flag from Raul, but the package was not post-marked.

Raul's brother, Gilbert, is serving with our Army in Australia.

We honor the memory of Raul Rodriquez, native of Mexico, who gave his life that liberty might live.

★ ★ ★

JOHN CLIFTON GEHRIG

★ The fifth gold star on our service Banner is for Pfc. John Gehrig, U. S. M. C., who was killed in action during the capture of Tarawa, (Gilbert Islands) in November last year.

With three buddies, John was in the first contingent of Marines to land on the island. Only one of them survived.

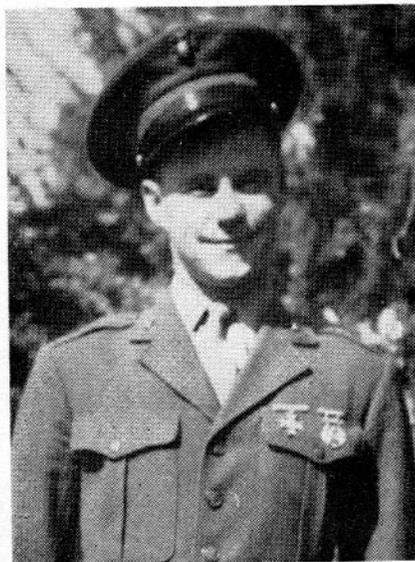
Born September 6, 1922 in Stockton, John was graduated from Stockton High School and attended College of the



Courtesy "Sacramento Bee"

RAUL RODRIQUEZ

★ ★ ★



JOHN GEHRIG

Pacific for two years. Before coming to work for us, he was employed by the Beacon Oil Company, Golden State Milk and the Stockton, Terminal & Eastern Railroad. He made his first regular trip on the WP as a full-fledged fireman on October 27, 1941.

On December 12, 1942 he entered military service as a Marine (intelligence department) and received his training at San Diego and in New Zealand.

The nation owes a debt of gratitude to John Gehrig and his fellow-Marines.

★ ★ ★

EARL EDWARD SEXTON

★ The sixth gold star on our Service Banner is for Earl Sexton, U. S. M. C., who was killed in action during the recent Marshall Islands fighting.

Earl was born May 4, 1919 in St. Louis, Missouri and first entered WP service as a roundhouse laborer at Portola on July 3, 1937. After a couple of months he left, but rejoined us as a fireman at Keddie on June 1, 1942. Shortly afterward he left to join the Marines and received his training at San Diego.

He served the WP only briefly, but well. His service to the nation cannot be surpassed.

Earl's brother, Garrett, is working for the W.P. as a foreman on the Oroville-Keddie local.

★ ★ ★

OUR HOPE

That these heroic young men shall not have died in vain; that when the horrors of this tragic war, which touches us so little here at home, shall have passed into history, the survivors will remember not to forget. That nation and individuals will firmly resolve, by word and deed, to save future generations from the blight of total war. And may it be that this determination will take root first in America as an example for all other peoples to emulate.

EASTBAY "54" REPORT

By Bob Runge

★ Despite all precautions taken, the news had leaked out. The mob was milling around outside the door and by the sound of their angry voices, trouble was brewing. The door opened and **Walter Mittelberg**, Editor of The Headlight, stepped into the room. The crowd surged toward him. Instantly, Walter raised his hands above his head and at the same time cried out "Please! Please! Let us be calm; we must at least give him a chance!" So began my career as the Eastbay reporter for The Headlight.

After a little over 30 years with the WP, **E. D. George**, agent at San Leandro, decided to retire and take life easy. May the coming years be pleasant ones for you, George. Succeeding him as agent is **R. E. McElroy**, agent at Portola for many years, whom we welcome to the Eastbay.

F. C. Rodewald, operator at Hayward station for the past few years, is now the new agent at that point. Rodewald succeeds **W. E. (Bill) Rand**, who retired on December 31, 1943 (see February issue).

On January 18th, members of the local office were shocked to hear of the sudden death of **Catherine Gamble**. Catherine was on her way to work that morning when stricken with a heart attack. Want to extend our sincere sympathy to **Richard Gamble**, her husband, checker at the local station.

Congratulations are in order for **C. W. Mangum**, general agent-freight, Oakland, for on January 18th Carl was installed as president of the Oakland Traffic Club for 1944 . . . thus Carl and the WP obtain additional recognition.

Sleep IS a wonderful thing. Ask **Joe Hamer** (passenger). Joe will be able to grab that extra wink now that he's moved from Burlingame to Oakland. And speaking of moving: **Gene Elchinger** (passenger) left January 12th for the old home town of St. Louis to fill the vacancy created by the resignation of **Hugo Waninger**. Sorry to see you leave, Gene, but, after all, there's no place like home.

Just received a letter from **Gene Wilson** (traffic). I should say Staff Sgt. Wilson. Gene is "somewhere in England" with the 8th A.A.F. and he reports there is very little bourbon, but scotch is rather plentiful. Just thought you thirsty individuals might be interested! While on the subject of Uncle Sam, I'd like to report that on January 29th **Florence Witty** (local office) entered the U. S. Cadet Nurse Corps and is now in training at the Providence Hospital in Oakland. Congratulations, Florence. **George Raab** (Fruitvale) is the new assistant agent at the local office. Ole man flu had George down for a while, but he's back now and rarin' to get at his new

job. While I'm still down at the local office might mention that Agent **Jim Dillon** is now sharing his office with **Earl Benz** and **George Trimble**, traveling auditors . . . just enough for a pinochle game, boys!

If at times you are unable to locate **Ed Moss**, our genial car foreman, there's only one answer. Ed is looking for concentrate cars. While looking for Ed. the other day, I passed the roundhouse and noticed the boys who keep our engines shipshape were all smoking cigars. Decided to learn why. Finally managed to corner **Joe Nash** (roundhouse foreman) in his office and demanded an explanation. Joe was reluctant, so I started twisting his arm. As I was getting up off the floor (!), Joe revealed the following: Boilermaker **Joseph Barmettler** had taken unto himself a bride and, in turn, had passed around a box of cigars to the boys in the shop. So to Joe Barmettler and his bride, congratulations! I'll be around for my cigar in a year or so. (Headlight Editor will be around sooner!).

I stopped in at the yard office the other day and walked right into a whirlwind. **Ed Wuelfing** had a sandwich in one hand and a telephone in the other. **Orval Hatfield** was busy lining up waybills for "62" and answering telephones. **Art Roke** was straightening out the SP interchange; somebody had delivered a car by mistake! **Harry Glatt** was on the 'phone telling **Dave Copenhagen** (traffic) that the "hot" Moore Drydock car would be spotted by the 4 o'clock engine. That's the yard office; never a dull moment.

I've got somebody to highball the gates for me, so I'll be on my way. See you next month.

★ ★ ★

TUNNEL 15 FIRE

★ Between Belden and Camp Rodgers, at Mile Post 257, during the early hours of Thursday, January 27th, burning timbers were discovered in the 247-foot Tunnel 15 by a freight train crew who reported the fire at Belden. The fire burned fiercely and was not brought under control before the tunnel roof at the west end collapsed.

A shoofly was finished and in operation Sunday morning, February 13th. Meantime, Nos. 39 and 40 were detoured via the Southern Pacific between Weso and Sacramento, as was considerable war-time freight traffic.

Slides following the fire created a condition which may result in a project to clear the rock and debris for open track to replace the old tunnel.

Result of an FBI investigation for possible sabotage has not been made public.

Action of Western Pacific management in guaranteeing train and engine-men, made idle as a result of the tie-up a minimum 100 miles per day at regular

freight pay until service is restored was an action generally appreciated by the men. Regular pay was guaranteed all other workers as well. Train and engine-men were also granted permission to work for the Southern Pacific during this period, with their away-from-home expenses underwritten by the WP.

As we go to the printer, the slide at Tunnel 15 is working again and we're now building a shoofly around the original shoofly to reopen the line as quickly as possible.

★ ★ ★

SACRAMENTO SHOPS NOTES

by H. A. O'Rullivan

★ "Welcome back" to **Earl King**, scrap dock foreman, store department, who is back on the job after spending four months on crutches because of a broken foot.

Lost, strayed, or stolen . . . one hat belonging to local chairman of boilermakers, **Homer Darr**, who recently attended the A. F. of L. convention in Kansas City with a perfectly good hat and returned home bare-headed! Shop employes are asking for an explanation, Homer.

Sacramento shops was recently visited by Pvt. **Robert C. Morris**, formerly a special apprentice at Sacramento shops and later at Oroville roundhouse until Uncle Sam took over last May. Robert is the son of Master Mechanic **Leo M. Morris** and is in the Army engineers specialized training unit receiving his training at the University of California in Los Angeles.

Also welcome to Boilermaker 3rd Class, **C. G. Foster**, U.S.N., a former employe at Sacramento shops who visited shop employes. The Navy is putting pounds on Foster.

Ross Kelleher states that when the paymaster is passing out pay checks for back pay, he'll be there to get his share. Ross says that already over 100 employes have pledged their full back pay to war bonds, the best investment on earth. Nice going, Ross.

Captain **R. E. Booth**, Commander of Company B, 3rd Bn., 24th Regiment of the California State Guard of which about 50% are employes of Sacramento shops, reports that his Company was recently inspected by the Ninth Service Command. This Company is directly concerned with the protection of the Western Pacific Railroad Company property in case of invasion by enemy forces or other emergency. Company B was the second company licensed in the State of California and has been equipped with regulation army outfits and equipment. Captain Booth states that his Company is in first class shape and ready to meet any emergency.

Spring is in the air . . . **Chet Sanderson**, W.P.A.C. president, is exhibiting a new pair of hip-boots which means nothing more than that fishing season is approaching.

UTAH AND NEVADA NEWS

★ The prolonged cold weather on this end of the line brought the usual difficulties, not the least of which are cattle finding shelter from the wind in the cuts. Some of these cattle have found pastures where the grass is always green and, no doubt, there are a few more grey hairs on the heads of several engineers.

The solution of why engineers on the Diesel freight engines blow the whistle so often and for no purpose must be that boys will be boys and the men who are now engineers on the east end of the Western Pacific are just boys grown tall who still delight in making noise.

Observing the smart service uniforms on "the girls from Alabama" at the depot when the Exposition Flyer comes to town makes us proud of the colored WACS now stationed at Wendover. Could this possibly be the cause of all the whistling of the diesels?

The alternate freezing and thawing has added to the burdens of the section and extra gangs out here. Much extra work has been required to keep the switches in operation and some of the tracks have had to be raised and reballasted.

If there were no operating difficulties and all that a flagman had to do was ride, our idea of what constitutes the best railroad job would be that of "protecting the rear" of trains 39 and 40. Even though the responsibilities are great there is still ample time to swap yarns with many interesting and important people who are now traveling. Ask **Tom Fox**—he knows.

The alterations to the Company Hotel at Wendover, just completed, have resulted in some of the rooms being reduced to half their original size. Those who stay overnight from now on should not have so much trouble in getting a room.

Popular "**Bud**" Ringgold, third district roadmaster, is now recovering at Elko General Hospital from a slight stroke suffered a few weeks ago in Wendover. His host of friends wish him a speedy and complete recovery.

Agent **J. F. McElroy**, Wells, has had considerably more than one man's share of bad luck. He and Mrs. McElroy suffered entire loss of all their personal belongings in a fire which completely destroyed their home.

During the blockade W. P. trains were kept running by being diverted to the S. P. between Weso and Sacramento. The W. P.'s Diesels were used on that line to assist. Passenger train performance was practically normal; very little difference could be noted on this end of the line.

Train and enginemen report they caught up with their deferred rest and enjoyed the longer layovers at their home terminals because of the blockade in the canyon.

The damage caused to Diesel No. 904 at Barro has been repaired and this locomotive is now back in service showing no indications of its mishap.

The second "fan-tail" switch engine, 166 arrived at Wendover early in February to release another "crock" for helper service on the hill.

Due to the man-power shortage, soldiers with railroad experience are now allowed to accept temporary employment with the Western Pacific at Wendover. During the time of this employment, four hours per day, they are relieved from their military duties. Their destination as well as ours, is Victory. Along that road are four mileposts: Safety-First, Greater Effort, Increased Production, Dependable Transportation (from home fronts to fighting fronts). Determinedly reaching each of these mileposts means fulfilling our obligation and responsibility to the men on the firing line.

Our railroad is full of fight. With grit and determination we are striking the Axis with feats of transportation as menacing to the enemy as they are reassuring to our nation.

Locomotives, cars and track are taking a terrific beating. Emergency repairs, equipment pools and other stop-gaps like this temporary employment of soldiers have worked miracles—but miracles must not be tempted by acts of indifference and carelessness. Every available worker is needed to "keep 'em rolling."

★ ★ ★

RANDOM NOTES

W. C. M.

★ Switchman **George Butcher** (Portola) lost a son when the Lexington went down last year. He has two other sons in the service of the nation.

Howard Parker has moved to Stockton as road foreman of engines, **Karl Muhl** having been assigned to other more or less onerous duties. **Norman Roberts** succeeded Parker at Oroville.

The housing projects at Portola, Oroville, Keddie, Oakland and Bieber are completed and occupancy is underway. Too bad nothing was done about eliminating the quagmire leading to the Portola project!

Our sincere apologies to Wendover, UTAH, for showing it in Nevada in our February issue. We hope it wont happen again.

An interesting little publication—THE MARKER—has come our way. Published in Brooklyn (ah, what nostalgic memories!), the authors specialize in discussion of short lines, their latest effort covering THE RAHWAY VALLEY RAILROAD. Any HEADLIGHT reader interested in looking over this publication may borrow it from our editor, the only collateral required being a right arm, or equivalent.

On a recent trip to Portola, **Bill Ban-**

CHARLES WILLIAMS

★ Car Inspector Charles Williams (Portola) was killed early in February in a tragic accident when a car of box shook being switched to track five struck him as he stepped away from a Reno bound freight train on track four.

Williams, who was 64, had lived in Portola for the past fourteen years and had many friends. He was a member of the Odd Fellows Lodge of Staples, Minnesota and of B of R C No. 662. His perennial geniality will be missed at Portola.

yard (secretary to superintendent, western division) enjoyed amazing luck.

Peggy Phillips (secretary to superintendent, eastern division) has a penchant for large words which can lead only to trouble (a small word).

Bond clerk **Ono Jennings** (Elko) recently visited her folks in Denver.

Speaking of Denver calls for mention that D&RGW General Auditor **Tommy Thompson**, accompanied by henchmen Messrs. **Hart** and **White**, were found on No. 40, January 28th, headed east.

Bill Foster and **Cliff Emerson** were found wandering over the eastern division a few weeks back, checking something or other having to do with freight car supply.

Just learned that **Al Williams** (former division engineer, Sacramento) has received his commission in the Navy's Seabees as a lieutenant commander and is now in the East receiving his indoctrination. Good luck, Al.

All the heavy work is not being done out on the railroad. The payroll auditor's staff has been working day and night for weeks getting out vital income tax statements, quarterly reports and handling the mammoth back-pay problem. We bow to "**Ben**" Benjamin, **Emmett Dillon**, etcetera. The same to **Harold Heagney** and many others in the accounting department who've been burning the midnight oil for a long time trying to keep their line open.

Engineer **E. G. Popple**, who retired from the W. P. in 1940, has written a story of a train robbery in 1895 on the C&A, appearing in the February 1944 issue of the LOCOMOTIVE ENGINEERS JOURNAL (published by the B of L E.) The story is a bit too long for reproduction in our columns and we wouldn't infringe on the copyright! **Karl Muhl** assures us the story is a true one. He was there . . . or reasonably close!



PICTURE OF WESTERN DIVISION SUPERINTENDENT'S OFFICE PERSONNEL

Taken January 18th, 1944 at Sacramento Passenger Depot

Top row—left to right:

Edward Hennessy, Asst. Accountant
 Richard Wolf, Baggage man
 C. W. Brandt, Head Timekeeper
 N. G. Anderson, Asst. Roadmaster
 Harry Alders, Transportation Clk.
 Walter S. Graham, Dispatcher
 Dewey Geil, Dispatcher
 W. T. Richards, Division Engineer
 John Vinson, Telegrapher
 Clinton Terry, Mgr. SR Office
 Norman McPherson, B&B Supervisor
 Howard Brecht, Steno-Clerk
 Timothy Sullivan, Asst. Timekeeper

Second row from top:

Frank Fowler, Chief Clerk
 William H. Yeaw, Asst. Accountant
 Stephen Gardner, Chief Clerk, M/W
 Russ Willard, Asst. File Clerk
 Mason Hall, Asst. T&E Timekeeper
 Jack Radonich, General Clerk
 Earl Brown, Personal Record Clerk
 C. E. McDonald, Asst. Superintendent
 Bob Keck, Report Clerk
 Van O. Davison, Asst. T&E Timekeeper

George L. Harlan, Chief Dispatcher
 Eleanor Morbeck, Typist-Clerk
 E. Jack Lloyd, Telegrapher
 J. C. Cotter, Printer Carrier Mtnr.
 Dan Pickard, Tel. & Tel. Mtnr.

Third row from top:

Don Hunter, Asst. T&E Timekeeper
 Joe Brunner, Social Sec. Clerk
 Ed Lindley, Roadway Clerk
 Dorothy Knoles, Steno-Clerk
 Siri Hurlbert, Steno-Clerk
 Agnes Welch, Secty. Asst. Supt.
 G. S. Allen, Asst. Ch. Dispatcher
 Sam Long, B&B Clerk
 Clarisse Doherty, File Clerk
 Keñny Williams, D/C Clerk
 Lou Jaskala, Dispatcher
 W. U. Stansbery, Accountant
 Jack Hart, General Clerk
 Daniel J. Irwin, Asst. Ch. Clerk

Front row:

Betty McClellan, Steno-Clerk
 Toula Verras, Typist-Clerk
 Therese Cruzen, Victory Tax Clerk
 Lilian Bowlen, Steno-Clerk
 Frances Clifford, Compt. Opr.
 Dee Dewhirst, Typist-Clerk
 Marie Kistle, Asst. File Clerk
 Marie Gerich, Secty. Divn. Engr.
 Mildred Bernard, Bond Clerk
 Janice MacCrone, Steno-Clerk
 Doris Thurman, Steno-Clerk
 Rheba McGraw, Steno-Clerk

Missing:

G. W. Curtis, Superintendent
 W. H. Banyard, Secty. to Supt.
 Mildred Wingate, Asst. T&E Timekeeper
 C. A. Fisher, Head B&B Clerk
 P. F. Prentiss, Asst. Trainmaster
 Gordon Switzer, Bridge and Building Inspector
 R. A. Koltz, Asst. Divn. Engineer
 J. P. Connelly, Roadmaster
 S. F. Harris, Car Distributor
 R. C. Cox, Asst. B&B Supervisor



**MRS. THOMAS L. PHILLIPS
CHRISTENS TANKER**

★ At 4:30 P.M. last January 29th, Mrs. Thomas L. Phillips smashed the traditional bottle of champagne on the bow of the SS San Luis Rey, the 35th tanker built by Marinship Corporation, Sausalito, Calif., to slide down the ways.

An interesting feature of the launching was the absence of the customary "seeing-eye" which was displaced by the painting on the bow of an early Western Pacific locomotive. The painting depicted Engine No. 2 of the Alameda & San Joaquin Railroad, (acquired by the WP around 1906) which is still in active use in the Stockton Yard as WP engine No. 122.

Warren Bechtel, Jr., of Marinship, in introducing the guest of honor, Thomas L. Phillips, chief engineer of the WP, related his life-long memories of association between Phillips and his father, Warren A. Bechtel, Sr., which began some 37 years ago during the construction of the WP main line between Hayward and Livermore, when his father was one of the contractors.

It was also during 1906 that Tom met and married Mrs. Phillips, the sponsor of the new ship.

Matron of honor was the wife of Judge Ezra W. Decoto, of Oakland and Paul Grant, traffic manager of Marinship, explained the launching procedure.

★ ★ ★

Photograph above shows from left to right: Mrs. Howard Blank, Warren A. Bechtel, Jr., Mrs. Ezra W. Decoto, Mrs. Thomas L. Phillips, Mr. Thomas L. Phillips, Dr. W. P. Reagor and Paul M. Grant. Photo to the right shows the prow of the S. S. Mission San Luis Rey.

★ ★ ★

HEADLIGHT IN CONGRESS!

★ The Library of Congress has asked for and will receive a complete file of Headlight issues . . . past and future. This, we fondly hope, will result in the law-makers taking careful note of all our constructive suggestions along various lines.

YOU ARE URGENTLY NEEDED

**Help Guard Our Waterfront!
Release Coast Guardsmen to Fight!**

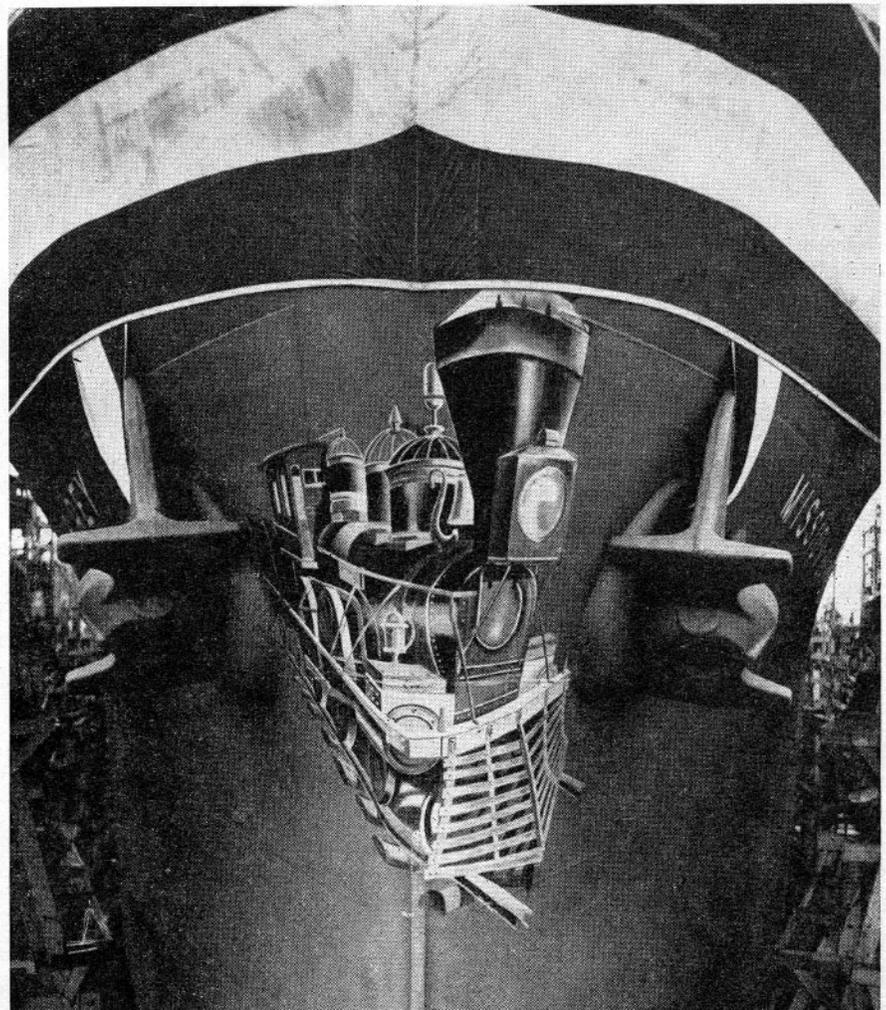
★ 1,000 additional men, aged 25 to 65, are urgently needed to help guard our waterfront, the most vital on the Pacific Coast as far as the war effort is concerned. By taking over additional duties, the San Francisco Regiment Volunteer Port Security Force can free additional badly needed regular Coast Guardsmen for active sea duty.

Volunteers enjoy the unique privilege of being able to serve in the armed forces of their country and still stay at home and keep their regular jobs. They serve 2 six-hour watches a week in uniform. There's no pay . . . but no expense. Everything is furnished free . . . special training and necessary clothing, including uniform.

You can join by going to 244 California Street or calling EXbrook 4213, Ext. 7, for an appointment and if you do you will have the satisfaction that every red-blooded American wants . . . that of having a hand in the defeat of the forces of tyranny.

The following WP people are now serving this Force:

- Seaman First Class Wm. Q. Herron
- Seaman First Class Lennert A. Linnell
- Seaman First Class Albert A. Thomas
- Seaman First Class John M. Boquist
- Seaman First Class Dura L. Chesley
- Seaman First Class Musetta Graham
- Seaman First Class Richard Beltz



STOCKTON NOTES

by F. J. Rauwolf

★ Stockton Freight Office extends a hearty welcome to all out-of-town visitors. The occasion—a newly remodeled and renovated office. Everything new but the spirit. The office has been enlarged to accommodate the increased business and allow for more desk space for new faces. A centralized heating and cooling system has been installed as well as a new type of indirect lighting. The ladies' lounge is fast becoming a popular rendezvous!

Sammie Craig, former clerk at the Port of Stockton, is now a member of the U. S. Maritime Service, stationed at Catalina Island (how is the cabana, Sammie?) learning the bakers trade. We all wish Sammie a lot of luck and hope to have him back soon to whip up a couple of truffles.

Leroy Hagen, clerk at Stockton Yard, retired on February 9th. Roy entered service in 1918 and since that time has served in various capacities in the yard office and local freight office. Congratulations and happy hunting, Roy.

Superintendent of Terminals **P. D. Barry**, Stockton Yard, celebrated his 77th birthday with a cake and candles (did you blow them all out, Pete?) on February 8th. Pete started his railroad career at the ripe age of 16. During this time he has been employed on several large midwestern roads in capacities ranging from messenger to superintendent. See you next year Pete!

Flash . . . Fireman **R. W. Turner** is practicing for pacing the floor. His wife is 'blessed-venting' this month.

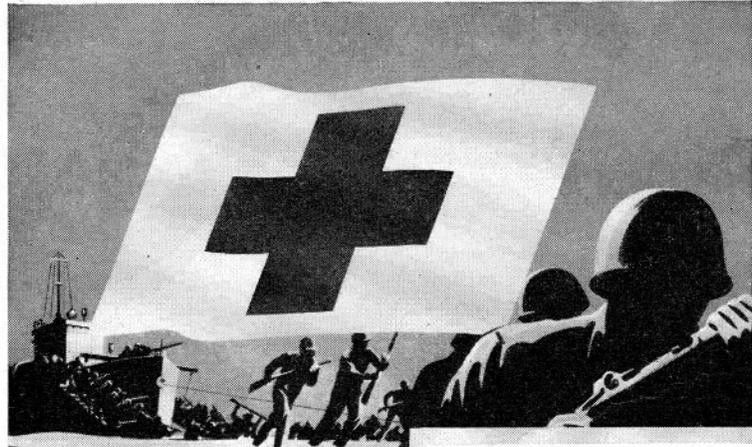
'General' **Walter Mittelberg** has gathered unto him Brakeman **Russell Rolfe**, Brakeman **Andy Stene**, Engineer **George Love**, Engineer **Stillman Lampley**, Roundhouse Clerk **Bette Elliott** (a very yum-yum blonde, incidentally!) and Road Foremen of Engines **Howard Parker** and **Hugh Allen** for a blitzkrieg on the local Fourth War Loan quota. To all appearances the boys are going way over the top.

General Agent **J. H. Mettler** is back at his desk booming business for the WP after a recent major operation in San Francisco. Welcome back "Met".

Ex-fireman **O. A. Wegat** is now at OCS, St. Petersburg, Florida, training for a commission in the Merchant Marine.

Erma Triolox (clerk, local office) has gone "southern". She is enjoying a visit with her daughter in Memphis, Tenn. How about some "cracklins", Erma?

**WHEREVER THEY GO-
THEY GO TOGETHER!**



**GIVE TO
YOUR
RED CROSS
1944 WAR FUND**

**MORE
AMERICAN WOUNDED
AMERICAN PRISONERS
FIGHTERS' FAMILIES
NEED YOUR HELP
IN 1944**

JOHN FLOYD SPRINGER

★ The recent passing of John Springer will be deeply felt by many of our old-time railroad men because he was really one of them, having worked for railroads more than 60 years.

Springer was born in Green River, Missouri, August 25, 1863 and began his railroad career with the QO&KC Ry. (now a part of the CB&Q) in the same city in 1877. In subsequent years he was employed by and held various positions with the CB&Q, Rock Island, Milwaukee, NP, GN, SP&S, SP, UP and MP. He eventually entered the WP fold in 1911 and, after almost 26 years of continuous service, retired in 1937 while serving as yard clerk in Oakland.

He is survived by his daughters, Mrs. Roma Ferguson and Mrs. Kathryn Nelson and three sons—Charles (conductor, SP), Lt. John (conductor, WP) and Harry (associated with the Luckenbach Steamship Co., San Francisco).

★ ★ ★

CTC PROGRESS

★ Work on Western Pacific's centralized traffic control project in the Feather River Canyon is progressing on schedule. Best estimate is that the district between Portola and Keddie will be in operation some time this month; balance of the line between Keddie and Oroville some time in September.

In late January, the new CTC rules received considerable attention from a group assembled at Portola. Superintendents Curtis and Duggan, assistant superintendent McDonald, principal assistant engineer Peterson, signal engineer Coles, office engineer Bell, assistant to general manager Hoover, western division chief dispatcher Harlan and trainmasters Howell and McNally participated in these discussions, including a pleasant walk in the snow between Portola and Delleker.

★ ★ ★

TAX WITHHOLDING

★ For the benefit of puzzled co-workers, we offer what solace may be found in the following information, volunteered by Frank King's department, concerning income tax withholding from back pay checks:

The Internal Revenue Department has made the rulings upon which your withholding tax is based. Their idea seems to be that since your previous withholdings were based on your filed exemptions, the additional pay should be fully taxed . . . namely, 20%.

All back pay for non-ops, when received, must be included in 1944 earnings; similarly T&E back pay for last 5 days of 1943, received with January 1944 pay. Other T&E back pay must be included in 1943 earnings.

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

OUR TROOP TRAIN ESCORTS

★ Assigned to the job of riding troop trains and acting more or less as the liaison between our operating department and the military, our traffic department representatives, from all sections of the nation, are to be commended for their performance to date.

"Col." Frank Whiting, of our San Francisco office, is regarded as the dean of the escorts and holds the record for the number of trips made. Messrs. Dan Costello, Ralph Branham, "Cam" Cameron, John Carroll, Peter Citron, Paul Harris, Carl Moore and Irv Lyons (now in the Army), of San Francisco, have also seen similar service on occasion, but the majority of our escorts have come from our general agencies from the Atlantic to the Pacific.

From New York have come John (red handkerchief) Conger, John Saxon and Roy Harford; from Pittsburg, Eddie O'Brien; from Cincinnati, Len Gartner, E. A. Heberle and Joe Bunker; from Detroit, Vince Carr and Urban Hart; from Chicago, Jim Warren, Harry Erixson, John Riegel, Spence Gibbons and Charlie Hufford; from St. Louis, John McKenzie; from Kansas City, John Kirch; from Dallas, Cliff Cobb; from Minneapolis, Bob Ritchie; from Omaha, Perl White and Tom Howard; from Denver, Jim Stitt; from Salt Lake City, Charlie Fischer and Bob Crocker; from Elko, Bert Hazlett; from Reno, Ervin Webb and Carroll Hood (Keddie); from Los Angeles, Ed Millfelt, Wilbur West and Bob Munce. Bob Runge, Elmer Lindquist, Fred Bagge, Jesse Holmes, Al Rowland and Fred Perry, all of Oakland, also served, as did Charlie Harmon and Bill Friborg, of Sacramento; Bill Jones of Stockton and Carl Nipper of San Jose. Others from New York, Chicago and St. Louis may yet come out.

Not only do these men ride the troop trains, but they are taken on educational tours of San Francisco, Oakland, Stockton, San Jose, Sacramento and Salt Lake City, enabling them, when this war is over, to do an even better job of selling Western Pacific freight and passenger service based on their actual experiences and first-hand knowledge gained of the territories and problems involved.

In addition, many of our traffic agencies have done yeoman work in recruiting badly needed employes for the operating and mechanical departments.

The Headlight salutes the "old-timers" on a job well done and will welcome the "novitiates" as they take over the spotlight.

GRAY'S
CIGARS
DRINKS . . . FOOD

Phone SUTter 9222

37 Stevenson St., San Francisco

Between Market, Mission and
 First and Second Streets

A Particular Shop



**CIRCLE
 BARBER
 SHOP**

For Particular People

Mission Street near First

GET THE HABIT
 . . . Come to
SLATER'S SMOKE SHOP
 Corner 2nd and Jessie Streets

CIGARS · CIGARETTES · CANDY
 MAGAZINES

★ We just thrive on criticism (it says here!), preferably constructive, but we hold little brief for the individuals who make gratuitous unfair criticisms under the cloak of anonymity. State your grievance and send it to the editor, but make it good for the editor is prepared to defend THE HEADLIGHT in all its works, including the efforts of staff reporters.

Ye Editor

"AT THE CORNER"
 . . . A Few Steps From
 Your New Building

★

QUALITY FOODS
REASONABLE PRICES

★

The Commuter
 Invites You to
Breakfast
Luncheon
 ★ **Dinner**

★

YUkon 1893
 Pay checks cashed
 for your convenience
 Constructive Criticism Invited

**Does Your Income Stop
 When You are Sick
 Or Injured?**

**Not If You Have An
 ACCIDENT AND HEALTH
 POLICY**

IN THE
ORDER OF RAILWAY EMPLOYEES
 1000 PHELAN BUILDING
SAN FRANCISCO CALIFORNIA



57 Jessie Street
 San Francisco