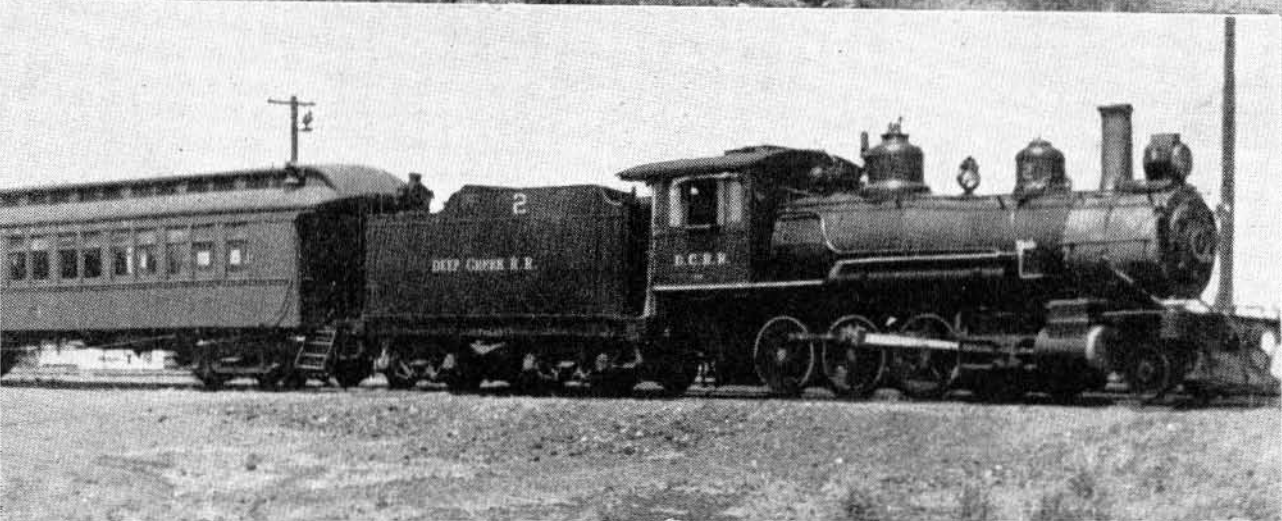


GOLD HILL, UTAH
OF "DEEP CREEK MEMORIES"



THE HEADLIGHT

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

★

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 The WESTERN PACIFIC CLUB

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 Industrial Editors

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*'Tis with our judgments as our watches, none
 go just alike, yet each believes his own.*

—Alexander Pope.

EDITORIAL PAGE

★ Congratulations to LABOR, official organ of the 15 railway brotherhoods and unions, on its firm and intelligent stand against the current Hillman-CIO-PAC folly and the efforts (unsuccessful) of that foolish group to defeat Senator Pat McCarran (D., Nevada) in his campaign for renomination. The PAC unloosed some nasty propaganda and the closeness of the result was hardly encouraging.

★ Election Day is November 7th. It is our sacred duty as Americans to vote for the candidates of our choice. Every citizen, legally entitled to vote, should cast his ballot this year. In the midst of a tragic war we've an opportunity to show the world that free men appreciate the advantages of a democracy, not the least of which is the privilege to register approval or disapproval, regardless of existing circumstances, of those in power. GET OUT AND VOTE . . . be it for Norman Thomas, Edward Teichert, Claude Watson, Franklin Roosevelt, Thomas Dewey and, yes, even Gerald Smith! You'll be proud that you exercised the great American prerogative.

★ With this issue, Barbara Spacher bows out as one of our editors. She left Western Pacific service the end of September. We will miss THE DISTAFF SIDE. In our opinion it filled a definite niche in our little publication. All too often girls are inclined to shy from the idea of writing a column and assisting in other editorial duties (strange, since we hear they're inclined to do at least their share of verbal editing!). Barbara brought with her an enthusiasm and an ability which were very welcome. We hope our readers will miss her as much as the editor will miss the old reliable column!

★ The Western Pacific Club held its annual meeting last month and your attention is directed to the names of the new officers and directors shown to the left. To them we extend our greetings and the hope they will not fire us (the editors) for the incompetency which must be so apparent. To Harold Heagney and his officers and directors we offer congratulations on a difficult task well done. We repeat what we've said before . . . it is not the easiest job to guide the destinies of a club such as ours in war time. May the clouds of conflict soon disappear and our club's activities once more bask in the warming sun of a peaceful world.

★ Early in September the British Ministry of Home Security announced that on September 17th the rigid blackout regulations in effect for 5 years would be relaxed and lights would again glow in Britain. We hope you were as happy as we to read those words. The light we've never had to forego is now being restored to our valiant British allies. We may be a little proud of our part in that restoration. We hope it will not be long before the lights go on again all over the world and all people may again live like humans.

★ If for no other reason than to stop the ugly rumors drifting around the nation these days, General Short and Admiral Kimmel should be tried immediately. There's been entirely too much hush-hush concerning the Pearl Harbor affair. Unless we misunderstand our Bill of Rights and every concept upon which our nation was founded, the general and the admiral have the right of free men to be heard. Just so long as they are not, the suspicion will exist that they are being muzzled.

★ On the 12th of this month, 452 years ago, Christopher Columbus landed on Cat Island and discovered America for Spain. The 27th is Navy Day and the birthday of that truly great American, Theodore Roosevelt, winner of the Nobel prize for peace in 1906. A quarter of a century has passed since his death; yet the spectacular exploits of the "rough rider" are still green in the memories of his contemporaries. Hallowe'en (vigil of All Saints' Day) creeps (!) up on us the evening of the 31st. National Apple Day, on the other hand, greets us with the rising sun of the 31st!

★ Our War Board Chairman (alias the editor) has heard on several occasions that men in the armed forces, when writing the folks at home, have said that if the purchase of war bonds is stopped the war will be brought to a swifter conclusion. Our magazine goes to our men in the armed forces whose addresses have been given us. We now ask those men if they believe this and, if so, to tell us why. Thoughtless comments such as the one described do immeasurable harm to the war bond campaign. This is giving aid and comfort to the enemy. It's difficult to conceive our men in uniform deliberately acting to impair some phase of the war effort.

★ During August, Western Pacific, Sacramento Northern and Tidewater Southern workers established a new high in percentage of payroll subscribed for war bonds through the payroll savings plan . . . 8.9%! This is a great showing. Maybe we can hit 10% during the 6th War Loan Drive.

★ Now it's WPB's Donald Nelson, who is banished to what bids fair to become America's "Siberia". Hope the Japs soon find China as unhealthy for combat as our "exiles" for their jobs!

VOTE IN THE NATIONAL ELECTIONS ON NOVEMBER 7th.

DEEP CREEK MEMORIES

Written by Tom Aldridge for the Headlight Magazine

★ "There's gold in them thar hills!" Percy Hewitt, engineer on the Deep Creek Railroad, flagged a motley group of veteran miners aboard the train at Wendover for the trip to Gold Hill, the bonanza mining country of the World War I era.

Slowly the train lurched forward, turned south, gathering speed as it cut across the barren salt flats on the roadbed . . . now criss-crossed with the runways of Wendover Field, formerly a heavy bombardment training center and presently a training field for fighter planes . . . a roadbed that realized the dream of Captain Duncan McVichie in the completion of the Deep Creek Railroad in 1917.

The mixed train, consisting of the engine, a passenger coach and empty gondolas glided over the rails, right on schedule, nearing its first stop at Salt Springs station, when, amid the screeching of brakes, the train came to a sudden stop.

Three masked men boarded the train, covering the crew with guns and, in the gay and reckless abandon of the Wild West, rifled the express chest and mail bags, shot one of the passengers and escaped on foot. A few days later, Sheriff Adamson, with deputies from Gold Hill, Wendover and Elko, apprehended the robbers. The fledgling Deep Creek train was formally initiated into the then lawless West. Engineer Hewitt got the train started again and soon pulled into the Dutch Mountain stop for water. Here the empty gondolas were dropped off on a siding and, within the hour, mounted the 4% grade on its last leg to Gold Hill.

The Gold Hill quadrangle, according to Mrs. J. J. Gerster, majestic first lady and matriarch of the townsite for the past 36 years, is in the west central part of Utah, near the Nevada border, about 56 miles south of Wendover. This area includes the north end of the Deep Creek mountains, one of the ranges of the Great Basin. Gold Hill, the principal town in the area, had at one time about 1,500 population, and was the southern terminus of the Deep Creek line. The old Lincoln Highway formerly served Gold Hill, but the road no longer exists. An early predecessor of the Lincoln Highway was the Pony Express Route between St. Joseph, Missouri, and Sacramento, California, and on which Gold Hill was a station.

Over one hundred minerals have been discovered in this area. The value of its output in gold, silver, copper, lead and zinc from 1901 to 1927 has been more than \$2,000,000, and in addition it is estimated that about 9,000 tons of metallic arsenic were contained in ores shipped from the district from 1920 to 1925.

Construction of the long awaited branch railroad was finally started in 1916 and completed in 1917. In that year the production of the district amounted to 34,000 tons of ore valued at \$705,957. Since the start of the present war the gold production of the district has come to a virtual standstill. Last year about 6,000 tons of arsenic ore were mined. Since the Deep Creek Railroad no longer exists, the ore has to be trucked into Wendover.

The Deep Creek Railroad Company was organized during 1916 and the contract for the construction of the line from Wendover to Gold Hill was awarded to the Utah Construction Co. on October 16, 1916. Grading began on November 1st and the road was open for freight transportation in March of 1917 and for passenger and express business a month later. The construction costs amounted to \$450,000.

The construction of the road was financed by Captain Duncan McVichie and associates, chief among them being the late Charles M. Levey, then president of the Western Pacific Railroad, and United States Senator Reed Smoot of Utah. McVichie was the first president of the line and W. S. Mathews, chief engineer. Later the controlling interest was purchased by the Western Pacific Railroad.

Mason Moore was manager of the line until January of 1939 when he was succeeded by Percy Hewitt, the engineer, who served until the road was discontinued. Bill Veasey was its first engineer; Bill Turner, first conductor; Fred Bernie, first fireman, and the station agent at Gold Hill was Walter Lords.

The Deep Creek Railroad consisted of 46 miles of single tracks, 2 locomotives, 1 combination passenger coach, 1 freight car and 1 water car. The company owned a depot and warehouse in Gold Hill and used the Western Pacific depot at Wendover.

The combination coach originally belonged to the Southern Pacific Railroad and was built about 1880. It was typical of passenger cars at that time, having a coal stove, kerosene lamps, red plush seats and fancy brass trimmings. The coach was purchased by the California and Nevada Railroad Historical Society on August 4, 1939. The coach was cleaned, repaired and repainted for use as a club room on the campus of the University of California at Berkeley.

During its heyday the Deep Creek Railroad maintained a daily schedule, leaving Wendover at 6:30 a.m. and returning at 5 p.m. The trip took three hours one way.

One of the reasons why the railroad operations were forced to be discontinued and eventually abandoned was that the copper mining activities, for whose accommodation the line was originally built, failed to materialize and consequently left the road without a source of supporting revenue. What the mine owners failed to take into consideration was that Gold Hill is predominantly a gold producing district and other minerals such as copper, tungsten, arsenic, etc., were merely added sources of income.

The Western Pacific, which absorbed the Deep Creek Railroad, recommended the abandonment of the property and the Interstate Commerce Commission authorized the move on July 12, 1939 . . . the last run on the line was made on July 28, 1939.

It was a sad day for the residents of Gold Hill when the wrecking crews arrived to remove the tracks. Though the fortunes of the town had been lowered considerably since its glorious boom days, its residents still hope that the workings,

FRANK LINDEE ELECTED PRESIDENT OF THE WESTERN PACIFIC CLUB

★ At one of the most enthusiastic meetings in the history of the Western Pacific Club, Frank G. Lindee (freight traffic dept.) was elected president of the organization on September 18th. W. H. (Bill) Stout (auditing dept.) was elected 1st vice president; Miss Lou Jean Keller (treasurer's office) 2nd vice president; John Quinn (engineering) treasurer; Jeannette Sayles (freight traffic dept.) secretary, and Wilma Everett (auditing dept.) assistant secretary. The following directors were also elected: Agnes (Sis) Dillon (car record); Madeline Blanchfleur (auditor); Vernon Geddes (aud. frt. & pass. accts.); L. B. (By) Larson (freight traffic); Frank Rauwolf (freight claims) and Walter Moore (engineering). The nominating committee, presenting this fine slate, consisted of Howard Sevey (treasurer's office), chairman; John Quinn (engineering) and Byron Larson (freight traffic).

The financial statement, verified by Chairman Vedder of the auditing committee, indicated a sound position . . . and only a few members not in good standing in the matter of dues!

It was decided by the club members to again send Christmas cigarettes to our fellow members in the armed forces.

Door prizes were won by Catherine Lynch (treasurer's office), Walter Moore (engineering) and Roy Campbell, Byron Larson, Bill Friborg and the editor (freight traffic). The latter group deny charges of conspiracy with prizemaster Howard Sevey!

The baton has been passed. Harold Heagney and his fine staff of officers and directors bows out. Frank Lindee and his associates take over. We salute them all!

after this war, will necessitate the construction of another road to replace the Deep Creek line.

"There's gold in them thar hills!" The oldtimers recall such famous mines as the Alvarado, the Glory Hole, the Bamberger, the Success, the Bonnemount, Cane Springs, Midas, Rube and Palmer's . . . whose workings have barely scratched the surface of what may turn out to be the largest gold producing district in the world after the war. In a professional paper written by T. B. Nolan and published by the U. S. Department of Interior, the author substantiates the gold productivity of this district. Others who have faith in the gold ore deposits in Gold Hill include George Short, well-known mining engineer of Salt Lake City, and Ray C. Wilson, of the First National Bank in Salt Lake City. Perhaps the stoutest booster . . . Gold Hill's one-man chamber of commerce . . . is Mrs. J. J. Gerster, whose husband, a mining engineer, surveyed the land at the turn of the century and predicted a golden future for Gold Hill.

Hy-Lites

By JACK HYLAND

partments. George piloted his plane in the initial invasion of Africa, then over Pantelleria, Sicily and Italy, where he was with the first wave of bombers over Rome. After completing over forty missions and being awarded four oak leaf clusters and a silver star, George returned to the States, and shortly thereafter married his home town sweetheart. The happy couple reside in Wilmington, Delaware, where he is assigned to the Air Transport Service. We express our thanks in appreciation for a job well done . . . over there; and we know they'll be rewarded with a happy marital life . . . over here.

Recent letter to Tena "Bee" Webster from Lieut. Don Burgess (both Traffic) tells of his capturing a nifty little "python" measuring 15 feet, 8 inches, while in New Guinea. When he and his Captain emerged from the dense jungle carrying the snake the Company thought it was alive and responded to a "General Alert" . . . thus, both were rescued, unharmed.

From England . . . Cpl. Joe Corven (Auditors) writes: "You simply cawn't buy anything over 'ere without a bloomin' coupon." I say, old boy, that's frightfully clever, but doesn't the florist have a beastly time gathering all the coupons while they're in bloom?

Wedded bliss continues for . . . Ida and Ernest Knox (Oakland) who will reach their "19th year" on October 20th; also for Olga and Spencer Lewis (Car Record) who will celebrate their "16th year" anniversary on same date. Ditto, for May Denning (Car Record) and Dura Chesley (Traffic) who reached the all important . . . "1st year" anniversary on August 28th and September 18th, respectively.

Some time ago we learned Lt. Carl Gein (a B-24 bombardier of the 15th Air Force) was reported missing after a bombing mission over France. Recent talk with Mrs. Heagney (Carl's cousin) and Harold Heagney (AF&PA) disclosed . . . no news as yet. We all hope Carl is safe and will soon justify our belief in the familiar phrase . . . "No news is good news".

More news from France . . . this time from Lt. Frank Bedien (TF&PA-Reno) who has been sharing his rations, pup tent, etc., with Lt. Bill Liberty (Nor.Pac-Denver). Frank writes: "I'm beginning to think I'm in the Infantry instead of the Trans. Corp, for all the marching we've done lately". You're lucky, Frank, for if our advance units continue their present pace you'll be running . . . to keep up with the Nazi superman.

Our editorial staff has incorporated. It was an early morning wedding for Barbara Spacher (Gen. Auditors) and Walter Mittelberg (GFA-Traffic) when they exchanged vows last September 26th in Reno, Nev. The marriage culminated a friendship which began last year when Barbara responded to an appeal made by our editor for writers and staff reporters. Because of previously arranged business engagements, the newlyweds confined their present honeymoon to a return trip through the Feather River Canyon, combining business with pleasure. To the bridal couple we extend our very best wishes for continued happiness.

Letter from George Oels, SC 3/c (formerly Keddie) now on the U.S.S. Charter Hall, tells of keeping all past issues of the Headlight in his locker, but wants to know why there isn't more news about the "third and fourth sub-division" (our staff reporter's face is, or should be, red). Glad you met H. H. Seyserth and enjoyed your "bull" session".

Since Sept. 7th Agnes "Sis" Dillon (Car Record) has been wearing an engagement ring presented to her by Kenneth Maysenhalder, SK 2/c. The excited couple have been friends since childhood grammar school days, being reared in the same neighborhood. We understand the wedding is planned for early January.

"Don't plan on spending any vacations in New Guinea", writes Pvt. Bob Witts (Traffic), "for while the natives wear sarongs, they don't look quite the same without Dottie Lamour". This is quite natural, Bob, you haven't been there long, but understand time changes everything . . . even "sarongs".

It's difficult to keep up with new people around the General Offices (in fact, even the older ones), but Frank Rauwolf tells me, newcomers to the Freight Claim Dept are: Virginia Vonderheide, Amy Payne and Dorothy Heyworth.

Manuel Bettencourt (Pass'gr Dept.) reports . . . Lt. Robert Grace, looking fit as a fiddle, was a recent visitor. In addition to piloting his "B-29" Bob and his crew are trained to serve as Navigator, Bombardier or Gunner when necessary. Also visiting California last month was Major John Nolan (AGPA-Chicago), and was glad to learn John's health is improving, but who or what could keep him down.

Last May we mentioned PFC Anthony Quill (Car Record) became engaged while on a furlough . . . and now we learn Tony expects another furlough shortly, and if so, he and Lois will be applying for a marriage license. (All this publicity should warrant a piece of the wedding cake. How about it, Tony?)

Capt. R. G. Youngblood (Loc. Frt. Office) has been transferred from Boston to Swansea, Mass., but says "we still eat Boston baked beans, anyway . . . beans". Bob also stated things are moving along very fast and from appearances doesn't expect to be on U. S. A. soil very long. Bon voyage!

Just heard Vyda Taylor, secretary to Tom Barry (Frt. Claim Agent), will be confined in St. Joseph's Hospital (San Fran.) for approximately a month, and we hope for a speedy and complete recovery.

THE DISTAFF SIDE

By Barbara Spacher

★ On the last day of this month Nevada completes its 80th year of statehood. Originally part of Utah Territory, Nevada (Spanish, meaning snow-clad, or covered with snow) was formally admitted to the Union on October 31st, 1864. It is known as the Silver State, or the Sagebrush State . . . take your pick!

★ ★ ★

"I like to wander leisurely through art stores or other places where the soul can loaf among beautiful things. Last Saturday I made a pilgrimage to such a place . . . and I found much happiness in my wanderings.

"Among the many pictures I enjoyed, I found one that carried me back to enchanted memories of the magic window in my little room in the attic of my boyhood days. I remembered how near this wonderful window, far above the tree tops, seemed to be to the floating summer clouds. Through it always I could see my beautiful Castle in Spain and my golden-tipped dream ship sailing over a sunlit sea . . . ever sailing toward me.

"My dream ship hasn't made port yet, but I still keep my magic window open. Through this window, in my happy moments, I can look out to see, not things as they are, but the things I loved and prized in the past and the dreams that still I hope to make come true.

"This old world would go to pieces without its magic windows. They bring a vision of the things we might do, or might be, and help bring spiritual refreshment. Let us keep our magic windows always open . . . facing the East . . . for should we close them, and shut ourselves in, where we realize neither pleasure in the past nor interest in the future . . . we are little better than dead men . . . only sodden, plodding beasts."

These are the words of R. Lee Sharpe quoted by "The Senator from Sandpit" Hamilton G. Park, Salt Lake City TRIB-UNE columnist. Though many of us may be unable to express so well these poignant dreams, we all must have had, at some time or other, our own "magic windows" through which we saw the world . . . not as it was . . . but as we dreamed some day it might be.

★ ★ ★

Having had my fling at journalism (at the expense of the Headlight readers!) I must now relinquish my duties as associate editor and columnist since I resigned from the WP the end of last month. I have enjoyed working with the editors and the opportunity to entertain, if not enlighten, YOU. Now . . . it's 30 and 73.

WHAT'S IN A NAME?

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

★ **KOO-WAH-KOON**—In the August issue of THE HEADLIGHT, The Western Wayfarer gave briefly one explanation of the origin of the name of Mount Diablo, i.e., the Mountain of the Devil. Since then we have run across another account of an article entitled "Mount Diablo—Haughty Vagabond of Peaks," written by Mr. E. E. Westergreen for the 1928 Yearbook of the Society of Engineers (San Francisco Bay Area). Mr. Westergreen says:

"At the approximate point where the city of Rio Vista now fringes the Sacramento River was the village of those Miwoks, known to all the other scattered settlements of their tribesmen as the Hulpumni.

"Over them that huge isolated pile (Diablo) had a remarkable influence. Around it was woven many of their myths and legends, weird and gay. In a sense, that towering peak was almost a deity. They called it Koo-Wah-Koon: The Mountain of Laughter.

"One of their myths had it as the first point of land to emerge from the receding waters of the earth; it was the home of the Great Condor, father of Wek-Wek, the first falcon, who in turn was the father of Coyote, from whom came man."

Mr. Westergreen refers also to Bret Harte's "The Legend of Monte del Diablo," and gives four other accounts of the name, including the one revolving around the fight between the Bolsons and the Spanish.

Ransom Point on Mount Diablo was named, says Mr. Westergreen, for Col. Leander Ransom who in 1851 established the Mount Diablo Base and Meridian, "upon which the surveys of more than 37,000,000 acres in the West are founded."

BIG INCH—While this column has been primarily devoted to the origin and meaning of place names, by exception we give the answer to a query which originated with Mr. D. C. De Graff, Western Pacific general auditor. The explanation comes from Mr. Gordon M. Sessions, director of public relations, Petroleum Administration for War, Washington, D. C., who in turn quotes Mr. Burt E. Hall, vice-president and general manager of War Emergency Pipelines, Inc., builders of the "Big Inch":

"For many years it has been customary for employees of tube mills, oil industry supply concerns, oil and gas pipe line companies, and pipe line construction contractors to employ the term 'Big Inch' for the general designation of steel or wrought-iron pipe and fittings of 12-inch diameter and larger, and the term 'Little Inch' to designate pipe of less than 12-inch diameter. There seems to be no customary designation for pipe of intermediate diameters.

"For this reason, the 24-inch crude oil pipe line has acquired the popular name of 'Big Inch', and the 20-inch

products pipe line, 'Little Big Inch', and frequently, 'Junior Big Inch'."

Acknowledgment is gratefully made to Mr. Harold R. Deal of Associated, and Mr. Ted Huggins of Standard Oil of California, both San Franciscans, for facilitating transmission of the information thus given.

QUANAH, Texas—One of the twenty or more railroads in the U.S.A. which are members of the "Pacific" family, is the Quanah, Acme & Pacific Railway. According to "Texas: A Guide to the Lone Star State" (Hastings House, N. Y.), this town was named for Quanah Parker, one time war chief of the Comanches, son of a white mother, Cynthia Ann Parker. "Quanah means Bed of Flowers," says this authority, "but it is hardly symbolic of this chief who for years fought stubbornly to prevent the advance of the white settlers."

WALLA WALLA, Wash.—In this word we have an illustration of what the grammarians term "reduplication," thus proving that the Greeks of Homer's years and the Indians of the Northwest had something in common. Professor E. S. Meany of the University of Washington wrote that Walla Walla means "running water" in several Indian languages, and then explained that the reduplication minimizes it with the result that Walla Walla means "small, running water," i.e., ripple after ripple. There is also the explanation that Walla Walla means "place of many waters."

CASCABEL, Cochise Co., Ariz.—This euphonious word is Spanish and means bell, jingle or rattle. Will C. Barnes in his work on Arizona Place Names (Univ. of Arizona) says that this town, situated on the San Pedro River, was so named by A. Herron who located the town and who, in clearing the land, found many rattlesnakes. So Cascabel means "the rattle of a rattlesnake." In that southwestern country use is made sometimes of the epithet, "El es cascabel" which is to say: "He is a rattlesnake!"

TIJERAS PLAZA, Colo.—Again, a Spanish name meaning scissors. In "Colorado, A Guide to the Highest State" (Hastings House, N. Y.) it is stated that this community of Italian and Spanish-American coal miners, was so named because the early settlers left the roof poles of their houses projecting beyond the walls in a "V" shape suggestive of scissor blades."

CALIFORNIA—As stated in this column in the July, 1943, issue of THE HEADLIGHT, the origin of this name is uncertain. As an optional explanation we find that Edwin Markham, who wrote "The Man with the Hoe," said in his "California" that the name perhaps is derived from "Kalipurna," Sanscrit, meaning "time fulfillment." However, the former Oakland schoolmaster did not amplify his statement.

SPORTS REVIEW

By Jack Hyland

★ By a slim margin of one game, the Transportation team is entrenched in first place, after five weeks of bowling. The Transportation unit won last year's championship and will be endeavoring to achieve the distinction of being the first team to have their names engraved for the second time, upon our "Perpetual Trophy". The present league is composed of ten teams and the leaders must convince nine other teams of their right to the title. As of Sept. 20th, standings are:

	Won	Lost	H.G.	H.S.
Transportation	11	4	872	2429
Freight Agts.....	10	5	829	2370
Switchmen	10	5	829	2243
Auditors	8	7	842	2452
Traffickers	8	7	842	2372
Treasurers	8	7	832	2429
Oak Carmen.....	7	8	864	2491
Freight Accts.....	6	9	807	2479
S. F. Carmen.....	4	11	817	2262
Disbursements	3	12	838	2357

Chas. Dooling Leads League

While all of the keglers have been bowling steadily, the most consistent high scorer has been Chas. Dooling, who has been rolling his bowling ball into the 1-3 pocket, week after week. Dooling, a recent addition to the Trans. team, together with team player Chas. Craig are mainly responsible for keeping their team in first place. Proving our point, the two "Charlies" lead our league: (Note—The BIG TEN list cut to five this month to permit the "fish story" below).

	Gms.	Avg.	H.G.	H.S.
Dooling	15	177	212	577
Craig	12	176	197	553
Brown	15	172	220	570
Potter	12	167	190	533
Prismich	15	166	199	529

Who Says There H'aint No Fish Near Keddie?

★ A few days ago, Chief Dispatcher G. S. (Red) Allen, Sacramento, paid a visit to his outlying office in Keddie. Though "Red" was supposed to be on vacation, most of his time was spent untangling a little difficulty on the third sub-division caused by too many trains on our single track and not enough yard space at Keddie to accommodate both third and fourth sub-division trains all "to onct".

While sojourning in Keddie, "Red" was visiting his good friends, Mr. and Mrs. Wilmer Chapman. Wilmer, an engineer, runs between Keddie and Bieber. There was method in Red's madness in visiting the Chapmans, for Wilmer happens to know where most of the big rainbow trout snooze. Consequently, without advising any, or sundry, "Red" and Wilmer stole off to Lake Almanor. When they returned, what their creels contained would make any disciple of Isaac Walton green with envy, so let no one say there "h'aint no fish" near Keddie. All you need is a convoy of one Wilmer Chapman, plus a little of what else it takes and there you are. Ask Red, he's coming back!

DuBrutz, E. M.
Hilton, J. L.
Lee, Jr., J. L.
Lynch, J. F.
Petrick, V. W.



Reese, H. K.
Sleeper, L. A.
Soria, P. P.
Whitaker, R. B.
Whitby, Claire

UTAH AND NEVADA NEWS

By Tom Aldridge

★ **Joseph H. McKay** of Salt Lake City, former USO director there, has been appointed director of the Wendover USO, replacing **Jimmie Nugent** who remains as assistant.

Frank Faust's water service gang is extending the pipe line between the Main Line and South Pass No. 1 at Wendover. This will make it possible to fill supply tanks on the long troop trains with only one stop.

With accommodations for two groups of 40 persons each week, the Wendover Field "dude ranch" opened last month in a green, lake-studded desert mountain retreat 20 miles south of Wells, in Nevada. It was designed to give the personnel stationed at the field a "pleasant respite from army routine."

The Safety and Claim Prevention meeting held in Wendover, September 11th, was very well attended. **Clarence Hoover**, assistant to general manager, was present and made it an interesting affair.

Popular outdoor band concerts, featuring light operatic selections, marches and selected overtures, are presented weekly in front of the Wendover Field Service Club. When the wind blows in the right direction, the music is greatly enjoyed by the people of Wendover!

The Wendover Field personnel placed first among the Utah-Idaho Second Air Force bases in the 5th War Loan drive. Figures showed Wendover Field had a per capita war bond sale of **\$94.33**.

On the military side, 100 soldiers were awarded the good conduct medals during the recent month; 175 promotions were made and the first group of fighter pilots left for combat from Wendover Field.

Wendover Field added another gold star to its service flag as word was received of the death of S/Sgt. **Albert Bekowies**, former instructor at the bombing range. He was an engine gunner and participated in the D-Day invasion. He was a member of the Wendover crack rifle team while here.

At a formal retreat ceremony here, 1st Lieutenant **Harold C. Goodman** was decorated with the Distinguished Flying Cross for extraordinary achievement on December 15, 1943, when he led his section of P-40 Warhawks in a strafing attack against enemy installations in Yugoslavia. Although his plane was seriously damaged by intense anti-aircraft fire in the first attack, Lt. Goodman, displaying superior flying ability and complete disregard for his own personal safety, continued to give battle and successfully destroyed 8 enemy aircraft, one gun emplacement and a large gasoline dump. Besides the DFC, he is the holder of the Air Medal, Presidential Unit Citation, Group Citation, Egyptian-African-Mediterranean theater ribbon with stars for campaigns and battles.

JOHN FRANKLIN WILLIAMSON

★ On December 5th, 1927, John F. Williamson came to the Western Pacific. On September 1st, this year, almost 17 years later, he retired as Western Division Roadmaster on the First District, the position he held during his entire service with the W. P.

The First District section foremen honored Williamson (and Mrs. Williamson) with a farewell party on August 26th at the International Kitchen near Niles, California. Attending were Mr. and Mrs. Stender and William E. Brown (San Francisco); Mr. and Mrs. Charlebois, William B. Anderson, T. T. Martin and Rex Warren (Oakland); Mr. and Mrs. Stockwell (San Leandro); Mr. and Mrs. J. Burk, James Tsekuras and John Hernandez (Hayward); Mr. and Mrs. Manuel Olivera (Niles); Mr. and Mrs. Dan Laughlin (Sunol); Charles Luchesi (Livermore); Mr. and Mrs. John Laughlin (Altamont); Mr. and Mrs. Sacramento Sabala and their daughter (Milpitas); Mr. and Mrs. John Veliotis and their son George (San Jose); Francis P. McQuillan, president of BMW Lodge 1002 (Quigley) and the honored guests.

"Frank" Williamson, a native Iowan, born in Bevington on May 2nd, 1874, began his railroad career in the maintenance of way department of the Chicago Great Western Railway in 1898, eventually becoming roadmaster. From 1912 to 1927 he served in that capacity for the Northern Pacific Railway.

We hope he will spend many happy leisure years at his San Jose home basking in the balmy climate of the Santa Clara Valley. The good wishes of his many friends go with "Frank" on his retirement.

★ ★ ★

MILT McCANN JOINS WESTERN PACIFIC CLUB!

★ Showing surprisingly little resistance, Western Division Conductor Milton E. McCann, of Stockton, gave up one dollar on September 18th to become a member of the Western Pacific Club for one year.

Milt claims he is the only conductor on the Western Division to hold such a membership. Whether or not that's true, we certainly welcome him into the fold. We can use super-salesmen of his standing... jive or not!

PETER DAVID BARRY RETIRES —AGAIN!

★ "Pete" Barry, terminal superintendent at Stockton, retired the 1st of this month. This is Pete's second retirement... the first was in May, 1939, when he was trainmaster at Stockton. He began his service with the Western Pacific in October, 1922, as yardmaster at Portola, where he remained until 1924, when he was promoted to trainmaster at Stockton.

To help out in the national war emergency, Pete came out of retirement in November, 1942, to take over the duties he had relinquished.

Pete was born at Madison, Wisconsin, on February 8th, 1867, and obviously he has fully earned his retirement. We sincerely hope he will enjoy many years of pleasant leisure and will remember us as we will remember him.

★ ★ ★

NELS EMIL PETERSON RETIRES

★ After more than 31 years of efficient and faithful service with the Western Pacific Railroad, Nels Petersan retired on September 9th as bridge foreman of extra gang No. 2.

Nels was born in Hogserod per Loberod, Sweden, on May 10th, 1878. While we do not know when he came to this country, we do know he entered WP service as a carpenter on July 15, 1913, and in 1919 was appointed foreman of bridge gang No. 1.

He has our best wishes for many happy years in retirement.

★ ★ ★

WILLIAM HENRY BECKER

★ After more than 24 years of service with the Western Pacific, William Becker passed away September 13th in Sacramento's Mercy Hospital.

Becker joined us as a carpenter in April, 1917, and in May, 1923, was promoted to foreman of bridge gang No. 3, the position he held at the time of his passing.

Our sincere sympathy is extended to his family.

LETTER FROM LT. DON BURGESS

When this letter was written, Lt. Don Burgess (of our traffic dept.) was stationed in New Guinea. It is reproduced here because Don tells us frankly and concisely what the men in the armed forces are really thinking about.—The Editor.

★ Dear War Bond Chairman:

As chairman of war bonds, you deserve great commendation from us in the services. Perhaps you'd like to know a bit of our chunk of the war. You know I'm somewhere in New Guinea, but when The Headlight mentions it, it sounds like a Tropical Cruise . . . almost makes me wish I was back home so I could wish I was here!

It's a hard war. It's a slow war. It's a tough war. It's the worst war I was ever in. Actually I'm "cookin' with gas". Gasoline supply goes with the first eschelon just behind (we hope!) the naval and air barrage and establish gas dumps so advancing units have supplies always abreast of them and need not slow the attack by going back for fuel. Supporting units follow close behind (we also hope!). They always seem late and off-schedule!

Few men are killed; most are blown to bits. Men never get calloused to the sight and say to themselves, "I wonder if he was someone I knew." They are apt to seek some humor in the incident and say something like "Boy! This island sure made him go to pieces!" Somehow you never think of such things happening to you, just like when the men go over the side of the ship you think to yourself, "There go a great bunch of men. Some will never return", but you seldom think "I may never return".

Communication lines are maintained with the artillery laying down the barrage, but there might as well be none. All we say on this end is "For God's sake, I'm from Brooklyn too . . . push those shells over;" And a few minutes later "Take 'em away!" Humor is our greatest secret weapon. It crops up at all times and makes men under strain laugh. It keeps us all from goin' "nuts". On the other end of the line about all we hear is "Start talkin'. It's your nickel!" or "Pepsi-Cola always first, when it comes to quenching thirst. Have you had your Pepsi today?" Or someone wisecracks "Where's the best place for a scotch-n-soda", or "Any nurses there?" When they ask for scotch-n-soda, we always answer to try the "Owl Drug . . . there's one on every corner".

Some "Joe" on a warship that you contact to change course of fire most likely yawns "Can you call back later? With this orchestra I can't hear a thing and this blonde nurse is getting heavy and I've already had too many bourbons to talk sense". Of course, the fire is changed efficiently.

Whenever you move into territory once occupied, you find signs reading:

ELEANOR SLEPT HERE	
FOR RENT	BURMA SHAVE
VOTE FOR WILLKIE	LOS ANGELES CITY LIMITS
NEW GUINEA HOTEL . MODERN AMERICAN PLAN . AIR CONDITIONED	

and every fox-hole has a sign hanging out . . . GIRL WANTED

What do we think about? Girls, mostly, I guess, and home. All the old memories become constant companions. And all we write about are the things we want to do when we get home. About the soldier's vote? Are you kiddin'? We'd rather know: (1) when the devil we gonna eat? and (2) what's on for chow? We've been gettin' C-rations and dehydrated stuff . . . dehydrated eggs, dehydrated milk, dehydrated potatoes, dehydrated spinach, etc. Somebody is mighty proud of himself for his discovery, but all it gets is dehydrated soldiers!

I feel like W.P.R.R.'s New Guinea representative. I've been priming all the men on buying W.P. tickets when the war is over. "When you ride thru the Feather River Canyon" I tell 'em, "you'll see the best camping country you've ever been in" and, of course, there's not a man among us who can hardly wait for the war to end so he can go on a camping trip! And I've promised them if they'll ride the Sacramento Northern they'll get a better ride than they ever had in a jeep! And in a jeep the best place to carry your teeth is in your pocket!

What do the boys in the service want? A bottle of beer, a blonde and to sleep until noon. Those war bonds you buy will give us that . . . some day. But for now? For months I've needed a thimble, so you can see how basic our needs are. We want pictures from home, pin-up types from the gal friends, mail, cookies and candy . . . chocolates and candy coated peanuts . . . not hard candy like Christmas candy that will keep in the warm jungle; we get that kind in rations . . . and it keeps. We're sick of it!

Our news comes mostly short wave from Tokyo. "Tokyo Rose", who plays American music for the Americans so far away from home that they cannot hear music from their own country. She plays it for us, spaced with words of propaganda like "Here's that sweet tune you all remember, 'I Wonder Who's Kissing Her Now', and you might well wonder, boys". Then "Madam Tojo" is something like Winchell, always with a flash!

As for the Aussies . . . a great bunch of men. But your Johnnie Butcher Boy is an equal! The Aussies are "The Men From Down Under", but we're "The Boys From Up On Top!" Yours with a grin,

DON BURGESS.

THE BIDDLE-BERGE FOLLIES OF 1944

★ The railroad industry has no apologies to offer. It is justly, though with due humility, proud of its achievements, in peace and war. It is a progressive, forward-looking industry, secure in its past and hopeful of the future. It invites the most critical scrutiny of its accomplishments. These are the words of a railroad spokesman, to which all railroad workers can subscribe, in partial response to the anti-western railroad legal machinations of the Department of Justice representatives.

Their so-called anti-trust suit is filed in the midst of war, when we are all endeavoring to concentrate on the all-important task of successfully terminating the conflict. This action is brought in the midst of a national political campaign and, while the defendants (?) display no political tag, a smear campaign against such prominent names has some effect (the boys hope) on a segment of the electorate not fully familiar with the facts. Do Biddle and Berge honestly believe anything will come of their fanfare of meaningless words? Or are they planning to silently fold their tents 3 or 4 months hence, after their fell purpose is accomplished, and steal away into the night, having squandered several (thousand) of our tax dollars . . . dollars we're glad to contribute to urgent national war needs, but not to legal pranks of our witch-hunting "justice" representatives.

Referring to the Western Commissioner Agreement, on which the suit is partially based, the late Joseph B. Eastman (Director of the ODT, Co-Ordinator of Transportation and ICC Commissioner) remarked that he had known of that agreement at the time it was formulated, that he was convinced "it had no sinister purpose" and that there "never was any secret about it". Saying that, in his judgment, the plan never accomplished much, he added that he sympathized with its general idea, that is "to put a brake upon competitive waste and extravagance". He also stated that in the Emergency Railroad Transportation Act of 1933 the carriers were enjoined to create such committees, concluding that the railroads, in order to fulfill the duties and obligations imposed on them by the Interstate Commerce Act, "must be in a position to consult, confer and deal collectively".

Editorially, the New York TIMES commented, in part . . . "These statements . . . of Mr. Eastman make one thing clear. Either the present suit of the Department of Justice is an attack upon the integrity or the competence of the Government's own Interstate Commerce Commission to perform the work assigned to it, or the Department of Justice is seeking to reverse the long-established policy of rate-making that has the approval of Congress. It is folly for one agency of the Government to sue the railroads for action which another agency of the Government has encouraged them to take. The Department of Justice should take its case to Congress, not the courts".

RETURN POSTAGE GUARANTEED

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

WESTERN DIVISION NOTES

By Agnes Welch

★ Here's a fish story hot off the griddle! Chief Dispatcher **G. S. (Red) Allen**, returning from a trip to Keddie, reported a catch of 5 elusive beauties of the finny family. Red has a rosy sunburn, principally on the nose, and his co-workers have dubbed him "Headlight" Allen for the time being. (See other columns for more on "Red" Allen's fishing exploits.—Editor).

Assistant Roadmaster **Howard Brecht**, in charge of Mexican Nationals, has reported a good-neighbor policy in operation at Trowbridge. Section Foreman **Pappas** says the Mexican Nationals of his section have been adopted by the community. Shortly after the arrival of these boys, in December of last year, the principal of the local high school invited the boys to use the gymnasium for basketball, in company with the high school players. This proved so successful that the Mexican boys have played baseball with the local players, joined them in swimming parties during the summer and have been invited into the homes of their newly-acquired friends. Both the section foreman and the roadmaster say that these boys keep the cleanest bunk-house on the road, for which they've been complimented. The storekeeper at Trowbridge makes the farmers, who have dispensed local gossip all afternoon in his store, wait until he takes care of these Mexican workers when they come in at the end of the day. Instances of this nature are helpful in furthering better relations with our neighbors south of the border.

The Boilermakers' organization at the Sacramento Shops sponsored a dance at the Muir Athletic Clubhouse early last month. Those in attendance from the superintendent's office—and reporting a good time—were **Betty Landerman**, **Noreine Kimball**, **Eileen Frost**, **Lysbeth Wilkins**, **Irene McIlraith**, **Doris Thurman**, **Marie Kistle** and **Russ Willard**.

By the way, who was the handsome man in uniform who stopped **Marie Kistle** on her way to work the other morning? He wasn't a soldier, sailor, or a marine. Will you enlighten us, Marie?

B & B Foreman **Walt E. Dommes** has been away from his duties for some time now because of ill health and has not yet been able to return to work. His many Western Pacific friends wish to extend their best wishes for a speedy recovery and hope to see him back on the job soon.

EASTERN DIVISION SHORTS

By Jane Littlefield

★ Last week we said good-bye to **Bob Lynch**, extra steno, who left the superintendent's office to return to school, and hello to **Theda Mueller**, who has taken Bob's place. Hello also to Elko's new first trick message operator, **Paul Kincaid**, late of Round Rock, Texas; to our new assistant timekeeper, **Francis Cripps**, formerly of Washington, D. C.

Capt. **Noble A. Drennan**, former dispatcher at Elko, is home on leave. He has been stationed in the Aleutians with the Coast Artillery and is being transferred to Texas.

Former car distributor **Anna Belle Albrecht** now has the agency at Wells.

Timekeeper **Bonny Bardsley** is back from a week-end on the farm with a very appealing look on his face; yes, definitely a'peeling!

Accountant's steno, **Gen Frantzen**, was away for a week to be with her husband, who was home on furlough.

Madeline Fritz, railway clerk, flew to Ft. Leonard Wood, Missouri, to visit her husband, **Kellog Orgain**, file clerk, is handling her duties and "**Scotty**" **Duncan** is taking care of the files.

It's reported that Dispatcher **Perry Huckaby**, Salt Lake City, will trip to Evanston (Illinois or Wyoming?) shortly and will return with more baggage than he carried on departure. Draw your own conclusions!

Myrtle Wells, Elko, left on a well-earned vacation, intending to spend some time in the high Sierra. Myrtle is quite a devotee of skiing and we anticipate any number of "take-offs" in the nearby Ruby Range, weather permitting.

Assistant Accountant **Dennis Daly** doubled as a jockey during the Elko County Fair.

Understand Night Chief Dispatcher **Edgar Mattingly** has not paid the hat bet he lost to a certain anxious young man badly in need of a hat. What are you waiting for, Matt?

John Naylor, of KN relay office, returned from a short trip to Salt Lake City recently with a valise considerably lighter than at the time he boarded No. 39 at SLC. It appears part of his baggage was made away with at Wendover!

ROADMASTER SHUFFLE

★ This is not the story of a new terpsichorean innovation. Rather it's the story of the shifting roadmasters following "**Frank**" **Williamson's** retirement.

John P. Connelly moved over to the Western Division's First District, headquarters Oakland, to succeed "Frank". **Bruce L. McNeill** stepped from the Third to the Second District (headquarters Sacramento) to succeed John; "**Chet**" **R. Barry** moved from Portola to Keddie to take over Bruce's duties on the Third District and "**Andy**" **Anderson** (formerly on the Western Division) came from Wendover to take over Chet's spot at Portola for the Eastern Division's First District.

Prior to John Connelly's departure for Oakland, his friends in Sup't. Curtis' office filled the banquet room of Sacramento's Alhambra Cafe at a surprise luncheon for Mrs. Connelly and John. After the luncheon that perennial after-dinner speaker, Assistant Supt. **C. E. McDonald**, did the honors by briefly, albeit vividly outlining John's colorful career, following which John was presented with a handsome brief case as a token of the esteem in which he is held and the sincere friendship of his associates. The Connellys will be missed in Sacramento and enjoy the best wishes of the Sacramento folks for happiness in the San Francisco Bay district.

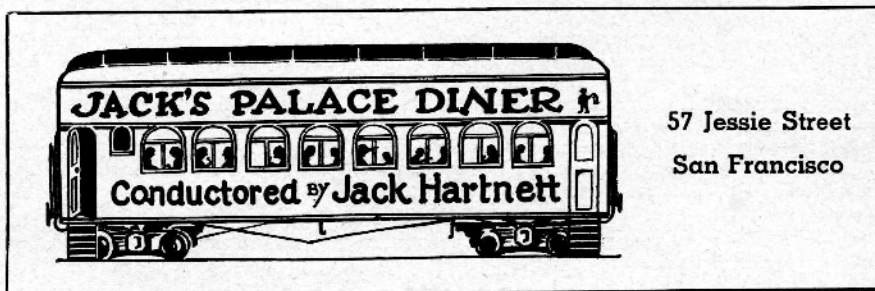
Our best wishes also go to Bruce, Chet and Andy for success in their new locations. —A.W.

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FIRE PREVENTION WEEK OCTOBER 8-14, 1944

★ Every citizen is requested to devote special thought and effort during Fire Prevention Week to detecting and eliminating fire hazards within his own control and to provide adequate protection against waste of our fighting power through destruction by fire.

During this week . . . always . . . throw the weight of your support into this good work to check the staggering waste occasioned throughout the nation by preventable fires.



JACK'S PALACE DINER
Conductored by Jack Hartnett

57 Jessie Street
San Francisco