



Rugged Feather River Canyon near Pulga, as seen from Western Pacific's Exposition Flyer.

### ART ALLEN RECEIVES HIGH HONOR

★ Art Allen, Secretary to Vice President and General Manager, now stationed at the Presidio, received the following commendation from his commanding officer:  
To: Staff Sergeant Arthur M. Allen, 20920526.

1. Upon relinquishing command of the Western Defense Command and Fourth Army, I wish to take this opportunity to commend you for exceptionally meritorious services during the period 5 April, 1943 to 24 July, 1943, as Principal File Clerk, Classified Records Group, Adjutant General's Section, Headquarters Western Defense Command and Fourth Army.

2. During the period cited, it was necessary to incorporate into the Classified Records Group of the Headquarters, a separate procedure for receiving, transmitting, filing and intra-staff processing of highly secret communications bearing on special operations in Alaska. As Principal File Clerk of the Group you met and solved the numerous problems inherent in the operations of a special filing system with such marked efficiency that no difficulty was experienced in locating and delivering to Staff Officers documents of great value and importance. You cheerfully gave of your time, frequently working without regard to hours. Your ardent and successful endeavors so perfected the method of handling secret security papers that they were fully safeguarded yet easily found. The many duties incident to your assignment were performed with zeal and marked initiative. By your enthusiasm, tact and completely cooperative attitude you served well and with distinction those Staff Officers charged with the preparation of plans for combat action in Alaska.

3. I take great pleasure in issuing to you this letter of commendation. A copy will be forwarded to the Adjutant General for record.

J. L. DeWitt  
Lieutenant General, U. S. Army,  
Commanding.

**THE HEADLIGHT**

Al Bramy . . . . . Editor  
Jack Hyland . . . . . Associate Editor  
Bill Stout . . . . . Managing Editor

★

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★ We proudly add the following men to our Honor Roll of Employees serving with the Armed Forces of our country:

Anderson, Pete  
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### "WHO DARES NOT TO"

★ I have seen the soldiers come down from the ships and stand in long lines on the docks, their "B" bags beside them and their packs on their backs and their rifles slung over their shoulders. They have come to a new country and it is strange to them. They are puzzled and although only a little time from home, they are homesick.

I have seen the supplies come in by the hundred shiploads, locomotives and tanks and trucks—acres of boxed food and great mounds of hams, shiploads of bombs stacked in from keel to hatch and all materials that we need at home—steel for bridges and buildings, food for our own people, material enough to make all America well fed and well housed and well clothed. And all this dumped on the docks of a foreign country.

I have seen American railroad men shunting cars on the British line, men who got good pay on the B. & O. and on the New York Central and now with Sergeant's stripes and Sergeant's pay.

I have seen the men climb into the Fortress in the early morning and fly away waving with elaborate nonchalance and I have seen the gap in the mess when they did not come back and the empty bunks, the blankets thrown aside as they threw them, and the framed photographs on the steel lockers.

The men have gone up the gangways again to go into action and they jump from landing barges to a beach, strewn with the bodies of their own people, and they claw their way like animals into a hostile coast.

I have seen the hospitals with the mangled men, the legless and blind, the fingerless hands and the burned faces—all the destruction that steel and fire can do to a man's body and mind.

I have seen children hauled out of a blasted building, lumps of crushed, dirty meat in pinafores, the dead—boxed and buried carrion. In God's name, what is it for except to get this horrible thing over with as quickly and as thoroughly as possible?

And if this is true, it should not be a matter of "Who will lend his money?" But "Who dares not to?"

John Steinbeck



### AUGUST TRAFFIC

★ Total operating revenues for August amounted to \$5,257,723, again a new peak for historical record.

Maintenance and operating costs, plus taxes of \$1,174,923 and various rents, required expenditure of \$3,659,366 to keep the wheels turning, carrying principally men and materials for Uncle Sam's services. Can you hear the wheels humming, Tojo?

## WESTERN PACIFIC EMPLOYEES HOUSING PROGRAM

By Charles K. Faye, Assistant to General Manager

★ Late in 1942, it became apparent with the tremendous increase in movement of freight on all Western Railroads, and with the consequent increase in employment, not only on the Railroads but all industry on the Pacific Coast, that the housing situation was becoming acute. On January 23, 1943, a meeting was called in San Francisco by the War Production Board to which was invited Management representatives of the Coast Railroads as well as General Chairmen of all of the Railroad Labor Unions.

Mr. E. W. Mason, our Vice President and General Manager, attended representing management. Most of the General Chairmen representing the Railroad Unions attended representing the employees. At this meeting a thorough discussion took place involving housing at all points on our line. Following the meeting, Labor-Management committees were formed at the various points on the line where it had previously been determined that housing might be needed. These Labor-Management committees checked the situation thoroughly from the point of present needs and probable future needs and recommendations were made to the National Housing Agency, San Francisco, as to the number of dormitory as well as family units that would be required.

As a result of these surveys, the National Housing Agency, Region 7, with headquarters in San Francisco programmed units at Oakland, Stockton, Oroville, Keddie, Bieber and Portola. No units were programmed for Nevada as the committees determined that housing at our terminal points in Nevada were sufficient. However, housing at Wendover, Utah, was extremely acute, but as this is in Region 10 of the N. H. A., this locality had to be programmed through their headquarters at Kansas City. At the time of the formation of these committees, a program had been started to take care of civilian employees of the Wendover Bombing Base and through the kind assistance of Messrs. Charles Horan and J. A. Fouts of the N. H. A., Region 10, the Western Pacific was included in the Wendover program for sufficient housing units to take care of our needs.

The various dormitories and houses at all points, with the exception of Stockton and Bieber, are well along and will be ready for occupancy shortly. The dormitories consist of both single and double rooms, with complete sanitary and bathing facilities and also have a large lounge room and club room, the size of these rooms depending on the capacity of the dormitories. Some of the dormitories, as will be mentioned later, are being built with restaurants which will operate on a 24 hour basis. The housing units are in reality apartments, the smallest being a 2-room apartment, which is made up of a combination living room-bedroom, bath and kitchen. The kitchens of all of the housing units contain hot and cold running water, stoves and refrigerators. The larger apartments run from 1 to 3 bedrooms in addition to a living room, shower and kitchen. A certain percentage of the housing units will be furnished according to a determination made by the Labor-Management Committees. The dormitories, of course, will all be furnished and rooms will be rented on both a permanent and transient basis, depending entirely upon the need in the locality.

Shortly before units are completed and ready for occupancy in the various localities, the Management Division of the F. P. H. A. will have a representative on the ground, or will appoint a resident manager who will have charge of taking applications from permanent residents in the dormitories and from family residents in the apartment units. Neither the Labor-Management Committees or local Railroad officials have any jurisdiction over the assignment of quarters in the various units, so those of you who are anxiously awaiting the date when the new housing will open up, please be

patient until a Management representative of the F. P. H. A. appears in your locality. You will have sufficient notice and will know where he can be located.

Both the dormitory and housing units are constructed in the various localities according to specifications that will adequately take care of all weather conditions. Also, wherever it has been possible, the architect has tried to draw his plans so that the buildings will work in nicely with local topography. Excellent examples of this are the houses at Keddie and the dormitories and houses at Portola where the natural beauty of the settings have been well utilized.

The various programs, the size of each and the probable date for occupancy are shown below:

**OAKLAND**—Dormitories for 84 men at Third and Filbert Streets should be ready about October 25. This dormitory will contain a 24 hour restaurant.

**STOCKTON**—A dormitory for 72 men at Charter Way and Sharps Lane will be ready for occupancy about the end of November. This will also contain a 24-hour restaurant.

**OROVILLE**—A dormitory for 50 men directly across from our depot. This will be ready for occupancy about the end of October.

**KEDDIE**—Thirty apartments which will be located across the river from the depot directly above the Richfield Filling Station in a magnificent natural setting. This will be ready for occupancy sometime in November.

**BIEBER**—A dormitory for 36 men and 20 apartments located immediately adjacent to the Great Northern Depot. At the request of the various Brotherhoods, the N. H. A. is now looking into the possibility of adding a 24-hour restaurant to the dormitory. The dormitory and housing units should be ready for occupancy about November 15.

**PORTOLA**—A dormitory for 70 men and 60 apartments. These will be ready for occupancy between the 15th and 30th of October.

**WENDOVER**—Apartments for 36 families which are opening immediately. Some of the employees will probably be moving into these houses at Wendover before this issue of the Headlight comes off the press.

It is hoped that all of the units will be ready for occupancy on the stated dates, but in a recent check, the contractors advised that they were having some difficulty in obtaining materials, particularly the wallboard to finish the interior of the rooms. Every effort is being made to get these materials on the job as fast as possible so that the dormitories and apartments will be available soon.

All of these dormitory accommodations and family apartments are reserved for our railroad employees.

With these facilities available, our housing situation will be relieved at all terminal points, which should assist greatly in the living comfort of our employees. The work of the General Chairmen and all of the local Labor-Management committees has been excellent. We would like to extend our thanks to the various representatives of the National Housing Agency and the Federal Public Housing Authority for their splendid work and cooperation in programming these various units. Messrs. Eugene W. Weston, Director, W. W. Collins of the N. H. A., and Langdon W. Post of the F. P. H. A., San Francisco, and Messrs. Charles Horan, N. H. A., and E. V. Gauger, F. P. H. A., of Kansas City, have been in charge of our programs and have done a splendid job in meeting the needs of our employees.

## Hy-Lites

By JACK HYLAND

★ Some few months ago we mentioned the untiring efforts of a certain individual in and around the Sacramento Shops. Since then have located another human dynamo in the personage of H. L. McGlothlen, Asst. Trainmaster at Elko, Nev. While standing only 5' 6" and tipping the scales at 160 lbs. (dripping wet) we are informed that Harry (who also is known as "Shrimp" by his associates) does not take 'NO' for an answer when selling the payroll deduction plan, regardless of their (or his) size. Having served with the A. E. F. in France during the years 1917-18-19 he honestly knows better than anyone else the value of War Bonds and what they will mean in the 1940s: war period, and after 30 years service with the Western Pacific, we are sure he knows all about railroading.

Capt. Henry Stapp writes from Sicily to J. C. Hoover (Asst. to Gen. Mgr.) telling of his travels from Oran to Tunis and Bizerte, also asking to be remembered to the boys on the railroad. Your thoughts of us at home are greatly appreciated, and hope you'll soon be comparing Brenner Pass with the Feather River Canyon.

Former brakeman Oren Prentiss (son of Philip Prentiss, Asst. Trainmaster—Sacto.) is now attending Wright Jr. College in Chicago as Radio Technician. At present he may really be called an 'a-prentiss,' but not for long. Oren was previously stationed at Camp Farragut, Ida., as was Francis Rist (Switchman).

Proud Fathers: Charles Dooling (Attorney) bid 'happy landings' to his son on August 26th; and Daniel Costello (Traffic) gave similar blessings to his boy on Sept. 7th. Both Pat and Dan enlisted in the Air Corps and if their fathers are up in the air now, it's because their sons will be later.

Lt. John P. Skinner (Traffic) now in Africa writes: "That other silver bar is supposed to come along shortly, if nothing happens." Congratulations John, and I'll bet nothing happened and you got it.

A chandelier of flickering candles and tall tapers, plus the glow from a huge fireplace in the rear of the church, furnished the only lighting and created a very romantic atmosphere at the Swedish Chapel on Aug. 28th as May Syar (Car Record) became the bride of Barr Dening (SK 2/c). Matron of honor Doris Ward (Car Record) and Harold Girvin (best man) completed the Wedding party. Extend our blessings for continued happiness to the bridal couple.

Sacto. Northern news: C. A. Moser (Supervisor of B&B) has just returned from a deer hunt as part of his vacation. Reports indicate he bagged a deer, but is still using 'red coupons.' Warren Bugbey (Chief Dispatcher) left on annual vacation—destination unknown, but from a 'hot tip' believe a new almond picker will show up on the family ranch near Arbuckle. Trainmaster S. S. Long visited his Mother in Seattle while on vacation. Chairman Jack Kelly (Gen. Safety Committee) awarded the President's Cup to 2nd Sub-division for best safety record 1st half 1943. This was quite a shock to the 1st Sub-division which had held the cup since July 1, 1941.

Additional ration book will soon be allowed Frank Lindee (Traffic) for sometime during late November or early December, the Lindee household will have a reason for rejoicing.

Overseas: Ralph Allen (Auditors) received recent letter from PFC Joseph Corven (Auditors) telling of expected furlough and a tour of jolly old London. States the food is wonderful but the British lingo and small currency gives him trouble. The money feature wouldn't bother me Joe, I've been existing on small currency for quite some time.

Wm. Friberg (Sacto) must have been playing on a down-hill course, because word came in that he sank a "birdie four" on the 560 yard No. 1 hole at the Municipal course. Bill told me of a better shot than this, but didn't produce any supporting evidence, thus—omitted.

Prune picker: After working all week Jeanette Sayles (Traffic) arose quite early on Sept. 12th, leaving San Francisco for Napa Valley at 4:30 A.M. where she picked many, many lug boxes of prunes. Understand the rancher was more than pleased in securing help, and we are proud in knowing this Western Pacific girl gave up her Sunday pleasures to help him.

Congratulations extended to . . . Ida and Ernest Knox (Oakland) who will celebrate their 18th year anniversary, also Olga and Spencer Lewis (Car Record) with 15 years marital life, both on October 20th; ditto to Patricia and Tommy Kearns (Traffic) who passed the '6th year' marker on Sept. 11th.

When Sam Cooper (Dispatchers Office-Sacto) took over the 12 to 8 A.M. graveyard shift, we lost an excellent reporter and extend our thanks for his past efforts . . . but surely there must be something doing after midnight Sam, . . . there is around the Bay Area. Agnes Welch (Sect. to C. E. McDonald) has volunteered to carry on, but haven't received any news yet.

Most of us remember the blonde haired boy of the Car Record, but some of us may not know, at 10 A.M. on Aug. 30th at Ellington Field, Tex., he became Lt. Bruce Heilman. Extend congratulations Bruce, and while you may not be an 'angel,' you at least have your "WINGS."

Newcomer: . . . a 7 lb. 11 oz. lad arrived Sept. 7th at St. Mary's Hospital to join the household of Barbara and John O'Connell (Traffic). The youngster has been named Michael Anthony O'Connell, which quite naturally makes him Irish, through and through.

Elmer Carleton (Special Agents Office) now at Camp San Luis Obispo writes A. D. Thatcher of his qualifying for a "sharp-shooters" medal, also of a resoling job on his 'G.I.' shoes after three weeks. Guess Elmer is proving there is plenty of footwork in this mechanized war.

## COMPANY PURCHASES MILLION IN WAR BONDS

★ One million dollars in war bonds has been subscribed by The Western Pacific Railroad Company in response to the Third War Loan appeal.

T. M. Schumacher and Sidney M. Ehrman, trustees in reorganization of the Western Pacific, received authority from Federal Judge A. F. St. Sure to invest \$1,000,000 of the railroad's funds in Treasury Savings Notes, Series C, which is one of the several classes of securities now being offered as a part of the Third War Loan.

After permission of the court was given, it was announced that the million dollars' worth of bonds would be allocated to the quotas of various cities and towns along the line of the Western Pacific in California, Nevada and Utah.

★ ★ ★

## THE ART OF GETTING ALONG

★ Sooner or later, a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take. He learns that it doesn't pay to be a too sensitive soul; that he should let some things go over his head like water off a duck's back. He learns that he who loses his temper usually loses out.

He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously. He learns that carrying a chip on his shoulder is the easiest way to get into a fight. He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that buck-passing always turns out to be a boomerang, and that it never pays. He comes to realize that the business could run along perfectly well without him. He learns that it doesn't matter so much who gets the credit as long as the business benefits. He learns that even the janitor is human and that it does no harm to smile and say "Good Morning," even if it's raining.

He learns that most of the other fellows are as ambitious as he is, that they have brains as good or better, and that hard work, not cleverness, is the secret of success. He learns to sympathize with the youngster coming into the business because he remembers how bewildered he was when he first started out.

He learns that superiors are no monsters, but that they are usually pretty good fellows who have succeeded through hard work and who want to do the right thing. He learns that folks are not any harder to get along with in one place than another, and that the "getting along" depends about ninety-eight per cent on his own behavior. —Railway Express Agency "Serving."

## WHAT'S IN A NAME?

By Thomas P. Brown, Publicity Manager, San Francisco, Calif.

*NOTE—This is the sixteenth and concluding article in this series which was begun in the July, 1942, issue of THE HEADLIGHT when Lieut. Paul Shbelmerdine was editor and continued through the editorial regime of Mr. Al Bramy. More than 200 place-names in territory traversed by the main line of the W. P. in California, Nevada and Utah, or of its branches and subsidiary lines, have been covered.*

*The writer plans, if feasible, to undertake a new series of articles on place-names in which the scope will be broadened to cover the western states—for definition of The West see Arthur Chapman's "Out Where the West Begins." If that idea sees daylight, names which properly might have been included in the current series, will be given appropriate attention. Hasta la vista.*

★ **OROVILLE**, Calif. (M.P. 205.1)—County seat of Butte County and western gateway to the picturesque, albeit rugged Feather River Canyon. The name is formed from "oro," Spanish for gold and "ville," French for town or city, and was so bestowed because Oroville was in the heart of the gold country of '49. Originally it was called Ophir City for the rich, gold land of Southern Arabia, to which numerous references are made in the Bible, but when the city was incorporated it developed that there was a post office by the same name in another county, hence the change to Oroville.

It was at nearby Bidwell Bar that gold was discovered on Independence Day of 1848 by Gen. John Bidwell, thus precipitating the gold rush to the Feather River country. When the golden spike, connecting the rails of the W. P. extension from Keddie north to Bieber with the Great Northern's extension south from Klamath Falls, Ore., was driven at Bieber on Nov. 10, 1931, by Mr. Arthur Curtiss James, the golden history of Oroville and its tributary territory was recapitulated in that historic spike.

This spike had been presented by Mayor Baldwin of Oroville, in behalf of the Oroville Rotary Club, to Mr. Harry M. Adams, then president of the Western Pacific. It was Mr. Dan L. Beebe, editor and publisher of the Oroville Mercury-Register, who conceived the idea of having the last spike presented by the Rotary Club of Oroville. This spike was endowed with a veritable pedigree inasmuch as its gold was taken from five different sources, all intimately connected with Oroville territory and representing five different phases of gold mining.

**Butte County**, organized Feb. 18, 1850, was named for the **Sutter Buttes**, prominent landmark and physiographic feature, and well worth a separate story. The word "butte" is French and signifies a conspicuous steep hill or isolated small mountain.

**SALDURO**, Utah. (M.P. 815.2)—This name is a combination of two Spanish words and means "hard salt," the reference being to the Bonneville Salt Flats which consist of smooth, hard salt, 98 per cent pure and from one to five feet in depth, deposited

by prehistoric **Lake Bonneville**. Beginning near Salduro the track of the W. P. is laid for eight miles on the shining crystals of these unique beds which are about thirty miles long, ten to fifteen miles wide and 200 square miles in area.

The pre-historic lake, of which Great Salt Lake, the Dying Sea of America, is the largest remnant, was named for Capt. L. E. Bonneville, U.S.A. officer and explorer. At one time Lake Bonneville had a maximum depth of 1,053 feet and was 145 miles wide and 346 miles long. Were the lake existent today, the statue of the Angel Moroni which surmounts the Mormon Temple in Salt Lake City, would be 800 feet below the surface. Lake Bonneville extended from the base of the Wasatch Mountains to Pilot Peak and the Toano Mountains, west of Wendover. Its ancient shorelines, high above the railroads, are distinctly visible at various points.

Kit Carson was the first white man to cross the salt flats (1845), being followed by Lieut. John C. Fremont a few days later. In 1846, using Pilot Peak as its guiding landmark, the Donner Party lost fatal time on the cut-off across the barren terrain. Remains of their abandoned emigrant wagons still discolor the salt. In 1896, W. D. Rishel of Salt Lake City rode across the salt flats on a bicycle and in 1914, Teddy Tezlaff, driving his "Blitzen Benz" at the rate of 142.46 miles per hour, hung up a new world's record—the first on this scene.

The Bonneville Salt Flats were rediscovered, so to speak, in 1932 by D. A. ("Ab") Jenkins of Utah. Under the fostering sponsorship of the Salt Lake City Chamber of Commerce, he established a 24-hour record at an average of 112.91 miles per hour. In 1937, driving his "Mormon Meteor" on circular 10 and 12.5 mile tracks, he drove 100 miles at an average of 175.11 miles per hour. He also made a 24-hour run, guided by kerosene flares at night, at 157.27.

In 1935, Sir Malcolm Campbell, driving his "Bluebird," thundered over a measured mile on a 13.4 mile straightaway course at a speed of 301.12 miles per hour, topping by 24.3 miles his best mark at Daytona, Fla. In 1937, Capt. George E. T. Eyston rocketed his "Thunderbolt" past the A. A. A. electric timing eye at 311.42 miles per hour. And in 1939, John Cobb raised the record to 368.85 miles per hour!

## SPORTS REVIEW

By Jack Hyland

★ Endeavoring to prove to the other Western Pacific bowling teams that last year's triumph wasn't any fluke or a lucky turn of events, the Freight Agents unit have been trimming their opponents with regularity, and speaking 'off the record,' it's becoming a bit monotonous. They haven't been winning all their games the easy way either, for one evening last month against the Auditors, they had to smash over a lot of timber to win . . . but they met the challenge and compiled games of 828, 824 and 894 for a 2546 series, establishing an all time W. P. high series. Even the Traffickers found it difficult to win one game against them and had to bowl a 911 game to do it, which likewise set an all time high game record.

You should know by now, the Freight Agents keglers lead the league, but as a matter of information, will list below the team standings as of September 24th:

	Won	Lost	H.G.	H.S.
Freight Agents	14	4	894	2546
Transportation	13	5	807	2333
Treasurers	10	8	819	2344
Traffickers	9	9	911	2369
Switchmen	9	9	799	2328
Freight Accounts	7	11	819	2253
Carmen	6	12	791	2151
Auditors	4	14	820	2361

The previous BIG TEN list required some drastic revamping, when the former leaders hit a well known slump, so the new list includes:

	Gms.	Avg.	H.G.	H.S.
Brown	18	163	192	553
Sevey	18	162	220	547
Heagney	15	162	196	531
Rintala	12	162	211	564
Stoney	18	161	194	531
Hyland	18	161	217	535
Borgfeldt	18	157	210	521
Craig	18	155	212	519
Navarro	15	155	215	558
Lindee	15	153	188	495

### Stockton vs. San Francisco

Last year it will be recalled, a group of bowlers from the Stockton Freight Yards made the trip to San Francisco on two occasions, and the S. F. Bay keglers made the jaunt to Stockton, engaging in three bowling matches. These contests were very enjoyable affairs and a further continuance of the so-called home and home series is in the offing—in fact, preliminary steps have been taken and a tentative date of October 16th has been set for the first engagement at the Stockton Bowl.



## SACRAMENTO SHOPS

★ The photographs on this page, as many of our readers will know, were taken in the matchlessly clean Sacramento Shops yard. They tell a story which requires almost no elaboration. They tell a story of initiative, industry, efficiency and patriotism difficult to excel.

Month in and month out, some 550 men and women work in these shops servicing locomotives, rebuilding locomotives damaged in accidents, re-

pairing equipment and converting weary old box cars into modern cabooses and freight cars; not to mention the servicing and repairing of all passenger equipment. Frequently we're amazed by the seeming wonders accomplished by automobile repair men when they mend the pieces and practically restore the vehicle to its original appearance, but that is child's play compared to the miracles performed daily by our shop men in the course of their duties. A thorough tour of our Sacramento Shops should leave the ordinary laymen with the thought that it can't be done.

Not only have our Sacramento Shopmen worked tirelessly to keep the power and equipment in shape for the tremendous war traffic, but they have responded nobly to the urgent necessity for the regular

purchase of war bonds through the payroll savings plan. And many of the ten-percenters add to their holdings by additional cash purchases each month.

The men who supervise the work, guided by the inventive genius of Motive Power Superintendent O'Neill, and his first lieutenant, Superintendent F. L. Crissey cannot be overlooked and Foreman Ross Kelleher, who has performed prodigious feats in the sale of war bonds and stamps rates a place in the Western Pacific War Bond Hall of Fame. And the general chairmen of the crafts have given their complete support to every share of the war program.

It would be fine to finish on this high note, but there is a dark side too. Absenteeism has raised its ugly head and the purchase of war bonds through the payroll plan meets with disfavor in some quarters. Gratifyingly, both these shadows apply to only a minority of the men; the great bulk of the blacksmiths, carmen, machinists, boilermakers, sheet-metal workers, laborers, etc. realize that victory is impossible to spell with an absent "T" and that the regular purchase of war bonds is necessary to protect our future. It's too bad the fine example set by most of the men cannot be followed by all.

Yet, in spite of these unfavorable factors—and the difficulty encountered in securing required materials—added to heavy losses to the armed forces, the job is being done—and well.

## WESTERN PACIFIC OF MILLBRAE

★ We ain't kidding, brother. There is a Western Pacific Railroad in Millbrae. We learned of it through Joe B. Brun, its General Manager, who on the side is Purchasing Agent for Safeway Stores. Here are some of the facts.

The line consists of 648 feet of rail, which is double tracked. There are 7,560 ties; 3,240 spikes and 3,000 feet of wire is used for the electrical connections. The System is controlled from a board which contains all the indicator lights.

If you haven't guessed yet—it's one of those miniature railroads built to exact scale and patterned after Western Pacific equipment, bridges and roadbed. Three men working on an average of three hours a night and all day on Saturdays and Sundays took one year to build the entire system.

Installed in the System is a six track Round-house with a 25 inch turn table. The Yards are served by three water tanks and two freight houses; four signal towers and a yard office. Three small towns are served by the W. P. of M.

Each town has a passenger station and numerous buildings. There are trucks, busses and two complete fire departments. The main terminal has a Union Service Station and six dead-end tracks. The road also serves an oil district with buildings and oil storage tanks and a complete derrick; lumber camp and manufacturing plant. It also has a full scale reproduction of the Rainier Brewery, which consists of four buildings made of sheet metal and with plate glass windows.

There are street lights through the towns and in the buildings. There is one six foot-two span bridge on the main line. All switches and turn-outs are electrically controlled.

The Engine power consists of two mountain type (4-8-2) locomotives which are replicas of our 172 class; one 2-6-0 Mogul; one 4-4-0 American type locomotive; one Diesel Switcher and three steam switch engines; one Diesel express car; 40 passenger cars and 75 freight cars.

Income and operating expenses of our Millbrae subsidiary were not revealed.



IRV ABRAMSON, Editor

OCTOBER, 1943

GRACE HEANEY, Associate Editor

## HAROLD HEAGNEY ELECTED PRESIDENT OF W.P. CLUB

★ The third year of existence of the Western Pacific Club was officially gotten underway at the Annual Meeting held Sept. 21st. A new slate of officers and directors was presented to the membership by the Nominating Committee and all selections were elected to office.

Harold Heagney, genial Head Revenue Clerk of the A. F. & P. A. was elected President. He is also serving as President of the W. P. Bowling Club, thus giving him the distinction of holding down the two highest positions in the social life of Company employees in San Francisco.

Other officers elected were William Hatfield (Freight Office) First Vice President; Pat Orrett (Transportation) Second Vice President; Howard Sevey (Treasury) Treasurer; Grace Heaney (Traffic) Secretary; and Nancy Tabor (Transportation) Asst. Sec'y.

Those elected to the Board of Directors were J. F. Jeffrey, Engineering; Bill Stout, Auditors; Alma Painter, Auditors; Paul Harris, Freight Traffic; Lee Brown, A. F. & P. A.; and Emmet Dillon, Pay Roll.

Heagney's choice as president was a popular one. Since the Club's inception he has attended every activity and faithfully served on many committees as chairman. In addition he is one of the top flight bowlers participating in the Company's major sport activity.

Because of present day war time stress and the preponderance of work, many employees find themselves either unable or unwilling to assume any of the social responsibilities of the Club. In view of this fact, President Heagney indicated he would not appoint any committee chairmen until a later date.

### HEADLIGHT SECOND ANNIVERSARY

Twenty-four months of Headlighting have passed at this reading and this month finds the Headlight celebrating its second birthday.

The year just passed has been one of outstanding progress and the record achieved is one the Staff is proud of. Where 24,000 copies were published in the first year, almost 70,000 Headlight issues went through the presses during the second year. Today the Headlight is distributed generally throughout the System and to practically every section of the country. In addition every Western Pacific service man, whose whereabouts we know of, has his monthly Headlight mailed to him.

It's been a lot of work but we have seen our efforts repaid in the appreciation expressed by our readers and our service men and in the gratification of watching the Headlight grow, until, while strictly an employee publication, it is recognized as the unofficial official house organ of the Company.

### MESSAGE FROM THE NEW PRESIDENT

★ I wish to take this opportunity to express my sincere appreciation to the members of The Western Pacific Club for the honor they have conferred upon me, and will endeavor to live up to the high standards set by my predecessors in office.

These are trying times, but I feel that a Club such as ours is probably more important and serves a better purpose now than at any other time. One of my first duties, and one I shall keep in mind throughout the coming year, will be to increase our membership and have our many new employees enjoy the comradeship our Club affords.

Along this line it might be well for every member to consider himself a one man membership committee and carry on his own membership drive, for I am sure our membership can be doubled this next year.

I realize our activities are of necessity limited, but I do believe that there are many ways in which our Club members can get together and enjoy themselves, and fair warning is hereby given to all members chosen on our committees that there is work to be done.

Our members should realize that they will only receive from the Club what they put into it, and the more interest shown the more pleasure they will in turn receive.

We should also in every way lend a helping hand to the Headlight and Tale Lite editors by giving them all the news items and articles of common interest possible.

We should likewise keep in mind the U. S. O. at Wendover and let our books and magazines flow in ever greater numbers to the Service men stationed there.

At this time I would like to say to all members that any suggestions offered by them of benefit to our Club will be welcomed and given every consideration.

I consider myself very fortunate to have a fine slate of officers and directors elected to serve with me, and you may be certain we will do our utmost to merit the confidence you have placed in us.

HAROLD HEAGNEY.

## CLIFF A. NORDEN

★ Twelve months ago the Western Pacific Club celebrated its first anniversary and began its second year. And on this page a year ago, Cliff Norden wrote a message to the members accepting the honor of being elected Club President. This done, he rolled up his sleeves and plunged with vigour into the myriad details and tasks that were to be his for the next 365 days.

The war necessarily forced restrictions of many activities that otherwise could have been held. Even so, Cliff and his entertainment committee, with the unity of the club foremost in mind, assembled gatherings consisting of Luncheons, Dinners, Dancing and Ice Skating. Of all the social activities during Cliff's tenure as President the piece de resistance (italics) was the Spring Dance held last May at the Ariel Club, which was one of the largest and most successful events in Western Pacific Annals.

Through the Headlight and Tail Lite, Cliff kept in constant touch with all of us; stating many times over the necessity of attending meetings; of contributing our magazines, books and junk jewelry to the boys in the service and of donating our blood for use overseas. Whatever he asked for, he had always led the way by doing it himself.

Cliff's organizing ability dates back a few years to when he was secretary of the Whoopaa Club—an outdoor Club consisting primarily of hunting and fishing and sponsored by the Western Pacific.

Cliff joined the Western Pacific in 1927 at the job he still retains—Estimating Engineer. Prior to that he was employed by the Southern Pacific as a Surveyor, working in Mexico and then in the Pacific Northwest. Cliff's home life is typically average—he is justly proud of his three daughters all of whom are in defense work. His daughter, Connie is the wife of a Navy Doctor and was doing active Red Cross work in Alaska where she also organized a skiing club for the Army. Cliff's charming wife—also a Red Cross devotee—for the past 31 years and himself are now happily anticipating the future careers of their two grandchildren, a boy and a girl.

The new President will be assured of Cliff Norden's full cooperation and will benefit by his sound advice, whenever and wherever needed.

RETURN POSTAGE GUARANTEED

The HEADLIGHT  
Published by the Employees of the Western Pacific Railroad Co.

**RUSSIAN RAILROADS STALL NAZI MIGHT**

★ Hitler made another big mistake in his plans for conquering the world. He didn't recognize the importance of a sound railway system. Charles Laying, transportation expert, war division U. S. Department of Justice, so told a large gathering of western shippers and transportation men. It was a regular conference of the Pacific Coast Transportation Advisory Board.

Laying declared that Hitler built broad military highways for transport and made elaborate plans for the use of railway materials, cars and locomotives of conquered countries. Up to July, 1941, Germany's plans had worked out well.

"At that time some 140,000 miles of standard gauge railway were under Axis control," the railway expert said. "In addition, much of the 17,000 miles of standard railway in neutral countries was being used to further the German war effort."

"The Nazi chief thought that even with Russian roads of a different gauge, his plans would carry through, continued Laying. He had cars that could be adjusted.

"But the scorched-earth policy of the Russians stymied that. Hitler had the cars but no motive power as the Soviet had destroyed much rolling stock.

"Although the Germans were in possession of 16,000 miles of Russian railways, the supply of usable rolling stock was so meager that they were forced to convert the railway from broad to standard gauge," added Laying.

"While they were still vainly trying to maintain their supply lines in this slow and tedious manner the Russians struck and the Germans fell back.

"The lesson of adequate rail transportation that Germany learned too late is one that should never be forgotten by American shippers and receivers."

By John D. Van Becker  
Financial Editor, The Call Bulletin.

★ ★ ★

**WILLIAM A. CARTER, ALLIED FORCE HEADQUARTERS, N. AFRICA.** October 00—William A. Carter, Box 504, Quincy, California, has been promoted from Technician 4th Grade to Staff Sergeant, according to announcement made by Military Railway Service Headquarters in the North African theater of operations.

Sergeant Carter, in civilian life, was a Brakeman for the **Western Pacific Railroad**. He is now filling the position of Construction Foreman in a Military Railway Service Operating Battalion on duty somewhere in North Africa.

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**WESTERN PACIFIC SYSTEM AUGUST WAR BOND RESULTS**

	August Payroll Deductions	Quota	Per Cent
General Office .....	\$12,086.64	\$ 15,392	7.85
Eastern Division .....	20,420.89	27,984	7.32
Western Division .....	25,211.78	47,766	5.28
Mechanical Department .....	22,204.75	26,462	8.39
Store Department .....	729.75	1,091	6.69
DC&H Department .....	406.74	1,931	2.1
Sacramento Northern .....	4,701.95	7,958	5.9
Tidewater Southern .....	755.75	880	8.59
Totals .....	\$86,518.25	\$129,464	6.68
Including cash purchases .....	1,687.50		
Grand Total .....	\$88,205.75		6.81

\* Increase  
† Decrease

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