

# The HEADLIGHT



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Number 1



KEEP ON BUYING WAR BONDS

**MORE WESTERN PACIFIC MEN JOIN THE COLORS**



**THE HEADLIGHT**

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The kindness of the Drug, Cos-  
 metic and Allied Industries War  
 Bond Committee, New York City,  
 in permitting us to use the very  
 striking illustration on our New  
 Year's cover, is gratefully ack-  
 nowledged.



In the temporary absence of  
 Editor Al Bramy, this issue is  
 being jointly edited by sev-  
 eral of his Headlight and  
 Club associates.

★ Fifty-two Western Pacific men have joined the colors since our last issue. We proudly add their names to our Honor Roll of Western Pacific men in the services. They now total 580.

- |                       |                         |                    |                     |
|-----------------------|-------------------------|--------------------|---------------------|
| Aldana, Juan          | Curtis, Wayne D.        | McNally, Milton L. | Regalado, Carlos P. |
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| Arauja, Anastasio     | Dirks, Harold           | Miller, Earl P.    | Rossi, John         |
| Avery, L.             | Gregg, Raymond E.       | Mlaker, John       | Rowe, F.            |
| Avila, Luis A.        | Harlan, Robt. W.        | Murphy, Connie     | Saulovich, Geo.     |
| Balmer, Earl D.       | Hein, Charles D.        | Niebur, W. T.      | Scott, E. R.        |
| Bedient, Fred         | Hernandez, Stephen      | Outlaw, Burr E.    | Shaughnessy, L.     |
| Benjamin, Delvin E.   | Jacka, Norman J.        | Parks, Tenny S.    | Teller, Harry       |
| Bertero, Adolph J.    | Jarvis, Dorothy (Waves) | Perez, Pete        | Wakefield, Robert   |
| Bowers, Geo.          | Jocye, Martin J.        | Picchi, Reno       | Wells, Earl D.      |
| Brown, Norman J.      | Kelleher, R. E.         | Pickelsimer, W. T. | Whiting, William W. |
| Carmichael, Arthur M. | Laney, James B.         | Porter, Lamar      | Williams, Geo.      |
| Colvin, Minor         | Manit, H. D.            | Powell, Walter     | Worsencroft, L. J.  |

**BUYING BONDS — RUSSIAN STYLE**

★ Erskine Caldwell, the novelist, watched the Russian people generate an all-out defensive against the German Army during the first six months of the war in the Soviet Union, and after his return to the U.S. made some remarks pungent enough to bear quoting. "While the Red Army," he said, "was meeting the full force of Hitler's military power at the front, the people of Russia considered themselves equally responsible for the safety of the homeland. Factory workers and farm laborers gave up their eight-hour day and spent ten and twelve hours at their jobs . . .

"Citizens with such possessions as automobiles, radios, and bicycles offered them to the Red Army for military use. Those who possessed precious stones, gold, and silver turned them over to the State as contributions to help meet the cost of the war.

"In addition to all that, the people bought government bonds as fast as the State printing presses could turn them out. I knew one Russian, a resident of Moscow, who had a large collection of American money which he had succeeded in gathering over a long period of time as a hobby. One of his first acts when war began was to invest it in Soviet government bonds. . . .

"The Russians believe their government bonds to be the safest investment on earth, and they do not hesitate to back up their belief by buying all they can. Americans feel that our government bonds are likewise the best investment in the world, but many of us fail to take advantage of our opportunities merely because we put off doing from day to day what is not a hardship at all, but a rare privilege.

" . . . Americans, like the Russians, are well aware by this time that the only way to defeat Germany and Japan is to overwhelm them with planes, tanks, and ships. Buying War Bonds and Stamps will provide these vital necessities for America's armed forces in the same way that government bonds provided them for the Soviet Union. Everybody in the United States has the opportunity of contributing to the defeat of our enemies in the same conclusive manner in which the people of Russia rose up and hurled back the German Army at the gates of Moscow.

"If the Russians can do these things, Americans can, too."

With the New Year, let us resolve to take heed to Mr. Caldwell's words, and increase our buying of war bonds to the maximum of our income.

Editor.



## A SOLUTION FOR TOMORROW'S RAILROAD PROBLEM

By WILLIAM WIKANDER

★ Railroads up to the time of national defense and the war, due to decreased business, were facing outright governmental control or widespread consolidation. The first alternative smacks too much of the totalitarian state to be acceptable here; and once the war is over out-and-out consolidation would increase the ranks of the unemployed, and, therefore, is not desirable. But postwar rail officials may consider a proposal to relieve railroads of the maintenance of roadbeds as a middle course—the government only slightly involved and consolidation following later, gradually and with little or no job elimination. The fact that the government has stepped into many places where it should not have done so must not make one hesitate to have its aid where it is legitimately needed.

That the roadbed should be maintained by another than the railroad itself is no new idea. When railroads were first begun, in 1830, some of the rails laid were, for a short time, open to anyone who could comply with certain restrictions and had the proper equipment. This arrangement gave place to the present one, which in 1939 resulted in railroads spending 27.2 cents of every revenue dollar on roadbed maintenance, or \$1,089,206,854. Elimination of such an overhead may well be imperative later on, for important as such money would be representing a saving, the money would be of even more importance to the railroads invested in new equipment to meet the competition that after the war will be an even bigger thorn in their side than ever before.

It is not fair, of course, as has been pointed out time and time again, that automobiles and buses, competing with railroads, should speed over well-made highways for whose building and repair they pay a very small percent, while railroads must maintain their steel roads at their own complete expense. If this cost were footed by the government, the carriers would emerge from bankruptcy, consolidation could take place without drastically decreasing manpower, and reparation would be made to the government by free transporting of men and equipment during times of war and national emergencies.

It is important that all forms of transportation should be as well co-ordinated as possible. In this co-ordination of transportation facilities, some European countries are superior to us. For one thing, they recognize the fact that railroads are the backbone of all transportation. In the freight line, railroads may never be surpassed, and in the transportation of both passengers and freight they should be given the opportunity to compete on an equal basis with the automobile, bus and airplane. Of special significance at this time is the fact that only the two democracies, the United States and England, have privately owned railroads exclusively for general commercial use.

The tax for maintaining the roadbed would, in all fairness, fall heaviest on those who actually travel or ship by train. At least two taxes could be levied. First a slight tax would have to be borne by the general taxpayer, regardless whether he ships or travels by train. This would not be unfair, as every man, woman and child has benefited by the advent of the railroads and by their continued operation. Secondly, a tax could be included in the purchase price of tickets and in freight charges. The railroads once relieved of the burden of the roadbed could reduce charges by a large percent. A tax superimposed on the reduced tariffs would not increase transportation costs. Indeed the tax need be so slight that a saving would be effected for shippers and travelers.

To rid the railroads of maintaining their roadbeds is not unreasonable. There are after all only two kinds of passenger travel remaining that the railroads can now render. One is to the man too poor to have his own transportation, that is, an automobile, and the other is to the man wealthy enough to possess an automobile, but who prefers to ride the trains because of their special advantages. For the first class tick-

ets must be reduced, and equipment and service must be improved for the latter. To accomplish these objectives, the railroads must be freed of the burden of "paying their own way" entirely at their own expense.

Perhaps it will be argued that only the government will be the sure gainer by the above. Surely this is not so. For years many railroads have been transporting men for the government at rates. They may as well go the whole way (but only during war and national emergencies) and transport those men free, receiving a substantial return for their services in the form of relief from maintaining their expensive roadbeds.

Or, on the other hand, it may be argued that only the carriers are the sure gainer, as war or national emergencies may not occur, or but infrequently, and the government, therefore, would have little or no opportunity to make use of its right to transport men and equipment without cost. But this would be anaiagous to the argument that a man should not insure himself against injury on the grounds that injury may never occur, and, consequently, the insurance company would be the sole beneficiary. Reviewing the history of the world, and reflecting on conditions as they are today, it is difficult to believe that the government would be the loser by this arrangement.

It is firmly believed that the above will be mutually beneficial to both government and the railroads; the latter would be freed of the tremendous yearly outlay of money for maintaining their steel highways, and the country would have more than ever a railroad system in times of war and peace second to none.

It is true that if the government were to stop subsidizing other competing forms of transportation there would be no railroad problem after the war. But is this likely to happen? For a number of years now there has been strong agitation by railroads for the government to desist from subsidizing competitors, but with little result. By all means railroads should continue to fight unfair subsidization of competitors, but not to the extent of overlooking other possible answers to their difficulties. Sometimes it is wiser to accept a lesser solution or solutions to a problem when the admittedly superior solution can be had, if at all, only after long years—and may come, perhaps, too late. This is not a defeatist attitude, but merely the recognition of facts as they are.

The railroads from the start have opposed the St. Lawrence seaway project, but the administration is as determined as ever to have it started when conditions are normal. Railroads for years have cried out against government ownership, but recently at Fort Leonard Wood, Missouri, the government completed for war use a twenty mile railroad. In addition, there are eleven other railroads owned by the government, which are under the jurisdiction of its various departments, including the War Department and the Department of the Interior.

If railroads sincerely believe that legislation directed against other forms of transportation is the only solution that will result in bringing about an increase in their business, then let them legislate against allowing more than one person to drive an automobile on any one trip. The automobile is a cheaper mode of transportation than rail for two or more people, but it is also more tiring on a long trip unless turns are taken driving. If railroads could prevent one's wife or anyone else from driving the automobile on lengthy trips, such trips would be too exhausting and people would take the train. Now such a line of thought is absurd, and yet is it not merely following to the extreme the trend of combat that railroads have been waging against their competitors?

Railroads should refrain from considering government discontinuation of subsidies to its competitors as the only solution to their difficulties, first, because that subsidization may never be decreased to any large extent, and, secondly, their motive for insisting on this one way out of their troubles may

(Continued on page 5)

## Hy-Lites

By JACK HYLAND

countries over-run or occupied by the "Axis" clan. To them . . . January is more than a new month, it is the beginning of a NEW YEAR, a year in which they hope and pray will liberate them from the bonds of war. Let us join in their prayers and at the same time resolve to do more than our share to fulfill their hopes during the year . . . 1943.

L. F. Gartner, Gen. Agt. (Cincinnati) together with Messrs. Heberle and Bunker are to be congratulated; their office being the first off-line agency to send in full payment for W.P. Club dues. Monthly expense account may reveal the secret.

Card from Pvt. L. Shaughnessy (Auditors): "All I do is eat, sleep and listen to Louie's and Non-commissioned Officers talk, talk, talk." Hope Larry mailed the card OUTSIDE of Camp area, otherwise he may have to listen to more talk, talk, talk, because postal cards are not green, but "READ."

Because Mr Stork was unable to secure reservations account holiday travel, the "Tom Roscoe's" (Traffic) little Christmas present didn't arrive until December 28th but the package when unwrapped disclosed "Baby Girl."

Love is a wonderful thing, and expensive too, especially so for Maryanna Rice (Traffic) who traveled to Chicago last month to visit a certain someone in the Armed Services. You're a lucky guy, Pete.

Understand about "75%" flunk their preliminary courses in algebra, physics, trigonometry and logarithms at Treasure Island Navy School, so Leonard Avery (Auditors) must be a "25 per center," as letter to Frank Bridges (Auditors) reveals he passed and is headed East.

While "Connie" Murphy (Car Record) may be an "A-1" fellow to us, his Draft Board reversed it, saying he's "I-A." Slight difference numerically, but technically—still the right kind. Induction notice also has been received by Joe Corven (Auditors), and Richard Fox (Auditors) has letter from Draft Board.

More W.P. losses to Uncle Sam: Frank Zitzelberger (AF&PA), Fred Bedient (TF&PA-Reno) and Arthur Robinson (Gen'l Mgrs) to the Army. Bob Harlan (Traffic) received wire orders. "Report to Fort Mason, Dec. 17th."

Marriages (plural): Ruby Hallinan (Tax Commissioners Office) is now Mrs. Glen Perry; and Betty Parrish (Traffic) is now Mrs. Robert McCord. . . . both repeating their vows in Reno, Nev., and both weddings taking place during December. We wish BOTH couples continued happiness.

Lt. J. Pershing Skinner (Traffic) writes he would give his right arm for one of Ralph Allen's (Auditors) grand Italian dishes. He may not have to wait long, because we have some American's in Africa now, but don't know what kind of an Italian dish they're cooking up.

Overlooked it last month . . . My apologies to "8th and Brannan" boys, and to Mrs. Borgfeldt, Mrs. Thompson and Mrs. Hatfield, who also come out to Downtown Bowl to watch hubbies: Herb, Fred and Bill (bowl?).

Traffic Department donates blood: Roy Campbell, T. P. Wadsworth, Tom Roscoe, Byron Larson, Clifford Worth and "your columnist" all made trip to Chestnut and Jones Sts. (Blood Procurement Center) during December. Paul Meyer also made trip . . . but now he's worried about "low blood count."

Leo Gosney (Auditors) has been trying hard to secure more scrap metal by having automobile accident recently. Thought we were supposed to salvage scrap metal—not produce it. However, Mrs. Gosney was with Leo at the time, and we are glad the accident wasn't serious.

D. C. McCready (New York) seems to be winning fight with sciatica ailment which bothered him for many months. (P.S. - Had quite a battle with it myself, I mean in spelling it.)

Thanks to Charlotte Williams (Car Record), have finally located 1st Lt. George Terhorst (Auditors), who is flying bombers in Africa. Maybe George has met Dick Gollan (Traffic) likewise in Africa, and if he did, the conversation undoubtedly included the "Western Pacific RR."

Miss Ruth Law (Traffic) had an appendectomy last month and is home convalescing. Wish to express our hope for an early recovery. During her absence, Grace Heaney is keeping work up to date, and incidentally the wedding ring she wears does not mean she is, or was married . . . it belongs to her Mother. (This fact personally confirmed).

Do we get around: Francis (Irish) O'Brien, who worked for the Car Record a few years ago, writes Jim Drury (Car Record) of his escapades in Guadalcanal, Solomon Islands. The bright red and pure white parrots together with the blue Pacific—give us our colors.

George Williams (Auditors) has already been under "fire"—having survived STOVE explosion recently at Camp Bradford, Norfolk.

Word has it that Lt. Frank Rowe (AF&PA) is being reconditioned at Pittsburg's Camp Stoneman; also Lt. Everett Lamphere (Traffic) may also be making trip to same place for same purpose.

The W.A.A.C. wardrobe appears to include all the essentials, except something in the nature of a reveille negligee for the late sleeper trying to make a morning "Roll Call."

★ In all the history of mankind, we never have been so in need of an opportunity to start anew . . . as in this New Year. In a world overflowing with many opportunities for betterment, we find ourselves surrounded by hatreds, with bitterness burning deep in countless human hearts of the people living in

## SPORTS REVIEW

By Jack Hyland

★ The "First-half" bowling schedule has been completed, with the "Disbursements" team winning first place the last night, ending with 30 wins against 18 losses, one game ahead of the "Traffickers." Capt. Bill Stout, with team players Lee Brown, Howard Sevey, Ted West and Earl McKellips, will now play the Second-half winners for the 1942-43 W.P. Bowling Championship Trophy.

We did it before, and we "dood it" again . . . our "Ten Team" unit was reduced to "Eight Teams" on October 22nd, and because of the changes in working hours and Uncle Sam's never ending needs, our League was again reduced to "Seven Teams" effective December 17th.

The new team line-up after the first night's bowling game of December 17th is:

	Won	Lost	Aver.
Exporters	3	0	658
Traffickers	2	1	791
Freight Accts.	2	1	760
Car Record	2	1	728
Auditors	1	2	798
Disbursements	1	2	726
Freight Agents	1	2	710

\*Includes "Bye" games.

The change to "7" teams must have agreed with the boys, for on opening night . . . TEN players bowled series of 500 or over, the highest being: Jack Hyland 574; Connie Murphy (531) and H. Heagney (520). The "Big Ten" continues to remain nearly constant:

	Aver.	Hi Game	Hi Series
Corven	170	235	565
Gentry	165	211	578
Brown	165	224	591
Hyland	164	205	574
C. Murphy	162	225	531
Sevey	161	267	627
Heagney	160	218	561
Borgfeldt	160	204	591
Craig	158	224	558
Lewis	152	200	516

## FOOTBALL

The Traffic Department had its challenge accepted and proving they had what it takes, proceeded to "pour it on" beating the "AF&PA" boys by a "42 to 6" score. The game was played December 12th at Beach Chalet field, which is about one-half mile closer to town than the Farallone Islands.

Features of the game: blocking by Capts. "Bye" Larson (Traffic) and Don Cathcart (AF&PA), and J. O'Connell RUNNING. Added weight to victors line was supplied by Donald Larson (9 year old, 80 pound son of Byron).

## TENNIS

A very beautiful tennis trophy—the "Arthur Curtiss James" award, patiently awaits the 1943 "Tennis" season for its official unveiling. Its debut was scheduled for last year, but its parent and donor, Walter Mittelberg, believed a greater turn-out was warranted. To prevent a scarcity of participants this season, interested players should consult Vernon Geddes (AF&PA), Chairman Tennis Committee.



## WHAT'S IN A NAME?

### Romance Along the Line of the W. P.

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

EDITOR'S NOTE:—This is the seventh article in the series begun in the July number of *THE HEADLIGHT* and devoted to the derivation or meaning of places in the territory traversed by the W.P. and its subsidiary lines in California, Nevada and Utah. "Mile Post" numbers in parentheses indicate the distance on the main line east of San Francisco.

★ **PULGA**, Calif. (M.P. 239.1)—Spanish for flea. The late Mrs. Nellie Van de Grift Sanchez, in her absorbing book on "Spanish and Indian Place Names of California," quoted a passage from Father Engelhardt's "History of the California Missions" wherein the historian tells of the trials and tribulations which the Indians had on account of the pulex serrateps. When the fleas became too numerous, the Indians, according to Father Engelhardt, "adopted the very simple method of setting fire to the hut and erecting another."

Pulga, which is in the Feather River Canyon, was called **Big Bar** in early days on account of the bar in the river. Near this point was one of the larger gold strikes in the Feather River country.

Indians were quite numerous at one time in the Feather River Canyon and not a few of the names along the line of the W. P. are of Indian origin.

Pulga, or Big Bar, was once the site of a large Indian camp where the redskins held their feasts and pow-wows. On one occasion Indians killed a white family at **Concow**, which is a short distance southwest of Pulga, whereupon the whites organized and killed all the Indians they came across in the vicinity of Big Bar.

Near Pulga the Feather River Highway bridge crosses the canyon above the bridge of the W.P.

**ESTUDILLO**, Calif. (M.P. 16.5)—For Don Jose Joaquin Estudillo to whom a land grant was made in 1842.

**SUNOL**, Calif. (M.P. 36.0)—For Don Antonio M. Sunol of the French navy to whom Gen. John C. Fremont makes references in his "Memoirs."

**PLEASANTON**, Calif. (M.P. 41.5)—For Gen. Pleasanton, cavalry officer who served under Gen. John C. Fremont. Pleasanton race-track, laid out in the early '70's, was known to lovers of the "sport of kings" the world over on account of its association with E. J. ("Lucky") Baldwin and other noted horsemen. Lou Dillon, Jim Logan and other famous horses were raised here. Pleasanton was originally called **Alisal**. Sp. for cottonwood.

**LIVERMORE**, Calif. (M.P. 47.6)—For Robert Livermore, first settler of English speaking parentage. "Rider's California" says that he was the first man, after the Mission padres, to engage here in grape, fruit and grain culture.

**MIDWAY**, Calif. (M.P. 63.0)—Probably so named because it was the half-way point on the old road between **Altamont** and **Carbana**.

**ORTEGA**, Calif. (M.P. 90.3)—For Capt. Jose Francisco Ortega, first commandant of the Santa Barbara presidio.

**LAS VINAS**, Calif. (M.P. 109.5)—Sp. meaning "The Vines," i.e., grapes. Formerly called **Brack**.

**DEL PASO**, Calif. (M.P. 143.8)—The Rancho del Paso, Sp. for Ranch of the Pass or Highway, was on the great highway traveled by pioneers.

**STRAUCH**, Calif. (M.P. 148.4)—For Charles Strauch, a pioneer settler in this district.

**SLOAT**, Calif. (M.P. 301.6)—For Commodore John Drake Sloat who raised the Stars and Stripes in Monterey on July 7, 1846, thus marking the end of Mexican rule in California.

**LANDER COUNTY**, Nev. (W.P. crosses line at M.P. 580.7)—For Col. F. W. Lander, U.S.A., who surveyed a wagon road across the Great Basin and who led an expedition against the Indians in the **Black Rock Desert** country.

**BEOWAWA**, Nev. (M.P. 619.0)—An Indian word, variously explained: (1) The U.S. Geological Survey says it means "Gateway," because it opens into a valley; (2) Another explanation is that it signifies "Bubbling Water," reference being to a little geyser nearby; (3) still another explanation is that it means "Gravelly Ford," reference being to the Humboldt River not far distant. Local parlance has it (4) that Beowawe means "Big Squaw."

**HALLECK**, Nev. (M.P. 688.1)—For old Fort Halleck, 12 mi. south, which was named for Gen. Henry W. Halleck of Civil War note. The Fort was established in 1867 to protect railroad builders and emigrants from the Indians. Over 10,900 acres comprised the military reservation, largest in eastern Nevada. Log and adobe barracks were built to accommodate 200 officers and men, a large force in those days. Ruins of the old fort are still to be seen.

**TIMPIE**, Utah. (M.P. 885.7)—Piute Indian for "rocky mountain point." East of Timpie and at the north end of **Onequah Range** is a rock quarry where a mountain side was literally blown up at one blast to obtain material for the 10-mile solid rock railroad fill across the southern arm of Great Salt Lake. **Iosepa Indian Reservation**, named for Joseph F. Smith of the Church of Jesus Christ of Latter-day Saints, who was one of its first missionaries to Hawaii, is about 25 mi. south of Timpie. Iosepa is in **Skull Valley**, so named because at a point named **Lone Rock** in the northern part of this valley a large number of skulls were found—relics of a battle in which a band of Indians made their last stand.

## A Solution for Tomorrow's Railroad Problem

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lead to certain grave suspicions. How sincere, competitors may ask, are the railroads in demanding this particular kind of fair play? Assume that all government help to the railroads' various competitors were stopped, that these competitors were forced to pay their own way entirely. Then suppose by some miracle these competitors were able to continue in competition. Would the railroads then be satisfied? What would they have gained? Nothing. Following such a line of thought, one may come to the unhappy conclusion that perhaps the railroads are not altogether high-minded about the whole matter, that perhaps, just perhaps, they would not mind seeing their competitors critically weakened or removed entirely from the field, and that they are indeed anxious that railroad supremacy be again what it was before the turn of the century. This suspicion, however wrongly held by the opposition, should not be discounted as a weapon in combating the railroad's efforts to stop the flow of subsidies to competitors, and in general to discredit them with the shipping and traveling public. Putting aside all questions of right and wrong, it can certainly be argued that the railroads are now attempting the difficult task of strengthening their own position by weakening that of their competition, while they might much better be spending their energy in securing for themselves many of the privileges now enjoyed by their rivals.

Moreover, this attitude of the railroads, like striking, may degenerate into little more than public weeping—walking up and down sidewalks with placards enumerating wrongs, begging for a sympathy that a third party rarely has to offer. The very fact that it is necessary to advertise ones grievances minimizes their importance. Public sympathy is slow to come, unless the matter be life or death or its own comfort is affected.

Let the railroads ask themselves what they would do if they were in their competitors place. Why, fight, of course, tooth and nail, any attempt to curb their expansion or impose additional taxation upon them. In the early days, in their heyday, railroads fought every obstacle in their way. This the new transportation industries know and they will act accordingly, and may even "better the instructions."

Government roadbed maintenance necessitates an agreement between two parties only—the government and the railroads. For the government to stop subsidizing other forms of transportation, as a solution to the financial difficulties of the railroads, necessitates delicate adjustments between the government and every form of transportation in the country, to say nothing of various allied interests, powerful monied influence, strong congressional opposition, etc. Sometimes it is harder to take away from others what they have

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## A Solution for Tomorrow's Railroad Problem

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acquired (however wrongly) over a period of years, than it is to achieve for oneself by fair means a measure of the privileges enjoyed by those others.

Nothing herein should be construed as advocating that the railroad lines should be open to all comers who might want to run on them. Such a thing could never be. However, those railroads operating at the time the roads are relieved of roadbed expense would be permitted to operate as before, but after adoption of this plan, any railroad could, subject to approval of the Interstate Commerce Commission, "invade" another line, where doing so would benefit the public by rendering better service and perhaps eventually lesser rates, and would neither cause congestion nor impair safety. In this way in time, the larger lines with better equipment would absorb the smaller which would not be able to continue in such direct competition. The result would be natural consolidations benefiting public and railroads alike.

Government ownership was not the answer to the railroad problem before the war, nor will it be after victory. Government ownership would deprive states and government of tax now derived from the railroads; not so with this plan. The very roadbed could still be taxed as it would be merely maintained, not owned by the government. The public debt would not be increased. It would not curb private initiative: the building of new railroads, should the need for them arise, would still be the right of enterprising men. Nor would a considerable number of people be placed on the government pay roll, thereby putting the railroads in politics. Section gang men and other railroad roadbed maintenance employees need not be put directly on the federal pay roll, but could continue to work for individual carriers even as now, the revenue from the general tax being prorated among the different railroads according to their mileage, and a proportion of this tax in turn would be paid by the railroads to their roadbed maintenance workers in salaries.

The primary function of the government in connection with transportation industries, apart from seeing to their proper co-ordination, is to insure the maximum safety of each. Such a fact ties-in with this solution, especially as sabotage is suspected in connection with several recent train accidents. However, the maintenance of the roadbed by the government would not affect or change the present relationship between the railroads and the government except in regard to the roadbed itself.

The objection to consolidation has always been that it would eliminate jobs, yes, and positions. But consolidation could take place with little or no elimination of employees, or of the many hard-working executives, if this proposal is ever actually effected. Rail-

roads are not now and never have been over-manpowered.

There is no danger of a monopoly on the part of railroads. After the war there will be even more competition from other modes of transportation—and there is plenty now!

The railroad problem will be solved only by taking a broad view of the transportation system as a whole. It will not be solved at the expense of other competing industries. It will not be solved by any one man or any one idea. There is no panacea for it. No miracle will take place, no miracle **need** take place, except as one may think of a miracle as a thousand possibilities achieved, a multiplicity of ideas put to work for a common purpose. Let railroad men give muscle to this proposal by putting the weight of their energy behind it, and to do likewise with every constructive idea offered them, and the railroads will remain the backbone of transportation.

*Gone are the days of storekeepers, suddenly captivated by a new industry, rivaling the sailing ships in color and excitement; passed into history are the days of the railroad pioneers. But their story remains to remind us that it must ever be inconceivable that those pioneers strove against such overwhelming circumstances to build our railroads, that so much suffering was gone through, and that such large sums of money were invested, only to have those railroads enjoy so brief a period of real prosperity. So long as the usefulness of the railroad exists, there must be no end to railroad prosperity. The railroad man of today is at least equal to the pioneer in vision and courage, and with those attributes will be able to meet the less colorful but equally as important and perhaps more difficult task of holding together and maintaining for others the heritage of the railroads.*

We are anxious to know what our readers think of "A Solution for Tomorrow's Railroad Problem." Long ago—in peace time . . . 1938—Mr. Wikander, some two years before it was put into effect, advocated railroad travel on credit. His article was widely quoted . . . Will this new suggestion be as popular? Is it feasible, workable? What is your opinion?

The Editors.

★ It won't be long before seeing women conductors will be commonplace. Our Government is seeing how England is using women workers on transport systems. Just last month a young lady made her debut in New York as a "milk-man" or milkmaid, if you will.

Wonder if the W.P. plans to use a "conductress" on 39 and 40.

## NEW MOTIVE POWER ON WAY

With traffic reaching all-time record proportions during October, an extremely heavy demand was placed on our motive power.

In anticipation of this inevitable need Western Pacific some months ago made application for authority to obtain additional power. Happily, the War Production Board has passed favorably on our application and allotted us both steam and diesel power from the national quotas authorized for construction.

Accordingly, we are looking forward to receiving some time during the first six months of 1943, six 4-8-4 high speed heavy duty freight locomotives. These engines have an over-all wheel base of 94 feet 5 inches, are equipped with 73½ inch drivers, weigh 852,000 lbs. in working order and develop 64,200 lbs. of initial tractive effort, which with booster is raised to 77,200 lbs. They are an all purpose locomotive, and being oil burners can be operated on all sections of the mainline, as necessity dictates.

We have also been allotted three additional 5400 H.P. Diesel Freight Locomotives for delivery in the first eight months of 1943. These are similar to our present 901 series, but carry an improved electric holding brake, and have a greater range of retarding speeds.

The Reorganization Trustees have before the Court at the present moment an application for authority to place an order for eight one thousand H.P. diesel-electric switchers. If obtained, these will represent a new class of switching power, as those already operated are of only 600 and 660 H.P.

★ ★ ★

## WENDOVER GUNNERY SCHOOL RECORD

To Wendover, Utah, on the mainline of the W.P., has come a special distinction. The aerial gunnery and fire control school located there has established the exceptional record of having fired more than 8,500,000 rounds of ammunition without a single accident even of a minor nature.

Firing at the rate of one shot per minute, ten years and six months would pass before the 8,500,000 rounds would end.

Students of the school handle guns accurately as well as safely. The school graduates excellent gunners.

★ ★ ★

## REPEAT NOTICE

In our last issue we asked old timers of the W.P. to write and let us know what they are doing now, and to relate any experiences they may have had connected with the early days of the W.P. While we have had some response, we hope to hear from more of you. Though scattered here and there by the years, ex-railroaders have a common colorful past to link them together, and the Headlight will be glad to be a medium for the exchanging of these memories and experiences.



## VICTORY TAX EXPLAINED

★ The Victory Tax provisions of the Revenue Act of 1942 became effective January 1, 1943. Beginning January 1, 1943, every employer is required to withhold, collect, and pay upon all wages of every employee (except for agricultural labor, domestic service, and casual labor, and for certain other classes of service) a tax of 5 per cent of the excess of each payment of such wages over the **Withholding Deduction** allowable. The withholding deduction is \$624 for the year and corresponding amounts depending upon the payroll period by which the employee is paid.

Wages consist of all remuneration, whether designated as wages, salaries, commissions, or bonuses, or whether in the form of cash or goods, or quarters and subsistence, to the extent that such remuneration is includible in income.

The amount of tax withheld by the employer from wages is required to be paid by the employer to the Collector of Internal Revenue for the district, and may be taken by the employee as credit (not as deduction from income) against the Victory Tax first, and the excess, if any, against the income tax, for which he may be liable for the taxable year, beginning after December 31, 1942, in which the Victory Tax is withheld.

Every employer required to withhold a tax in respect of the wages of an employee is required to furnish such employee in respect of his employment during the calendar year, on or before January 31 of the succeeding year, or if his employment is terminated before the close of such calendar year, on the day on which the last payment of wages is made, a written statement showing the period covered by the statement, the wages paid by the employer to such employee during such period, and the amount of the tax withheld in respect of such wages.

As the Statement of Victory Tax Withheld, which the employer is required to furnish each employee, may be required in substantiation of income as shown by the return or in evidence of the amount of credit to which the taxpayer is entitled under the provisions of the Act, the Statements received by employees should be carefully preserved.

Every individual having a gross income in excess of \$624 for the taxable year is required to make a return for Victory Tax purposes. Such return for the calendar year 1943 must be filed not later than March 15, 1944.

An employee is not relieved of filing an income and Victory Tax return by the fact that Victory Tax has been withheld by his employer from wage or salary payments.

★ The motion picture, "Railroadin'" which was shown by the Western Pacific Club in our building Wednesday evening, January 6th, combined real entertainment with a lot of information.

The technicolor scenes gave at least a glimpse of the outstanding natural beauty spots of the United States, and combined it with a brief but comprehensive history of transportation. It almost staggers the imagination to see shown in the same film the primitive methods of transportation along with the developments that have taken place during just one century of American history. To see depicted in one brief thirty minutes, men providing their own transportation by foot and with animal power, and then to see the high-speed locomotives racing back and forth over the rails at almost impossible speeds,

makes us in the railroad industry feel proud that we are taking a part in this modern method of transportation.

The scenes of cattlemen driving their herds from Texas to Chicago compared with the picture of modern cattlemen shipping tremendously larger volumes of animals via railroad, again calls to mind the very great contribution which the railroads have made to modern civilization.

No one who has been interested in the development of steam and electric power could help feeling thrilled when he looked at the scenes picturing the handling of thousands upon thousands of gondola cars laden with coal being moved through the yards automatically and picked up as by the hand of a giant and dumped into the bunker of a vessel; or to see one man sitting in

an office above the yard and by automatic electric controls make up 100-car trainloads of coal for prompt dispatch to distant destinations.

The picture was not only a work of art, but a complete history of the development of railroads, which have contributed more to our mechanical civilization during the past century than all other inventions from the beginning of recorded history down to the advent of the locomotive running on steel rails.

J. H. COUPIN

\* \* \*

We are grateful to the American Locomotive Co. and the General Electric Co., producers of this film, and particularly to Mr. Stephan G. Harwood, District Sales Manager for Alco, in making this film available to us.—The Editors.



THE WESTERN PACIFIC RAILROAD COMPANY

*is a duly authorized agent of the United States Treasury Department for the issuance of War Savings Bonds.*

*The service rendered as issuing agent is performed as a patriotic contribution to the Nation's War Effort, and without compensation in any form from the Government of the United States of America.*



*Henry Morgenthau Jr.*

*Secretary of the Treasury*

*Countersigned:*

*Federal Reserve Bank of San Francisco*

*Fiscal Agent of the United States*

*Musa Day*

*President*



## "THE CHALLENGE"

★ At the end of October, 83% of our employes and officers were signed up under the payroll deduction plan for the regular monthly purchase of War Savings Bonds to the extent of 5-6/10% of our total average payroll. Our objectives are 90% participation for 10% of the payroll. To the men and women of the Western Pacific System who have made it possible to handle so efficiently the tremendous war-time load of traffic, these objectives should hardly seem insurmountable.

While many of the nations railroads have already secured 90% participation, only one Class I railroad, the Boston & Maine, has succeeded in securing a monthly subscription of 10% of the average monthly payroll. We can still be the first western railroad to attain the twin goals and, if we do it, the credit and glory will be yours—the rank and file—for, without you, it cannot be done.

At a conference of Railroad War Bond Chairmen in Washington, D.C., on November 19th, we were shown graphs and statistics covering the war bond campaigns of the nation's twelve leading industries. Only in the percentage of employes participating did the railroads get out of the cellar position—and then only into ninth place. In the percentage of participating employes' pay deducted and the percentage of aggregate payroll deducted, the railroads were at the bottom. While the Western Pacific is above the average for the railroad industry, there's room for much improvement. If we all think a little about the importance of NATIONAL TEAM WORK in a war emergency, we will realize that individual effort, while impressive to the individual, impedes attainment of the national goal.

While realizing that you are being subjected to a higher cost of living and the biggest taxes in our history, are we to forget the sacrifice being made by our soldiers, sailors and marines on the battlefields of the world? To become a Ten Percenter we may have to sacrifice a few of the material things we've become accustomed to enjoy. Is that really a sacrifice when we will get back four dollars for every three we invest if we hold the bonds to maturity—ten years from purchase? We get absolute safety, with the pledge of the world's strongest nation. We get security for the future. We can't lose! We should buy bonds with every dollar we can scrape together . . . not with our spare change! If you think we are making sacrifices, ask yourself if there is any sacrifice we can make to equal that of the man who gives his LIFE.

On January 11th, the Western Pacific War Bond campaigners will inaugurate six-weeks intensive drive, terminating on Washington's Birthday, to put the Western Pacific civilian army over the top. Will you join us on February 22nd, as we celebrate the 211th anniversary of the birth of the Father of our Country, in celebrating, too, the achievement of our War Bond goals? YOUR help is needed if we are to accomplish this and keep a steady stream of funds pouring into the United States Treasury.

Will you accept the challenge of the dictators and do as your government asks? Then become a Ten Percenter through the payroll deduction plan offered by your company.

W. C. MITTELBERG

Chairman, General War Bond Committee.

Some of our people say they prefer to await receipt of their pay checks to purchase bonds for cash at post-offices, banks, etc. Do these folk realize they are losing a month's interest following that procedure, instead of using the payroll deduction plan. For instance, the pay check you receive on the 10th of the month is for the last half of the preceding month. The bonds issued by the Western Pacific are dated the month in which payment is completed, but, when you follow the practice of using funds out of your 10th of the month pay check to buy bonds, they are dated that month. You may have to wait three weeks to get your bonds from us, but you secure an additional month's interest. Maybe it's worthwhile to wait, particularly since there's nothing you can do with the bond anyway but put it in safe-keeping.

### FACTS ABOUT WAR BONDS

1. War Bonds cost \$18.75 for which you receive \$25 in 10 years—or \$4 for every \$3.
2. War Bonds are the world's safest investment—guaranteed by the United States Government.
3. War Bonds can be made out in 1 name or 2, as co-owners.
4. War Bonds cannot go down in value. If they are lost, the Government will issue new ones.
5. War Bonds can be cashed in, in case of necessity, after 60 days.
6. War Bonds begin to pay interest after 1½ years.

### WHERE YOUR MONEY GOES

Your money will be put to work at once to help the Nation's war program. The money received from War Savings Bonds is put into the General Fund of the Treasury Department. From this fund all expenditures of War are drawn. So, when you purchase War Savings Bonds you are purchasing for the boys that are defending our Freedom the equipment to do their job on the battle fronts. War is not cheap and your Government needs every dollar that you can possibly spare to insure our ultimate Victory.

\* \* \*

Start 1943 on the way to Victory. Buy War Bonds with 10 per cent of your pay through the Payroll Savings Plan.

## WESTERN PACIFIC SYSTEM WAR BOND CHAIRMEN

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(San Francisco)

W. C. MITTELBERG, Chairman

R. J. McCARTHY, B. of R. C.	T. L. PHILLIPS, C.E.
W. E. MEYERS, B.L.E.	THOMAS KEARNS, Sr., A.F.&P.A.
C. E. WHITMAN, B.L.F.&E.	F. W. STEEL, A.F.T.M.
EUGENE MORTON, S.U.N.A.	H. R. FEGLEY, A. to G.M.

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SACRAMENTO NORTHERN RAILWAY . . . . . J. B. ROWRAY, Chairman	
TIDEWATER SOUTHERN RAILWAY . . . . . GEORGE BEENY, Chico Chairman	
	R. T. KEARNEY, Chairman

These Chairmen, and their committees, are on the job to help you in any phase of the War Bond Campaign and we urge you to take your War Bond troubles, if any, to them.

★ As the Western Pacific War Bond campaigners go merrily on their way gathering new payroll deduction authorizations, exulting when the figures rise and desponding when they decline, probably little thought is given the men and women in the auditing and treasury departments in the general office whose job it is to get out the bonds as quickly as possible . . . and they can't make any mistakes!

To their innumerable duties, we've now added the homeric task of keeping the records and issuing the bonds under the payroll savings plan. To date, they've gone unsung and unheralded. Now, the Western Pacific "bond salesmen" stop to pay tribute to Frank King and his crew and to Roy Larson and his crew for their untiring efforts in our cause. They have brought order out of chaos and are now prepared to handle whatever the "salesmen" can produce.

We salute the War Bond workers in the auditing and treasury departments!

### A FEW COMPARISONS

In the United States workers have the privilege of investing 10 per cent of their earnings or more in United States War Bonds, getting \$4 back for every \$3 they invest.

In Germany Hitler wrecked the labor unions and now the workers are lucky if they earn enough for subsistence.

In Italy Mussolini wrecked the labor unions and now the Italian workers take orders from the Gestapo.

In Belgium the workers are allowed the value of one half of their Sunday production, if they have worked for the Germans during the previous week.

In Holland the workers are paid with occupation marks negotiable only at the point of the invaders guns.

In France the workers were conquered by the Nazis and now are being forced into German labor camps.

In Poland the workers are driven un-

til they collapse. Their bonds are the bonds of slavery.

Prove your appreciation to your Uncle Sam.

Invest at least 10 per cent in War Bonds each Payday.

\* \* \*

### DON'T YOU BELIEVE IT!

If anyone tells you that redemption of War Savings Bonds is heavy . . . DON'T YOU BELIEVE IT! The record proves otherwise. Of approximately Ten Billions of War Bonds sold up to October 31st, 1942, only 13¼% have been redeemed; 98¼% are still being held by the purchasers. The monthly redemption rate is averaging about three-tenths of one percent. It appears purchasers of War Bonds are redeeming them only in case of absolute necessity. LET'S BUY 'EM AND KEEP 'EM!



**D'YA WAN'NA BUY  
A BEACHHEAD?**

★ Under this rather unusual caption, Bob Faerber, of Birmingham, Alabama, calls attention to the opportunity offered us to buy beachheads in all corners of the world. The demand for these beachheads is great and some cost more than others, but the cheapest of them costs plenty. A beachhead costs a lot of money—it also costs LIVES. Our combat forces are taking care of their part of the transaction. They want these beachheads badly enough to go out and fight for them—to give their lives if necessary. To do this, they must have ships, tanks, guns and planes—and these we must furnish by lending our financial support. The Germans and the Japs are doing their best to keep us from acquiring these beachheads, so we are going to have to "buy" them in ever increasing quantities if victory is to be ours.

Let's corner the beachhead market of the world and restore peace.

These are the sentiments of Birmingham's Bob Faerber. We echo them and urge members of the Western Pacific-Sacramento Northern-Tidewater Southern family of employes to buy all the beachheads they possibly can—and regularly, through our Payroll Savings Plan. Our armed forces will do the rest!

\* \* \*

Congratulations to Ross Kelleher and R. E. Booth, of Sacramento Shops, who inaugurated a campaign September 1st, 1942, for the sale of War Savings Stamps. On their own time, these enterprising salesmen had sold a total of \$7,279.90 in stamps up to December 22. The example of personal initiative offered by Messrs. Kelleher and Booth is heartening.

\* \* \*

Every dollar you put into War Bonds is LIFE INSURANCE for our boys . . . and in the lives of those boys is the salvation of our country and our liberties.



**"FRONT RUNNERS"**

★ The honor of authorizing the largest individual percentage deduction from his monthly pay for the purchase of War Bonds goes to a B&B foreman on the Western Division. His subscription is for 68½% of his pay.

Second honors go to one of our roadway laborers on the Eastern Division, who is subscribing 66½% of his pay. A roadway foreman on the same division is subscribing 48½%; a stenographer in the General Office Law Department, 41½%; another clerk in the office of A.F.&P.A. 34%.

There are innumerable other subscribers on the Western Pacific in excess of 25%, but we must omit the details for lack of space.

On the Sacramento Northern, a track and roadway watchman is subscribing 40% of his pay and an L. T. & S. maintainer subscribes 35%.

The examples set by these members of the Western Pacific family is very encouraging to the campaigners.

**McCARTHY URGES BOND BUYING**

★ R. J. McCarthy, General Chairman of the Brotherhood of Railway Clerks, urges all members of the Brotherhood to co-operate fully in the War Bond Victory Drive which will be inaugurated on the Western Pacific System, January 11th. All members are reminded that continued investment of every dollar possible in War Bonds will go a long way toward keeping the lamp of Liberty alight, and insuring the maintenance of our democratic ideals. Help America Help You.

\* \* \*

Make 1943 the Victory year! Sign up 10 per cent of your pay for War Bonds through the Payroll Savings Plan.

\* \* \*

Don't forget: the men in uniform also buy War Bonds—and they wait 90 days to get them, IF AT ALL.

**GOOD NEWS FROM THE "BOND FRONT"**

ARTHUR FOLWELL AND ELLISON HOOVER



RETURN POSTAGE GUARANTEED

The HEADLIGHT

**CHANGES IN PASSENGER DEPT.**

Last month the following changes in the Passenger Department were made effective:

Mr. Talbot Kelly became District Passenger Agent for Sacramento territory, and Mr. Alfred H. Jensen, who had been District Passenger Agent for both Sacramento and Stockton territories, was appointed District Passenger Agent for the Stockton territory exclusively. Mr. T. W. Edgar was made Special Representative at Camp Beale, California, with headquarters at Marysville, and Mr. Robert E. Gonsalves was named as Passenger Agent, Salt Lake City.

\* \* \*

★ The forty-eighth Medal of Honor for bravery in connection with the saving of life upon railroads has recently been awarded to Mr. Hollis W. Wortham of the Illinois Central Railroad. His act was to drag a deaf mute from the path of a switch engine, narrowly escaping with his own life in doing so.

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... Come to  
**SLATER'S SMOKE SHOP**  
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CIGARS · CIGARETTES · CANDY  
MAGAZINES

**W.P. OROVILLE MAN  
IN "WHO'S WHO"**

Charles W. Carpenter of Oroville rates a mention in "Who's Who in Transportation and Communication," published by the Boston, Mass., Press.

Mr. Carpenter was hired in December, 1909, as Chief Lineman for the W.P. He held this position until August, 1937, when his title was changed to Telephone and Telegraph Engineer. Previous to coming to the Western Pacific he had been employed by the Western Union Co. Mr. Carpenter is now in semi-retirement and will officially retire March 1, 1943.

\* \* \*

**COUPIN AND NIPPER  
ELECTED OFFICERS**

Two Western Pacific men were honored before the year 1942 bowed out, Mr. John H. Coupin, General Agent, San Francisco, being elected president of the Pacific Traffic Association, while Mr. Carl Nipper, General Agent, San Jose, became president of the San Jose Passenger Club.

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for your convenience  
Constructive Criticism Invited

Does Your Income Stop  
When You are Sick  
Or Injured?

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

IN THE

**ORDER OF RAILWAY EMPLOYEES**  
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Western Pacific Building, San Francisco, California

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