

The HEADLIGHT



VOLUME I

NOVEMBER, 1941

NUMBER 2

FOR THE WESTERN PACIFIC!



THE FIRST OF OUR MIGHTY, NEW DIESEL-ELECTRIC
FREIGHT ENGINES . . . TO BE DELIVERED IN DECEMBER

Length . . . 193 feet Tonnage . . . 4,900 tons on a 1% grade
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THE HEADLIGHT

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Chief System Correspondent
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MILLS BUILDING, San Francisco



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 The WESTERN PACIFIC CLUB



Press of STARK-RATH
 San Francisco

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EDITORIAL

"To Light the Way"

The first issue of THE HEADLIGHT is now a past issue. Our President in his introductory address to the Club quoted *"The beginning is the most important part of the work."* Those of us charged with the duty of continuing the good work started within our Club can only add: *We'll press on mightily to improve our Club, our magazine and our welfare.* THE HEADLIGHT is the voice of the Western Pacific Club, which means it is conceived by employees for employees, as one to another—its pages are open to all of you. The general scope is to inspire friendliness, co-operation and friendly competition in activities within our ranks—to add to the joy of life. These pages are for railroad people, and its contents are largely railroad items.

But railroad people have other important functions, too! In these days of confusionism we believe it would be fatal to ignore entirely all items but railroad news. Men and women from *all* professions—*all* walks of life, are now vitally interested in current world events. Keeping in mind this important fact, it will also be our aim to offer you, for serious thinking, subjects of universal interest that affect the well-being and security of all of us. Recent events have proved the Selective Service Act a momentous peace-time problem, discussed daily with concern throughout the nation.

In this, our second issue, you will find our first step in this direction: *"Drafted."*



THE EDITOR.

WISDOM, INC.

Our transportation policy recognizes the necessity of maintaining a prepared transportation system and particularly recognizes the importance of that system from the standpoint of national defense. The Transportation Act of 1940 is to be administered having in mind the development and maintenance of a transportation system that can serve the purposes of national defense. The last year has emphasized the importance of that consideration in dealing with our defense and transportation problems.

Our roads are now better fitted to handle the nation's demands than at any other time in our history.

The country has been experiencing an upturn in economic conditions, including transportation, no doubt largely due to the increased foreign trade and production for national defense purposes. The roads are moving a good volume of traffic, and railway labor employment has reached its highest number since 1937. During the past two years the roads, with commendable foresight have been improving roadbeds and equipment, and are today the best prepared to handle peak requirements of any time in the history of our country.

Perhaps no one would be warranted in predicting how long this situation will continue, or how abruptly the demand for transportation for defense purposes may cease. Unfortunately, world conditions indicate that this generation of Americans will not be able to return safely to the lower standards of military preparedness of the past.

We must prepare for that world in which we are going to live, which, for the moment, seems to be quite a different world from that in which America has heretofore lived. When peace comes it will bring economic changes the extent of which will depend on circumstances yet undeveloped. Prudent foresight may largely discount the unfavorable reactions that generally follow intensive defense preparations.

We do not discuss the long-time viewpoint except on a speculative basis. One thing is certain, however—this country will still have a vast volume of traffic for our public carriers. The problem of the government and the carriers is, by prudent legislation, administration and business management, to make our transportation job well done, and enable our useful transportation agencies to enjoy at least a fair reward for their services to the country.

—Address, A. A. R. R., The Honorable Clarence F. Lea.



Buy UNITED STATES DEFENSE BONDS—Do It NOW!

DRAFTED!**OHIO?***(Over the Hill in October)*

The morale of our Army is being discussed by everyone in great detail and is of vital importance to the nation. Among the thousands of young men inducted into the Army are many who have readily adapted themselves to this new life and are thoroughly enjoying their brief respite from the routine of civilian life. Others, especially a few of the older boys, were taken from good jobs, perhaps well on the way to successful business careers. Some of these boys, at the outset, were resentful, bewildered, and felt themselves discriminated against.

It is to one of these that the following letter was written by a young Western Pacific man to his draftee friend and pal. The letter created a great deal of interest in one of the largest Army camps in the Southwest. Reports indicate it was passed on from hand to hand, and finally copies were made for further distribution.

* * *

San Francisco, October 20, 1941.

Dear Pal:

Can't say I enjoyed your first letter from camp. We all appreciate how you feel, but did you ever see a whipped cur? That's what you reminded me of.

All right, get sore. Get your dander up. That's what you need. What's a friend for if he can't lash out, hoping it will do some good?

Sure, I can "pop off" because I'm not in your boots. That's what you're thinking. Well, believe me, my boots would be firm and shiny and not sagging down at the heels. I hope to high heaven you had the sense not to write to your folks in the same vein as your letter to me. Sure would do your mother a lot of good. She'd be happy—like hell!

You had your cry up here, but now is the time, pal, to snap out of it. We agreed with you it seemed like a tough break at the time and that you were losing out. But are you? I think differently now.

Up here in this crowded metropolis you were just one of the vast army that wearily made its way to work each day—a tiny, insignificant cog in the gigantic wheel of progress; a minion who must be on guard against others of his own kind who would do him out of what he's got in the never-ending race for existence and one's life bread.

There were stop signs and bells . . . automobile horns and the deafening noise of street car wheels . . . the din of policemen's whistles . . . the snarl of tangled traffic . . . the cursing and all the abuse of our "civilized" life. Always there was work, work, work, and the equally maddening demand for what you work for. Four-bits for gas, then more gas . . . oil . . . a repair job where somebody smacked your fender . . . more money for those tiny shots of liquor that must be bought so that others may think you the "smart sophisticate, but world-weary." Then those bills—household, clothes, presents for the gal, money for that special date, for bowling and shows. And to get all these one first must work, work, work.

Then that fateful statement, those terse, few words "REPORT FOR INDUCTION." And

you saw this mad, merry-go-round life crashing about you as chaotic thoughts swirled through your head . . . the death knell of all hopes and plans . . . because the Bewhiskered Gent was demanding your sacrifice that others might continue. It was all so unfair.

Hurt and bewildered, you turned to those who could give comfort—your mother and dad, the girl friend, the kid sisters. But they couldn't say much, for there wasn't much one could say. There were tears in their eyes and a lump in your throat.

That last night in town . . . the fog misting the windshield and seeping through the windows, trying to wash away the memories. San Francisco's way of easing the hurt of one of its own. Downtown the bright lights beckoned, but you couldn't see them, for instead there was another sight—Men in Kkahi—for TOMORROW YOU WOULD BE IN THE ARMY.

And then the day dawned, the one day that was to mark a milestone in your life, for on this day a life is lost, or reborn. But you could not think of those things just then. You were no longer hurt or bewildered, but resentful and embittered toward those who had put you where you were.

Then there were those first few hours of confusion and questions and vague answers . . . the long train ride; arrival at destination. But that feeling of having been cheated still persisted. With bleak eyes you looked about but you saw nothing. What about your job, your opportunities, your girl friend? "God, but two and one-half years is so long! I'll be so old!"

But time will wash away the hurt as new and interesting actions begin reshaping the course of your life. For here, among others exactly like you, are the opportunities to better one's self and rise above the others—if the will is there!

And your friends will not forget you, for your friendship is too highly valued; and in their letters, cheerful and encouraging—not gloomy like this one—you'll sense how they're pulling for you. Your employer—he won't forget, either, for your job will be waiting for you. And as for the girl friend—well, we can already see the vine-covered cottage and the kids.

While we go on in the same dispirited manner doing the same commonplace things, you, who will come back to everything we've got, will be so much richer than we with your new and enduring friendships made the hard way, with your memories of an exciting life filled with action

GOODBYE FOR A YEAR!

and thrills. That temporary respite from our hum-drum life gives you so much more than we shall ever have!

So it's chin up, soldier! Chest out and shoulders squared! We'll be waiting for you—and pulling for you!

Your friend,

WE ALL HAD FUN!

The first W. P. Club dance is history, but the memories that linger . . .

Thursday night, October 23, and what a night! The transformation of our "career" girls to oomph and glamour and clinging femininity—the whistles of ejaculation from our men saying "whodathunkit!" (we mean the bachelors).

With music by John Wolohan in the beautiful Rainbow Room with its matchless dance floor, the W. P. can boast of one of the best railroad affairs ever held. The general consensus of those fortunate enough to be present is "let's have another." And to those who stayed away, "Better not miss the next one."

For advertising space, telephone or write the editor.

PEOPLE AND THINGS

By AL BRAMY

"To foster closer relationships and better understanding"—the aim of the W. P. Club. Words that were deep in their meaning but stiff in their coldness before the beginning . . . of the beginning—but how significant and warm when the theory becomes fact.

For in our short existence there is already a new undercurrent of spirit—of feelings, thoughts and personalities emerging to the fore. A spirit based on a deeper friendship and a more harmonious relationship toward your fellow worker.

The W. P. Club is achieving its aims, and with it a keener analysis of your new-found friends—of their likes and dislikes, thoughts and problems, of their sympathetic understanding of yours. Through our united efforts for a real W. P. Club, we are building a new and greater W. P. family.

Jesse Holmes dubious of Oakland "Winchelling" . . . "Look at what happened to Jimmy Fidler." . . . Tal Kelly, L. A., says Ed Reel is "going Hollywood"—stood up his best S. F. gal friend when she visited down his way. Seems Ed couldn't find Union Station . . . Harry Grieb on a vitamin pill diet in effort to best Prof. Cameron in strength duels.

The rugged Manifest Crew sugary cajoling toward Jean McCulloch account they wanna meet her cute little niece. Jean won't harbor the thought . . . Irv Lyons unimpressed with Carl Moore's new Packard . . . their everyday "beefs" amuse California Street Gang . . . Al Rowland, F. T. A., Oakland, has items on Star Gazing published nationally; says, "The parallax of an object is the angle subtended by the astronomical unit as seen from the distance of the object."

Thoughts: How to be the life of the party . . . be the recipient of gags intended for this "colyum"—but which Ye Editor Shelmerdine says "No can use." Like: Incomes Soar! Expenditures Sore! For Isolationists, Secretary Knox (Ob-Knox-ious). Musically Prexy Pelley of A. A. R., "Tanks a million—A million tanks for you." And Sec'y Ickes: "Tanks for the memories." A grand feeling: envelope marked "personal", with memo stating you own a Defense Bond paid for from pay check deduc-

tions . . . We hear: "G. I." Martin's most popular individual in Reno—a personality as booming as the town.

Commodore Carl Mangum, G. A., Oakland, had his trawler "Mark Twain" in recent Fishing Derby sponsored by Oakland Traffic Club . . . finished with low bass score but Carl reports fishing was tops. Rufus Harmon proud of new switchboard installed in his office (and the charming operator that goes with it?)

St. Mary's Collegian copy: Emmet Dillon, according to Doc. Cushman, while still in serious condition after operation, started walking in his sleep and almost gave relapses to startled roommates. Red-headed nurse petulantly, "He wouldn't take any walks with me."

"Are Railroads Practical?" Lancaster, Ohio, school board refused use of schoolhouse for a proposed debate in 1828. Minutes of board read: "You are welcome to use the schoolroom to debate all proper questions, but such things as railroads are impossibilities and rank infidelity. If God had designed that his intelligent creatures should travel at the frightful speed of 15 miles per hour by steam, He would have foretold it through His holy prophets. It is a device of Satan to lead immortal souls to Hell."

Proud pops: Vic Kulberg, C. B. Q., and Clarence Lennig, D. R. G. Not yet forthcoming are the cigars, but Oakland office reports that being familiar with their brand of stogies, it's just as well to forget it. Wilbur West, L. A., married in Las Vegas, now furnishing a Beverly Hills apartment . . . The Office gave some furniture. Little Virginia Day sporting a diamond engagement ring . . . her eyes have that sparkle. Jim Drury's classic to Dave Spowart—"You married guys got nothing to worry about—now take me . . ." It's Anchors Aweigh for Treasurer's Bill Lee who enlisted in the U. S. Navy.

Oscar and Byron Larson, Milton Ziehn, Dick Gollan on night of dance waited for the sun to light their way home. The Larson's dog finds his quarters cramped since Byron moved in.

During the balmy summer days, with hardly a breeze a-stirring, his job is the envy of all others, who longingly gaze out at the deep canopy of sunlit blue; but when the wind and the rains beat their doleful song and the biting cold penetrates through every pore, then there's ne'er a thought for Cliff Emerson who still carries the mail.

SPORTS

After six weeks of bowling, the Treasurers with 14 wins, 4 losses, lead in race for team honors. Squad made up of VanSkiike, Sevey, Moran and Rintala.

Joe Corven (Auditors) leads the individual race with a 176 average for 18 games, and also holds high series with a brilliant 208-202-214. Heagney (Freight Accounts) second, 167; Craig (Transportation) 166, followed by Gentry (Traffic) 162 and Lewis (Telegraph) with 160 average and high game of 234.

Balance of first ten are Jack Hyland, Walt Mittelberg with 157, Parker Swain and Con Murphy with 151 and Paul Shelmerdine with 148.

In the Girl's division, "Peanut" Virginia Day leads with 104 average, "Sis" Dillon second with 102 average, 130 high game and 370 high series. Pearl Mayfield follows with 96 average, Marge Patsy with 91 and Peg McDermott with 83.

Russ Cleland's Los Angeles W. P. bowling team is in second place in the So. California Passenger League.

* * *

The surprising W. P. basketball team coached by Gin Gallatin shows a record of 4 victories, 1 defeat. Season was opened with a decisive 38-22 win over New York Life; then a triumph over the strong Lettermen's Hospital quintet, 21-18. Climax to date was an upset victory over Loyalty Group, 34-31, with the Flyers coming from behind to win in the last minute. State Compensation was the next victim by a close 49-47 score. Santa Fe gave the Flyers their only setback by a 19-17 win. Jack Jones and Hal Furtney at guard for the Flyers make up one of the strongest combinations in town. Squad includes Captain Ken Reilley, Al Bramy, Bob Salkeld, Bruce Heilman, Dick Patterson, Tony Quill and Hank Aviles.

* * *

Nine W. P. golfers teed off at Tilden Park Golf Club in the second round for the W. P. Golf Trophy. Chuck Faye (Fresno) leads with scores of 92-89 for 181 total, followed by George Trimble with 186 for the two rounds. Axel Rintala, third with 189 and Joe Corven fourth with 199.

Bill Baudin holds low gross with an 85 round and Manual Bettencourt won low net with a 94-30- for a 64. Roy Larson showed a great improvement and looks like a potential threat.

BUILDING THE WESTERN PACIFIC

By C. L. GERMANN

Part two:

Problems of Construction

From Eighth and Brannan Streets in San Francisco, the western freight terminal of the Western Pacific, the railroad was built on regular city grades until the jutting hills of San Francisco were encountered, and compelled construction of a tunnel and an embankment rising above the soft tide flats to the freight slip, which is located at 25th and Third Streets.

The length of the fill was 250 feet, with a grade 35 feet above the flats. It was necessary to first make a foundation fill with rock, for in some places sinks exceeding 30 feet into the mud were experienced. The use of a temporary trestle was not feasible, and suspension cables two inches in diameter were strung over the length of the entire fill to support a track from which material could be dumped to make the fill. This temporary track was supported by timbers hung from the cables and was moved forward fifty feet at a time as the material was placed.

From the Western Pacific Mole on the eastern shores of San Francisco Bay the roadway was created by filling with dredges to First and Adeline Streets, Oakland. Oakland to Decoto presented a level stretch; however, unstable ground at the latter point caused a problem with its persistent settlement. In fact, maintenance of grade at this location, known as Halvern Fill, requires constant attention even to this day. Hundreds of tons of rock have been dumped here without avail, evidently dictating sterner methods of grade security.

A fairly level grade is enjoyed until reaching a point just east of Niles, where the road enters Niles Tunnel and then traverses Niles Canyon and the grade summit. The San Joaquin River is then crossed, adroitly avoiding the tule beds and lowlands to the north, finally gaining the valley of the Sacramento. Thence through Stockton, Sacramento, Marysville and along the Feather River Valley to Oroville. With the exception of the pass just east of Niles (Altamont), grade and operating aspects of the route between Oakland and Oroville are simple, consequently permitting of comparatively heavy tonnage hauls with a minimum power requirement.

It was in this section that our present Chief Engineer, Mr. T. L. Phillips, and L. H. Jones and A. A. Kramm, Assistant Engineers, aided in construction of the line.

In locating the present route of the Western Pacific Railroad with respect to a suitable approach to the crossing of the Sierra, several branches of the Feather River were carefully investigated. It was found that by following the main branch from Oroville to the junction of the Middle and North Forks, and then pursuing a course that led along the North Fork, east branch, Spanish Creek and Spring Garden Creek, followed by tunneling through the divide back to the Middle Fork, that it would be possible to obtain a continuous grade of 1 per cent, maximum, through the Sierra. All of this meant the inclusion of 33 tunnels and 26 steel bridges—a super-job indeed!

A few miles north of Oroville the actual foot of the 1 per cent grade is reached, continuing from Bloomer, Mile Post 217.53, eastward to the head of Castle Canyon, M. P. 318.74, representing a straight 100-mile ascent. Outstanding engineering achievements include Spring Garden Tunnel, 7,343 feet in length (Western Pacific's longest), and the famous Williams Loop, describing a complete circle with a diameter of one-fourth mile. The eastern end of Spring Garden Tunnel, elevation, 4,040 feet, is the railroad's entry to historic Mohawk Valley. Crossing of the Sierra Divide, elevation, 5,018 feet, is negotiated by means of Beckwourth Pass and Beckwourth Tunnel, so named in honor of the celebrated scout of '49 days. The railroad reaches the California-Nevada line just east of Calneva, at M. P. 378.34, then proceeds north and east through Smoke Creek Desert and Black Rock Desert to Winnemucca, Nevada, where abounds the valley of the Humboldt River, which location the Southern Pacific Railroad also selected for its route eastward following the crossing of the Sierra.

Part Three of "Building the Western Pacific," in the December issue of THE HEADLIGHT, will recount problems of the railway engineer in putting down a road of steel across an uncompromising desert which once threatened the tide of westward expansion.

Thomas A. Edison started as a telegraph operator. His inventive mind led him from railroading to inventions. We claim him as a railroad man devoted to research which had a profound effect on railroading.

WHAT DO YOU KNOW?

The stores list of any large railroad includes over 70,000 separate items, from pins to locomotives, from dirt to diamonds and gold.

* * *

Between 1916 and 1939 the average revenue per passenger mile decreased from 2.04c to 1.84c. The performance of the present quality of passenger service at a lower rate than in 1916, notwithstanding greatly increased costs, is truly a modern miracle, resulting from constant research.

* * *

The forerunner of the railroad passenger ticket in use today was invented in England in 1836. The first American passenger ticket case was invented in 1874.

DAVID B. LAUDER

The sudden demise of Dave Lauder on Sunday, November 2, came as a distinct shock to his many friends.

Lauder's railroad career began with the Nevada Northern in 1915. He was first employed by the W. P. at Hackstaff, Nev., in 1920. In the same year he was transferred to San Francisco, spending most of the years up to the present on the tough Car Desk position. He was 61 years old at the time of his death.

Dave Lauder will long be remembered for his ready co-operation and willingness to help out on all the daily complexities of railroading.

The O R E G r e e t s The HEADLIGHT

the publication of the

WESTERN PACIFIC

... CLUB ...

and desires to know
its readers better and
inform them about
Health and Accident
Insurance.

ORDER of RAILWAY EMPLOYEES

1000 Phelan Building
SAN FRANCISCO CALIFORNIA

**"W. P. CLUB ACTIVITIES
AT HIGH TEMPO"**

President Mittelberg Says:

On page two of the October issue of THE HEADLIGHT, Editor Shelmerdine, under the heading of Wisdom, Inc., quoted, in part, from the splendid address of Southern Railway's President Ernest E. Norris, at the annual meeting of the American Association of Railroads last winter, discussing the human aspect of the nation's railroads.

Joining Mr. Norris's crusade for humanizing the railroads and feeling the first step in that direction on the Western Pacific was to get our own people better acquainted, the Western Pacific Club was organized and THE HEADLIGHT launched on what we hope will be a long and successful life. The first beams of THE HEADLIGHT were cast in October and the response has been extremely gratifying, not only among railroad men and women, but among users of railroad services and numerous gentlemen of the fourth estate. Of our beginning, we're proud, but, with the club membership growing and the tempo of activities being increased, it's our fond hope that future issues of THE HEADLIGHT will surpass our initial efforts.

Let's keep our shoulders to the wheel and encourage our officers in their endeavors by appointing ourselves committees of one to appear, with all the friends we can corral, at all activities, in the same manner that we responded to their efforts in connection with our Inaugural Dance last month and with the same friendly spirit which pervaded that successful occasion.

SAN FRANCISCO CALIFORNIA

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All Rooms with Bath
Outside Exposure

Rates: Single, \$2 • Double, \$2.50, per day

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H. A. Rotermund Retires

After 54 years of continuous railroad work, the last 32 years with the Western Pacific, H. A. Rotermund has decided he's earned a much deserved rest and has set his retirement for November 1st.

Known to his innumerable friends as "Rotermund," his career dates back to 1887 when he was hired by the old Oregon & California Railroad as a brakeman and fireman. This was before through service was established from Portland to San Francisco. On December 17, 1887, Mr. Rotermund was a member of the crew to pilot the first train out of Ashland, Ore., from San Francisco to Portland, and today is the only living member of this crew to participate in this historical event.

Rotermund entered service of the Western Pacific in 1909 as first Western Pacific agent at Livermore where he remained until 1913. He was appointed agent of the waterfront at that time and has served in this capacity up until the time of his retirement.

After 54 years of faithful railroading he moves to his 138-acre walnut ranch at Camp Rest, Mendocino County, to enjoy sun-bathed days and starlit nights of relaxation and comfort—but he won't be far from the whistles of freight trains that will keep alive his inexhaustible supply of happy memories and associations with the Western Pacific.

The first American interlocker was designed by Mr. Toucey and Mr. Buchanan of the New York Central.

TONNAGE

*Influenced by Many Factors,
Perceptible and Hidden*

By P. L. WYCHIE

How much power is required to pull a train? The question has doubtless been a live one ever since the adding of another car made too much for the horse to pull!

Anyone would naturally expect the train resistance—that is, the draw-bar pull required to keep the cars in motion—to be greater at higher speeds. This was found to be true. In fact the atmospheric resistance or air drag increases as the square of the speed. At low velocities it is of very little moment, but its rate of increase is such that at 20 miles per hour it is four times the amount at 10 m.p.h., and at 60 m.p.h. it is 36 times that at 10. Thus at high speeds the air resistance becomes a very formidable factor. Even at normal speeds heavy head winds tend to produce the same result.

Probably the most surprising fact concerning rolling resistance is that the heavier the car the less draw-bar pull per ton is required to propel it at any given speed. This has a very important bearing on tonnage ratings of locomotives, and is not always fully appreciated. On straight and level track at 20 m.p.h. a 20-ton car causes the locomotive to put forth 8.8 pounds per ton; a 30-ton car 6.7 pounds, and an 80-ton car only 3.9 pounds—less than half that required for a 20-ton car.

This means that a locomotive which could easily pull its rated tonnage in 80-ton cars couldn't begin to pull the same tonnage if composed of 20-ton cars. In our time-table we imperfectly attempt to recognize this fact by specifying that 5 tons shall be added to the actual weight

(Continued on Page 7, Col. One)

CAR LOADINGS RISE TO NEW PEAK FOR YEAR!

Loadings of revenue freight for the week ending October 18 totaled 922,884 cars, a new peak for the year. This represents an increase of 19,007 cars over the previous week, an increase of 108,975 cars over the corresponding week a year ago and an increase of 66,595 cars over the like 1939 period. These figures were compiled by the Association of American Railroads.

Western Pacific Net Income for September Shows Substantial Increase

	Sept. 1941	Sept. 1940	Increase
Net Income	\$771,792.00	*\$562,845.56	\$208,946.44

*Excludes \$169,754.75 non-recurrent legal fees in September 1940. These figures indicate an increase of approximately 37% in net income September, 1941, as compared to September, 1940.

"AT THE CORNER"

*... A Few Steps From
Your New Building*



**QUALITY FOODS
REASONABLE PRICES**



THE COMMUTER

Invites You to
Breakfast

Luncheon

Dinner



YUkon 1893

UNFURL OUR BANNERS!

Rapidly approaching is the day we will move into the new Western Pacific offices to enjoy the many modern streamlined advantages. To say we are anticipating such a move is indeed putting it mildly.

Club member Leo Gosney calls to our attention the fact that while plans call for the construction of a huge flag pole on top of the Western Pacific building, *we have no flag.*

Gosney mentions that in speaking to other Club members, suggestions have been made for the Club to donate an American flag to the company with all the proper ceremonies, and in addition, to also arrange for a specially made flag symbolic of the Western Pacific.

Both plans merit our serious consideration. THE HEADLIGHT respectfully suggests to President Mittelberg that he appoint Leo a committee of one to follow up on these splendid ideas.

Headlight REPORTER ELECTED To Chicago Passenger Association Office Chicago, Ill., Oct. 28.

Bob Gonsalves, Chicago Western Pacific Passenger Agent, was elected to the office of Second Vice-President of the City Passenger Agents' Association, from advices received through E. A. McCarthy, Western Pacific Assistant Traffic Manager.

"Among his duties," says McCarthy, "will be the chairmanship of the Entertainment Committee which provides the entertainment for the organization's many social functions as well as the speakers for the bi-monthly luncheons. Naturally we are all proud of Bob."

Congratulations, Bob — from the Western Pacific Club and THE HEADLIGHT.

TONNAGE

(Continued from Page 6)

of each car in the train in excess of 30 cars.

When the track is not straight and level, new factors are introduced. Grade conditions contribute 20 pounds per ton of weight for each percent of grade, which amount is independent of the speed. On this basis a 5/10% ascending grade introduces a resistance of 10 pounds per ton, a 2% grade 40 pounds per ton, etc.

Curves have a deterring effect also, depending on their sharpness. A train

(Continued on Page 8, Col. One)

MANIFEST SETS *Fast* PACE!

By "WESPAC"

The long rays of the waning afternoon sun cast its shadows into the Manifest Office, but there was no sign of letting up, of relaxing, as the work day drew to a close. The pressure was on, but undaunted the Manifesters were taking it in stride.

To the initiated the scene was one of mad confusion . . . the steady drone of terse voices, the incessant ringing of numerous telephones, the clon-clop of cutting machines, the symphony of typewriters clattering.

There was Oscar Larson, Chief Clerk, tracing L. C. L.'s, securing car weights, expediting spots, handling two or three calls at a time, and attempting to find time to dictate to Secretary Hank Aviles.

J. P. Q. . . .

Initials that in the railroad world represent one of the best known and respected of all railroad executives—a man who has devoted his entire career to railroading.

J. P. Quigley, Superintendent of Transportation and Telegraph since 1919, whose fingers lie on the pulse of operation, carefully watches over the Manifest Bureau, one of the many departments under his supervision.

Mr. Quigley's long years of experience have enabled him to store up an invaluable knowledge of railroad problems, and his opinions are unstintingly given to all who seek his aid. Frequently he finds he must maintain a furious pace to finish his own work, so great has been the demand on his time for counsel.

Records . . . records . . . no stopping those phones. "Where's my car of liquor?" . . . "Gotta government contract, those cars have to make a boat." . . . "Whynell can't I get a 7 a.m. spot?" . . . "My girl is on the *Exposition Flyer*. What time is it due in?"

Parker Swain on the phone, his voice a low monotone, giving the Oakland office manifest records. Jean McCulloch's typewriter is clattering. Chicago, Pittsburgh, Seattle are tracing for records. Faye at Fresno is worrying about perishables. New York, St. Louis, Cincinnati want records . . . records . . . RECORDS.

Al Bramy on the Dispatchers phone trying to cut through to Sacramento. Warren Callow and Hal Furtney typing out the "44" and "45" east and westbound manifest reports. Be-

tween letters Dick Patterson stamping the telegraph reports for jumming. Ed Flahive whirring the round table, slapping on records as fast as he receives them.

Ken Reilley, secretary to J. P. Quigley, cautiously threading his way through the workers and the representatives from Traffic, Passenger and Claims. A new voice added to the din—Wespac's—stopping Reilley to ask numerous questions.

Personalities behind J. P. Q.? Rapidly Wespac jotted down notes, scribbling names and duties as Ken Reilley spoke.

Dave Spowart, Chief Clerk of Transportation; P. H. Emerson, Inspector; Bill Foster, Car Service Inspector.

Paul Shelmerdine—original pressure man—watches handling of fast freight—emphasis on Rule 10 Forwarder Cars and Livestock—arranges for operation of Military, C.C.C. and regular passenger trains—everything relative to operation goes over his desk.

Records . . . Records . . . RECORDS. Line wires and Western Unions in a steady stream pouring into the office . . . phones jangling, imperious in their continued demands. . . . Voices calling across the room. . . . "What spot ya givin' the Forwarders?" "McCarthy wants to divert a tank." "Condon wants dope on his Fords." . . . the mad symphony of typewriters in increasing tempo.

Wespac broke out into a cold sweat. He looked about wildly.

"Ye gads, man, I'm gonna get out of here. This is worse than the City Editor's office!"

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RETURN POSTAGE GUARANTEED

TONNAGE

(Continued from Page 7)

rounding a 5-degree curve encounters the same resistance as it would climbing a 2/10% grade on straight track. A 10-degree curve is the equivalent of a 4/10% grade.

These three elements—rolling resistance, grade resistance and curve resistance—comprise the retarding forces which the locomotive must overcome to keep the train rolling at constant speed. Through them all the fact persists that heavy cars require less draw-bar per ton than light ones.

Thus it is seen that lightly loaded cars and a high proportion of empties are doubly detrimental to efficient operation.

SWITCHES

Col. E. W. Mason, Vice-President and General Manager of the Western Pacific, announced that effective November 1, G. W. Curtis, superintendent of the eastern division, with headquarters at Elko, Nevada, has been appointed superintendent of the western division, with headquarters at Sacramento, Calif.

On the same date, J. J. Duggan, division superintendent at Sacramento, will become superintendent of the eastern division at Elko. Transfer of Mr. Curtis, who is senior superintendent, to Sacramento has been held in abeyance until certain important work on the eastern division could be completed under his supervision.

Bill Fauntleroy reports the following changes in the Traffic Department:

George W. Edler, F. T. A., Sacramento, has resigned to accept a position with the Southern R. R., San Francisco.

William T. Friborg, Chief Clerk, Stockton, has been appointed F. T. A. at Sacramento.

Roger H. Druehl of C. W. Mangum's Office, Oakland, transferred to Stockton as Chief Clerk.

Charles F. McNamee moves from San Francisco to Oakland to take the place of Mr. Druehl.

Robert L. Runge has been appointed Freight Traffic Agent at Oakland.

Phil A. Kramm moves from San Francisco to become Chief Clerk at San Jose in place of Mr. Runge.

The Traffic Department also welcomes back into their Rate Department Don L. Burgess and John P. Skinner who have finished their year in the Army. Also released from the Army, Art Allen resumes his old duties in the Operating Office.

BOO, HOO AND FOO DEPARTMENT

By JOE HEDLITE

What—no Boos, Hoos or Fools from any of our ten thousand readers? But then, it's understandable. They do say that THE HEADLIGHT is receiving such a terrific welcome from all six—or is it seven?—corners of the earth that, well, we guess we're a washout as a Foo, and so we hereby nominate that part of this here column for this month's plush-lined electric chair. We reserve the right, however, to wear our rubber pants.

Anyhow, we got a sightseeing tour lined up for you this month. Where to? Why, the Pessimist Club. They say it's intriguing. Ready? Good—let's go!

Well, here we are. Now, right through this door, and—hey, listen! Those guys in there are Pessimists. Oh, yeah, charter members! Let's listen to 'em pessimist a while...

"... Sure I belong to all kinds of clubs, but I never go to meetings. If I do I come late..."

"... Hah! You're a sissy! When my club gives a banquet I tell everybody money's being wasted on blow-outs which make a big noise and accomplish nothing. When no banquets are given I merely holler that the organization's dead and needs a can tied to it..."

"... As Pessimists, you two guys stink! At my club, if I don't receive a bill for my dues I don't pay. If I receive a bill after I've paid I resign. I keep my eyes peeled for something wrong—and when I find it, I resign. If I'm asked to sit at the speaker's table at some function, I modestly refuse. If I'm not asked, I resign. In fact at every opportunity I threaten to resign and then get my friends to resign. That's what I call being a real killer-diller Pessimist!"

What, you want to get out of here? Okay, just as soon as I light this here fuse.

Say you saw it in THE HEADLIGHT

Breakfast . . . from 7 a.m.
Luncheon 11 to 3
Dinner 5 to 7:30

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