

The HEADLIGHT



Volume II

MARCH, 1942

Number 3

KEEP 'EM ROLLING - BUT



KEEP IT UNDER YOUR HAT!



THE HEADLIGHT

Paul Shelmerdine Editor
Al Bramy Associate Editor
Phil Wyche Associate Editor
Irving Lyons Business Mgr.
Carl Moore Advertising Manager

Published Monthly by
The WESTERN PACIFIC CLUB
Western Pacific Building
San Francisco, California

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Photographers

W. C. Emerson San Francisco, Calif.
Charles Fischer Salt Lake City, Utah



GUIDE

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EDITORIAL

Out of the thunderings of the war — as yet some distance from our shores — looms many disturbing facts. Facts that should unite this nation over night and provide a really 100% "All Out" basis for this war.

OVER THERE — the war goes on on a 24 hour day — 7 days a week basis. Thousands die — more thousands suffer on the same 24 hour — 7 day basis.

OVER HERE — it's different. Here we keep our 8 hour day — 40 hour week, closed shop — double pay for overtime — and the biggest worry is income tax!

Because we have long believed ourselves capable of out-fighting anyone in the world, any day of the week, it seems a little hard to realize that we may not even be able to keep the enemy away from our shores. We were caught partially prepared — and partially awake — and now the going is rough.

Even if the going is rough — our congressmen find time for items like "Pensions for Congress". The Draft Board doesn't help much either, when they direct that "Labor Leaders" and "Movie People" be deferred. As one editor puts it — the Clamor Boys and the Glamor Boys saved together from the war, eh?

ONE THING — though — is certain. If we are to win this war, we'll have to fight this war! Since this is true, we'll have to equip our own United States forces FIRST — our Chinese and Russian friends secondly.

It is expected that 1942 will be a bad year and that our forces will lose considerable before we begin to really gain.

Keeping this single thought in mind — is it still possible that our people think we can win this war on a convenient 8 hour day — 5 day a week basis?

When is this "All Out" basis people are talking about really going to start?

THE EDITOR



WISDOM, INC.

JOB MORALE

★ The rising gravity of these eventful times thrusts upon every individual an inescapable share of national responsibilities. It becomes a common duty to shoulder heavier loads, to work longer hours, to make personal sacrifices. It is a breach of faith to grumble and complain, to criticize and find fault. These attitudes are as obsolete as the link and pin. To do more than the job demands, and never to do less than one's best, is the role assigned to everyone.

In carrying out the program that lies ahead, certain key industries are imposed with the two-fold task of providing a normal and necessary service to the people, and at the same time performing the extra-curricular job of serving a nation at war.

In the forefront of such industries are the railroads. Theirs is the task of hauling vast quantities of raw and finished war supplies, of transporting armaments and men, co-incident with supplying a major portion of the national transportation needs of a busy, war-time populace.

The job is the most formidable that has ever confronted the railroads. Workers associated with the industry are in first-line service. This is so because the smooth and rapid functioning of the rail transport sys-

tem is vital to the productive efforts of all other agencies. Every railroad job, regardless of how apparently insignificant, is important. It bears a serious relation to some other job.

This dramatic race will be won only with the aid of all hands. The outcome of the conflict depends upon the productive excellence more than upon military genius. The opportunity is present for every worker to extend himself beyond his ordinary capacity. Now is the time to move faster and with more steadiness. Now is the time to hit harder and with more accuracy. Now is the time to rise to new heights.

Into every job must go the spirited things which produce sheer excellence,— ardor, courage, resolution, integrity. Dawdling and stalling are inadmissible. The institutions of democratic America are too precious to be imperiled by less than all-out effort. Performance heretofore regarded as satisfactory must be improved. Human skills in every department must more nearly approach perfection.

The goal is a quick, decisive victory over unprincipled forces which understood no language but the knock-out blow. The verile people of our nation are capable of putting across this punch. And they will do it in the good old American style. (S.E. London, A.T.S.F. RR. Los Angeles, Cal.)

KEEP 'EM ROLLING — BUT — KEEP IT UNDER YOUR HAT

★ Railroads are the backbone of the nation's transportation system. Keeping the cars rolling — swiftly, efficiently and safely — is therefore the greatest contribution railroaders can make to the Victory effort.

But there is still another important way in which railroaders can be of service in the war effort and that is to see to it that information of value does not fall into the hands of the enemy.

Organizations of the government charged with the duty of uncovering the agents of countries at war with the United States, and putting a stop to their activities, have a tremendous task. Their personnel is limited. In the very nature of things, therefore, they must rely on the help and cooperation of patriotic citizens.

Recently, when an officer of the White House detail of the Secret Service, which guards the President of the United States and the members of his family, was asked why comparatively few men are assigned to the job, he pointed out that every loyal and patriotic citizen does part of the job.

Railroaders, of course, belong in the category of loyal and patriotic citizens. Cer-

tainly no railroader wants his thoughtlessness, or carelessness, to result in injury to his country. To this end, the following reminders may prove helpful:

First of all, the federal government does not want railroad employees to discuss, even with members of their own families, the movement of troops or war materials and supplies. This applies with special emphasis to the number of troops, names of units, and the origin and destination of the movement.

It does not want passenger trains to point out to passengers the locations of plants working on war contracts, munition factories, cantonments, air fields; in fact, anything which could conceivably be considered a military objective.

It does not want railroaders to discuss, when off the job or otherwise, the train movements of the President of the United States or of any emissary of a nation associated in the war with the United States who may be in this country on business connected with the war.

It does not want train crews to discuss with passengers the presence on their trains

of high navy or army officials and other key authorities charged with the prosecution of the war.

It does not want telegraphers and dispatchers to allow strangers to come even within the sound of their instruments, and it most certainly does not want them to pass along to outsiders any advance information about the movement of troop trains, etc., and trains bearing the President of the United States and other important officials of this government or of governments associated with the United States.

It does not want railroad employees to mention to outsiders any activities, especially on piers, wharves and lighters at sea-board terminals, pertaining not only to the movement of troops but also to the movement of war materials and supplies which they may observe in the course of their work.

The wisdom of these "don'ts" will be readily apparent to all railroaders. For the duration of the war, therefore, let's —

KEEP 'EM ROLLING — BUT KEEP IT UNDER OUR HATS!

BUY United States Defense Bonds

"THERE'S MORE TO A DINING CAR MEAL THAN THE MERE EATING OF IT"

BY H. G. WYMAN

★ The average railway dining car patron, settling down to a well-cooked, well-served meal in the "diner" while flying across the countryside, seldom reflects on the planning, preparation and organization which have contributed to the success of his meal. Like most people nowadays, he takes deft service, balanced menus and other attributes of a satisfying meal for granted. Because we think the traveling public and our employes would like to know more of what goes on behind the scenes, we are setting forth some facts to show the layman something of the railroader's problem involved in feeding a small army of travellers while it is enroute.

The dining car steward, in whose charge the "diner" is operated, must keep a perpetual inventory of supplies and equipment so that when ordering he knows not only what he wants, but how much. This inventory also serves as a trip report or journal recording number of meals served and revenue involved. Properly filled out in all detail, the report is a 20-page book and gives a complete financial and supply record of the particular trip.

Sixteen pages are needed to record the dining car's supplies, each page showing aggregate quantity of each commodity on

hand, consumed or needed. Under the heading of meat and fish there are 74 various items. Vegetables, from the lowly onion to the lordly truffle, account for 52 entries; fruits cover 32 items. Then there are 11 jams and jellies, 25 different dairy products, 12 bread entries, 275 individual "dry" groceries, 20 beers, 22 wines, 25 mineral waters, 35 whiskeys, brandies and cocktails, 10 brands of cigars and 10 kinds of cigarettes. By keeping this perpetual inventory up to date, the dining car steward makes up a "grocery order" at the end of his run for enough supplies to bring his kitchen up to standard. A dining car's store-room thus resembles a grocery store without a cash register. In addition to the above a dining car carries sufficient linen to serve one thousand guests in one round trip. Crockery, glassware, silver service and kitchen equipment that would do justice to any first class hotel dining room are all stored within a short space of some twenty-five feet.

The chef of a western Pacific diner plans his day meals, and before the first breakfast order is given he has luncheon and dinner menus well along in the process of preparation. In the dining car proper five waiters lay the table with fresh linen, silver and glasses, fill the water bottles and give the

car that spick and span Western Pacific look. As the passengers entrain at a station, the dining car crew watch them, and not from mere curiosity, either. For from long years on the same run the dining car crew studies the taste of the traveller, so that before the dinner call is sounded, your own pet dish is often already on the fire, ordered by a waiter who had served you before. Early on the run a check-up is made of through passengers so that the chef may know the probable number of meals he has to prepare.

It always surprises the visitor to a dining car how so much food can be stored in so small a space. The answer is, training. Each cook knows his job thoroughly and all his materials are close at hand. Much of the success of a dining car's service is due to its crew. They must be congenial people who can work together. After the last meal is served, and the train is nearing its terminous, all hands turn to cleaning silver and counting linen to prepare it for the laundry, while chef and steward check the stock and prepare the requisition for supplies.

At the terminous, inspectors from the dining car department board the car to take over the stock and supplies still left and prepare to stock it for its next run. As every member of the crew well knows, there is far more to a dining car meal than the mere eating of it.

PEOPLE and THINGS

By AL BRAMY

SAN FRANCISCO — PREPARES.

★ Three months of toil and sweat, of self sacrifice, and San Franciscans can well afford to pause and reflect on the fruits of their labor . . . for a great city like some gigantic machine shifts smoothly from low to second gear.

But San Franciscans are not pausing for reflection for there is no time . . . for each night brings a deadline, and tomorrow might be the day of stark tragedy. There is no bravado here, but a cool determined assurance to be ready if . . .

And so each day sees the monstrous machine that is Civilian Defense and Red Cross working more smoothly, learning its lessons more thoroughly, studying and analyzing . . . and each minute item is a problem that must be handled with the utmost efficiency — for an error might mean a life if . . .

No complaints directed against Jim Dillon of Freight Office for having his window opened to widely. Jim has a good sized American Flag on his desk, and the breeze comes thru the window strong enough to keep the flag waving.

The Club has a handsome new Bulletin Board thanks to W. J. O'Neill's Sacramento Shops.

Item in last issue had Dan Costello working for U. S. Army. A last minute switch in Army plans and moving of Corps to Oakland, eliminated the job, so Dan is back at his desk as Chief Clerk to General Aft.

The American Assn. of School Administrators moved WP to San Francisco. John Nolan, AGPA, Chicago, almost had a nervous breakdown holding this movement after war was declared.

A picture that assumes the proportions of the fantastic, for the dreaded war machines of mighty nations that make contact on distant fronts have changed the normal life of the San Franciscan who stands on the Gateway of the Pacific facing the Nippon peril.

34,000 Air Raid Wardens attend classes twice weekly gaining knowledge that is vital to them . . . and to us. Thousands upon thousands now make up our Auxiliary Police, Firemen, Demolition Squads, Rescue Squads; the Red Cross First Aid units with trained doctors and nurses, converted ambulances, emergency hospitals, The Food and Fuel, Evacuation, Shelter, Communications committee's Identification bureaus for injured, lost or missing.

And all this is not the complete picture . . . just an idea of Mr. San Francisco flexing his muscles.

Recent Club visitor was Arthur Lund of Portland. Dick Wilkens (L.A.) addressed the Angelus Mesa Toastmasters Club on the Construction of the Moffatt Tunnel. Bud Tabor ex-white collar now firing. . . Congrats to Richard Chiochase who succumbed to Cupid's darts last month.

Building Captain of Air Raid Precautions Walt Mittleberg . . . had an extremely trying day of conferences and plans, decided to ease up at a theatre and saw . . . "Pacific Blackout."

That little fellow with the Bow and Arrow is aiming with deadly effect. Mary McCully, Berta Harlan and Virginia Day will promise to Love, Honor and Cherish this month. . . and Nora Joyce was coupled at Reno.

Walter Gordon, Chief Clerk to Oakland Agents for 20 years relaxing at his summer home on a short leave. Dave Copenhagen temporarily taking over.

From the Car Record Ofc anonymously: "Telegraph Ofc ain't keeping the door open for better "air circulation" but to catch a glimpse of Laura Geick as she steps out of Special Agt's Ofc across the hall."

San Francisco, Wednesday, Feb. 18th. Days and nights of waiting for something to happen and a people who remembered those eerie nights after Pearl Harbor could look back and smile grimly. A tension that had enveloped the entire city was gone as a citizenry visibly relaxed. Then the mournful, wailing sirens cutting thru the noise of a humming city.

It's exactly 9 P.M. Action is immediate. Street lights go out. It's Blackout. Air Raid Wardens move to their posts. Residential Areas are blacked. Downtown follows shortly and the City is in total darkness except for the beams of searchlights from behind Twin Peaks.

A city had learned its lesson well. Residential areas blacked out in 3 minutes, 7 minutes for Downtown. Room for improvement . . . but heartening was the results of Civilian Defense.

Trustee Schumacher's daughter Mary has made him a grandfather. This is the fifth time Mr. Schumacher has enjoyed this distinction — we hear he is very happy with his newest grandson — a prospective WP Club Member.

Charley Downs, popular Asst. Trainmaster at Oakland is seriously ill. The Company hopes for his complete and speedy recovery.

San Francisco — Chuckles at nation-wide reports of a "Ghost Town" . . . "Army prohibits populace on miles of beaches" . . . "Travellers boarding outbound trains searched by Armed Guards" . . . "Mass Hysteria" . . . "Night Life Nil with 10 P.M. Curfew."

Yes, San Francisco chuckles — for life here is booming as never before, DAY OR NIGHT. The semi-gloom of street lights has given away to the warm, cheerful blaze of Neon; theatres are packed, Shopping areas packed, traffic snarls with its bedlam of noises, same as ever.

And for that 10 P.M. Curfew . . . let's make the rounds. Grand Fathers Follies at the Bal Tabarin; Circus Follies at Lido's; Tommy Dorsey and Horace Heidt break records at Golden Gate; 365 Club turns 'em away; can't get in Copacabana or La Fiesta. Ballrooms doing terrific business; Hotels feature name bands. The Vagabonds, Tahitian Hut, Back Stage, Cirque Room, International Settlement, all doing capacity business; for a San Francisco plays at night in a hilarious, gay, and happy mood as it is possible to be gay in these times.

It's true the Military has moved in, and we see at first hand, the evidence of a mighty America preparing . . . and in spite of our play our preparations go on. So ye screwball correspondents with your equally screwball reports of a "Ghost Town" we say "Come Out and See us — and Bring your own Sugar."

WALTER MITTLEBERG HEADS AIR RAID PRECAUTIONS

★ Feeling that it may not always be possible for our Air Corps to keep that there Tojo and his minions at an honourable and respectful distance, the necessity of forming an organization in the Western Pacific Building, to provide maximum possible protection in the event of daylight air raids, has been receiving serious consideration since our occupancy of the building.

The last week of February saw the consummation of plans and the establishment of our own Air Raid Precautions Corps. Headed by the Building Captain, Walter M. Mittleberg, whose headquarters will be on the 5th floor, an integral unit will function on each floor, headed by a Floor Captain, who will supervise the work of the first aid attendants, the fire wardens, the stair wardens, the patrol wardens and the messengers. In an emergency, when additional help is required on any floor, a call to the Building Captain will quickly bring assistance from the auxiliary or mobile units located on the fifth floor under his supervision.

Under the plan, those of us on the 1st, 5th, and 6th floors will, during alarms, promptly move to the 2nd, 3rd and 4th floors, as indicated on the maps and in the instructions available throughout the building, these areas having been selected as the safest both from the standpoint of bomb and gas attacks.

Our company, represented in these activities by Clarence Droit, will furnish complete equipment required for first aid, fire fighting, etc.

There are ten inches of reinforced concrete between each floor and between the sixth floor and the roof there are six inches of reinforced concrete. Fire fighting equipment in the building is excellent for normal conditions and, with the addition of auxiliary units through our A R P work, it appears we have as substantial a bomb shelter as exists today in downtown San Francisco. Under these circumstances, we will be as safe as precautionary measures can make us.

Authorized workers can be easily identified by their insignia and their instructions should be followed without question, for all their efforts will be bent on our protection.

For the most part the men and women who are taking part in this program have received considerable training in A R P work and by coordinating their efforts we should soon possess a thoroughly efficient organization.

The Western Pacific A R P will, of course, cooperate and collaborate with the San Francisco Office of Civilian Defense and it is our hope that as time goes on we will be able, through the assistance of the O C D to improve and perfect the activities already begun.

TELEGRAPH RECORDS

Mr. G. A. Bradley, manager revealed the following figures: San Francisco Office handled in and out a total of 602,425 telegrams during 1941.

In the short month of February just ended, 47,851 wires were handled. Peak month for Telegraph is October, during which month 58, 852 wires were handled.



W. P. BOOK DRIVE GOES OVER TOP!

ARMY BASE ON LINE TO RECEIVE BOOKS AND MAGAZINES

★ A call for books and magazines for Service men located on WP Tracks which was issued in The Tale Lite has received generous support of employees in the General Offices. In a two week period close to 2,000 books and magazines were collected.

Because of hardships of transportation, most of the employees resorted to bringing in a few at a time, but due credit must be given to those who brought in quantities far exceeding our hopes.

These people brought in bundles numbering from 100 to 200 books and magazines and these plus the many bundles of 50 enabled the drive to double its asking figure of one thousand.

The collection will be divided in equal amounts among the bases at Wendover and Stockton.

HYLAND, RINTALA CRACK WP RECORDS

★ Two headline records were established in the past month of Bowling competition.

Jack Hyland (Traffic) smashed the pins for a 636 series to shade Joe Corven's previous high of 634. In making this score Hyland recorded games of 205-244-187.

Axel Rintala (Treasurers) took over high game honors with a bang up 266 score and came up to within one point of Harold Heagney's all time WP high of 267.

At the end of 18 games in the second half the Transportation team of Charlie Craig, Paul Shelmerdine, Al Bramy and Dave Spowart with alternate Frank Fowler continue to cling to a one point lead over Freight Accounts. The big ten individual standings as follows:

	Games	Avg.	High
1. Harlan	21	173	253
2. Corven	60	172	230
3. Heagney	57	168	213
4. Hyland	57	167	244
5. Craig	54	164	235
6. Mittelberg	33	161	220
7. Gentry	51	158	220
8. Lewis	51	153	234
9. Sevey	57	150	196
9. Muphy	57	150	203
9. Shelmerdine	51	150	229

Alternate Gil Hibson has bowled 27 games, has a 223 high game and an average of 163.

The Los Angeles WP Bowling team has climbed up to second place in the Southern California Passenger League; and are ready to meet the Home Office Boys any time, any place. It is hoped a match can be arranged soon.

AIR RAID ALARM FIZZLES

First Western Pacific Air Raid Drill revealed an unexpected defect.

The alarm which was to be a 60 second continuous ringing of 30 key telephones proved to be a "dud." The ringing power in the telephone switchboard, according to Norman Menzies, was not sufficient to ring the selected telephones because of so many outside calls coming in at the same time. The result was an occasional, off key "bling" instead of the incessant ring. The alarm system when previously tried out on a Saturday afternoon had worked to perfection because there were no incoming calls.

This fault will be remedied by the installation of powerful ringing gongs which will be placed in the hallway of each floor.

THE TALE LITE

The Tale Lite is the Headlight news service published and distributed weekly throughout the San Francisco offices.

It affords complete coverage on all local sports, entertainment, and local happenings of interest. Supervised by Headlight Editor, Paul Shelmerdine. The Tale Lite is edited by Al Bramy and distributed every Thursday morning by Circulation Mgr., Dick Patterson.

Air your views! Write your Editor.

AIR RAID LEADERS

Although the complete A R P organization for each floor has been released, we again list those responsible for the workings of our A R P.

Bldg. Captn., W. C. Mittleburg.
 Bldg. Lieut., W. A. Fauntleroy.
 1st Floor Captn., F. O. Bennett.
 1st Floor Lieut., Lee Johnson.
 2nd Floor Captn., M. E. Boyd.
 2nd Floor Lieut., T. P. Wadsworth.
 3rd Floor Captn., W. G. Levy.
 3rd Floor Lieut., Harold Heagney.
 4th Floor Captn., Frank King.
 4th Floor Lieut., W. H. Stout.
 5th Floor Captn., P. Shelmerdine.
 5th Floor Lieut., H. R. Fegley.
 6th Floor Captn., C. C. Anderson.
 6th Floor Lieut., C. A. Norden.

KRAMM WINS BOND

★ In the second W.P. Club Bond Raffle, A. A. Kramm, Engineering Dept., won the \$25.00 Bond. \$10.00 in stamps won by M. Prengle of Auditing, with Peggy McDermott winning 3rd prize of \$5.00.

Altogether a total of \$69.75 was won by employees. All prizes were in Defense Stamps.

W. P. CLUB PRESENTS AMERICAN FLAG TO COMPANY

★ "Four score and seven years ago our fathers brought forth on this earth a new nation conceived in liberty and dedicated to the proposition that all men are created equal . . ."

It was appropriate that on the anniversary of the birth of Abraham Lincoln that the WP Club should present the Company with an American Flag; for those words could have been in the hearts of close to 300 employees gathered on the roof of the WP Building to witness the simple but impressive ceremony.

Skeleton crews remained in the various offices to "keep the wheels turning" but there was none of the holiday air evident among the employees on the roof, but rather a subdued, restrained feeling of emotion as the Flag arose against the flawless blue above.

In making the presentation, the Club's Vice President, Arthur Petersen, said: "It is an honor and privilege in behalf of the members of the WP Club to present this flag, symbol of our American Democracy. Long may it wave over a free people."

Company president Charles Elsey in answering Mr. Petersen replied: "In these days of stress it is altogether fitting that the flag of our country should fly above our new home. It is likewise appropriate that this flag, which we all love, should be presented by the Western Pacific Club. In behalf of the Company, it is an honor and a personal privilege to accept this flag which is your most generous gift."

The flag arose slowly, catching in the breeze to unfurl and wave amidst a hushed silence until it reached the middle of the pole before a spontaneous round of applause, feelingly felt, broke the silence in a crescendo of hand clapping, intermingled with cheers as the Stars and Stripes reached its pinnacle. But even as the crowd disbursed there were many who continued to gaze upward at the symbol, in somber reflection and deep conviction that always would that Flag wave over the land of the free.

FLYERS CLOSE SEASON

The Basketballers who have been in competition since way back ended competition in the Recreation League going up against the strongest Clubs in town.

In two league games the Flyers were overwhelmed, and in two others played, the Flyers lost out only in the closing minutes.

Since their organization the Flyers have won eight games, lost six. Team coached by Gin Gallatin included Ken Reilley, Bruce Heilman, Hal Furtney, Al Bramy, Dick Patterson, Bob Salkeld, Phil McElmurray, Bill McManus and Tony Quill.

WRITING UP THE BRIDEGROOM

★ It appears that an editor of the Storm Lake (Ia.) Pilot-Tribune recently decided to write up the bridegroom instead of the bride when a wedding occurred. Here is the way it appeared in his paper, names changed, of course:

"Mr. Hiram Norcross became the bridegroom of Miss Emily Lewis in a pretty ceremony today. He was attended by Mr. Schultz as groomsman.

"As the groom appeared, he was the cynosure of all eyes. He was charmingly clad in a going-away three-piece suit, consisting of coat, vest and pants. A pretty story was current among the guests to the effect that the coat was the same one worn by his father and grandfather on their wedding days, but he shyly evaded questioning on this sentimental touch.

"The severe simplicity of the groom's pants was relieved by the right pant leg being artistically caught up by a hose supporter, revealing a glimpse of brown hole-proof sock above a genuine leather shoe. Blue galluses gracefully curved over each shoulder, were attached to the pants fore and aft, while a loosely-knotted blue tie rode under his left ear above a starched collar with delicate saw-edging. This gave the effect of studied carelessness which marks supreme artistry in male attire.

"Mr. Schultz's costume was essentially like the groom's and as the two approached the altar a hush of awed admiration enveloped the gathering throng. The presence of the bride was also observed by many."

★ The average tractive power of locomotives has increased almost forty per cent in the past twenty years.

★ Class I railroads installed 80,502 new freight cars in service in 1941, the largest number for any year since 1929.

★ Staff Sgt. Joseph L. Lockhard, who heard the approach of Jap Planes at Pearl Harbor by detector instruments, moved East via WP. He was met at all transfer points by WP agents.

San Francisco California
KING GEORGE HOTEL
 All Rooms with Bath
 Outside Exposure
 Rates:
 Single, \$2 Double, \$2.50 per day
 Mason Near Geary Street

A Particular Shop **CIRCLE BARBER SHOP** For Particular People
 Mission Street near First

CIGARS
 Be American — Always!
 Smoke Palacio Cigars
MAT PALACIO
 256 California St.

FEMININE FREIGHT

By PAT NICKERSON

★ In spite of the build-up the new three-inch hair-do is getting, the high school girls' hair gets longer and longer. Out by us there are some examples of crowning glory that would do justice to the seven Sutherland sisters themselves. And very sensible, too; if things keep on as they are going, no one will be able to get a permanent except the armed forces and possibly Donald M. Nelson.

With three weddings scheduled this month in the Car Record office, we are thinking of turning this into an "Advice to Brides" column. Anyhow, maybe you are interested in what the gals will be wearing when they say their "I do's". Berta Harlan has chosen a turquoise gabardine suit with brown suede accessories, topped by a halo hat of brown felt. She'll go to Reno.

Will someone please tell us why mannikins in Magnin's windows are wearing those unbecomingly long skirts? No other store is showing any, and what with the shortage of stuff and all we think increasing the length of skirts a very foolish idea.

New highs in feminine frills: Calfskin gloves studded with nail-heads to match your shoes and bag. Black wool slack suits—very tailored—to be worn with gobs of chalk white junk jewelry.

Best scent we've sniffed in a long time is Frances Denny's new "Russian Song." Fresh, yet sweet, and suitable for most any costume or occasion.

A friend recently suggested that we print a warning about clothes to lady rails from other parts of the country who might be coming here for vacations. She says they'll never believe that we don't have any warm weather (well, we don't) unless they've been here so often that they're practically natives. So here goes.

The ideal outfit, in our estimation, is a three-piece affair in a light-weight wool, consisting of a dress, skirt and jacket. With a blouse and sweater and perhaps one more dress to be worn under the jacket, you'd have quite a few changes and would require only one set of accessories. White hats with black or navy trim, worn with dark suits are good, and definitely white gloves, but please, no white shoes!

"TRAINS" FEATURE WESTERN PACIFIC

★ The March issue, Trains, has an article entitled "Feather River Route." It's 18 pages of building the W. P., giving details of construction and highlighting all interesting factors with pictures, maps, locomotive roster showing nine types of motive power.

The article also runs pictures of round-houses and stations, historical pictures, and a dramatic shot of East and Westbound Exposition Flyers meeting in the Navada desert.

It's a wonderful two bit investment for all employees. Material was submitted by Headlight Reporter, T. B. Aldridge, Thomas Brown, W. C. Whitaker and Guy Duscomb.

NEW UNION LEADERS

★ At a recent meeting of The Feather River Lodge No. 248, of San Francisco, new officers were elected. These were Richard Fox, President; Merrill Butler, Vice President and George Gamble, Sec'y-Treas.

"AT THE CORNER"
 . . . A Few Steps From
 Your New Building
 ★
 QUALITY FOODS .
 REASONABLE PRICES
 ★
THE COMMUTER
 Invites You to
Breakfast
Luncheon
 ★ **Dinner**
YUkon 1893
 Pay checks cashed
 for your convenience
 Constructive Criticism Invited

INSURANCE
 IS THE PAY CAR
 IN CASE OF
ACCIDENT
 OR
SICKNESS
 Get Your Health and
 Accident Protection
 from
ORDER of RAILWAY EMPLOYEES
 100 PHELAN BUILDING
 San Francisco California

A NEW SKIING PARADISE

By CHARLES FISCHER

★ You Winter Sports enthusiasts who have been dreaming about the Swiss Alps, Sun Valley, and other new world famous Winter resorts need look no further than the end of your own railroad.

Nestled in the Wasatch Mountains surrounding Salt Lake City, at an elevation of 8,600 feet under peaks rising as high as 11,000 feet, like Alta Basin, a ghost mining town until a group of Winter Sports people and the Salt Lake Chamber of Commerce discovered that Alta Basin was the finest skiing area in all the world. This discovery has since been unanimously confirmed by visiting Olympic Ski Teams.

With an ever abundance of snow, the season usually runs from early November into early June, however if signs of spring are not soon made evident we will be skiing at Alta Basin this year into September.

For those who are more interested in the skiing down hill than the work of climbing back up, there are two fine "Lifts" and three "Rope Pulls." After a full day of skiing, the Ice Rink, with its bright lights and music, offers a variety of fun for all.

A very attractive Lodge has been constructed by the Salt Lake Winter Sports Assn., and all necessary ski equipment and clothing can be rented or purchased at the Ski Shop.

Dick Durrance, holder of more American and European titles than any other American Skier, and James Laughlin, Ski writer, operate the Lodge, assisted by a group of ranking skiers, as well as Mrs. Durrance, who specializes in classes for children. Second only to the beauty of the Basin are the rates.

Although plans have been made to enlarge all facilities for next season, many guests stay in Salt Lake City due to the proximity of the Alta Basin.

This area is truly a Winter Sports Wonderland, right at the end of your own railroad . . . Believe it or Not.

SAVE YOUR TIRES

★ If you still insist on driving to work, or taking the family out for a Sunday drive, or keeping your "dates" happy, at least use the following precautions:

Have your tires checked frequently to maintain proper air pressure.

Check your tire casings periodically for broken walls, and if you find such defects, have them repaired immediately. This will save both your tire and tube.

Avoid bumping the tires against the curb; it will keep the fabric in the tires from breaking; also, avoid scuffing the tires on the curb when parking your car.

Avoid skidding and going around corners at high speeds. It will keep the rubber on your tires instead of on the pavement.

Change the position of the tires on your car about every 4,000 or 5,000 miles, changing the left rear with the right front, and the right rear with the left front. This will make for even wear on all of the tires.

Keep your speed down to thirty-five miles per hour. Driving at high speeds heats your tires and makes them wear faster. By driving at moderate speed you will also save gasoline, as well as wear and tear on your car.



SKIING BY NIGHT

BRAGGING AGAIN!

Maurice Deeley, Pittsburgh Reporter, sounds off:—

One Things Leads to another . . . This Pittsburgh of ours is like a snowball rolling down hill.

They can't stop us. We're going to keep getting bigger.

And don't let anybody tell you there's any bottom to the hill.

First there were the rivers. On them came the people.

The people found the coal.

The coal brought the iron.

Iron by-products make cement.

And to get back to the rivers again—from the beds come the gravel and sand—for aggregates and glass.

The coal and the gravel and the sand and the iron add up to barges and boats and locomotives and freight . . .

That's Pittsburgh . . . One thing leads to another. We grow here.

★ Railroads in 1941 handled without car shortage or congestion the largest volume of freight traffic on record.

★ The average load of freight per train not only was greater in 1941 than ever before, but the railroads moved this freight nearly 1½ times as fast as they did twenty years ago.

"WHY BUY DEFENSE BONDS?"

★ "Purely as an investment, Defense Savings Bonds, Series E—the people's Bond, offer an opportunity unequalled by any present day security. These Bonds, backed by the full faith and credit of the United States government yield approximately 1% more if held to maturity, than the government's taxable bonds of the same maturity sold on the open market. Unlike the Liberty Bonds of the last war, these bonds can never decline in dollar value. At maturity, they show an appreciation of 2.9 per cent compounded semi-annually. Stated simply, the government adds one-third to the original investment for the use of the money for the ten year life of the bond. The fact that each bond is registered in the name of the owner or in the name of two individuals as co-owners or in the name of one individual with one other as beneficiary provides a safety feature not obtainable in transferable bonds. Finally, the bonds are so designed that the Secretary of the Treasury may not call them for redemption before their date of maturity. The owner, however, if he wishes, may redeem them before maturity at any time after sixty days from the issue date.

★ Approximately 172,500,000 shipments moved in Railway Express service in 1941.



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SWITCHES

E. T. Gallagher

★ Mr. Gallagher has been promoted to Asst. Supt. of Transportation, with headquarters at San Francisco. He will assist Mr. Quigley and assume his new duties March 15th. "Ed" to his many friends entered service in April 1910 as a telegraph operator, was promoted to Car Distributor by J. P. Quigley, then Supt. at Sacramento, and has served continuously with the W.P. since, with only a brief period of service on the SP in 1917. G. L. Harlan will take over Mr. Gallagher's duties as Chief Dispatcher at Sacramento, with Grant Allen and E. J. Hillier being promoted to night dispatchers.

C. E. McDonald

★ Mr. McDonald has been promoted to Asst. Superintendent at Sacramento. He first entered W.P. employment in 1921 in the Division Office at Elko. He held various offices there and finally moved to San Francisco to become Chief Clerk to the V.P. and G.M. and Chief of the Pass Bureau.

In May 1937 he was appointed to Asst. to General Manager in charge of wages and working conditions, Train rules and safety. He was appointed Trainmaster at Wendover August, 1937, and later appointed Trainmaster at Portola in June, 1941, which position he was holding prior to his present one.

Wm. G. Howell

★ Mr. Howell, Asst. Trainmaster at Sacramento has been appointed to Trainmaster at Portola. He first entered WP service as a Brakeman in March 1924. He was appointed Conductor in August 1936, and then promoted to Yardmaster.

P. F. Prentice

★ Entering the Company's service as a Switchman at Oakland in 1923, Mr. Prentice became Yardmaster at Portola in January 1937. He has now been promoted to Asst. Trainmaster at Sacramento.

Charles Downs

★ Mr. Downs entered WP employment rolls as a switchman in October 1924; and was made Yardmaster at Oakland in August 1928. He was recently appointed Asst. Terminal Trainmaster at Oakland.

PINBUSTERS (MALE & FEMALE)

★ It's been a long time since ye old pal Hed Pin has been in print—ever since The Tale Lite ran the Pinbusters out of business. But it's just as well. What with all the bumps and bruises the morning after, I wasn't usually in the mood to give out in my literary efforts.

But to get on, the beginners who went thru gyrations worthy of a Circus tumbler, are now well rounded out. If you start at the bottom the leader would be Al McQuaid. The best of the rookies seems to be Bruce Heilman who scores frequent games of 160 to pile up points for his team on the handicap basis.

Sec'y McKellips still starts his ball in Iceland, curves it thru China, around the Cape and ends up in Africa. It's a well chartered course for around the world flyers. "Jitterbug" Dave Spowart has his cute lil dance steps in perfect rhythm now but still lets some go down the gutter.

"Chatterbox" Frank Ferguson could "Talk" his game he'd do all right and he did accidentally knock out a 214 game; but Jim Drury takes first prize for ups and downs.

On the more delectable side, the big improvement among the Gals is their ability to keep the ball on the Alley. Pearl Mayfield, though erratic has established herself as the top femme. Nora Joyce and Edna Rice are slowly forging ahead. "Pat" Patsey has a terrific fast ball but doesn't seem to connect. "Hooks" Peg McDermott has a hard time lifting the Ball and we hear tell of a 166 Game at Mission. "Sis" Dillon was coasting downward for sometime but seems to have checked her fall . . . For Berta Harlan it's a case of too much Jerry. Mary McIntosh still has her bad moments . . . and "Peanut" Virginia Day, Gloria Thirkettle and Florence Pearce seem to have been Blacked Out.

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

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