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THE HEADLIGHT

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★
 Published Monthly by
 The WESTERN PACIFIC CLUB
 Western Pacific Building
 San Francisco, California
 Member Pacific Coast Association of
 Industrial Editors

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OUR HONOR ROLL: W.P. MEN IN UNIFORM

★ Western Pacific's War Bond Campaign is nearing its close. As we go to press figures released indicate the System average is about 83%. The HONOR ROLL names the men who are staking their lives—but they can't win this war with their courage and bare hands. The cost of war is high—but the cost of defeat is unthinkable. Let's back OUR men with WAR BONDS—next to the Stars and Stripes as proud a flag as industry can fly, is the Minute Man Flag, signifying 90% or more employee participation in the Pay Roll Savings Plan. To those who haven't signed yet—DO IT NOW!—to those who have—BUY MORE—if you can!

THE EDITOR.

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RAILROADERS ALSO SERVE

By Lt. Colonel Edwin W. Peterson

Railway Branch, Corps of Engineers, United States Army

★ The railway man's blue denim and the soldier's khaki may make for different uniforms but the jobs done by the men who wear them are vitally related.

There are no such things as armies working alone. Our army can't get any of the things it needs, from food to munitions, without your help. The army needs you at your job just the way it needs the soldier at his. It takes the freight train to start bombers and tanks on the road that leads to Berlin and Tokio.

In the last war we built 3,000 locomotives to transport soldiers and supplies in Europe. Before the end of that war there were 1333 American-built locomotives and 17,803 cars in France alone. In this war American locomotives will help to deliver the goods to our Allies all over the world.

War time brings bigger problems. Six hundred thousand troops had to be moved inside the United States in the seven weeks after Pearl Harbor. Altogether, in the past twelve months, about three million troops, plus equipment and supplies, have been moved by railroad. The railroads had a job and they did it.

All of the jobs that spell War have their beginnings with the railroad. Moving our ordnance is only the beginning. Army guns in action need constant attention and repair. Instead of shipping its larger guns to central repair station, the army is now bringing mobile shops to the guns. In the new and quicker way, former railway maintenance cars, 72 feet long, tackle the repair jobs right on the spot.

Some railway men have continued their old jobs on new tracks—army tracks. An organization—the Military Railway Service—has been set up to conduct railway operations for the United States Army in zones of military combat. Headquarters are at Fort Snelling, Minn. In direct charge of this Service is Colonel Carl R. Gray, Jr., formerly Executive Vice-President of the Chicago, St. Paul, Minneapolis, and Omaha. In the staff which he heads, all composed of former railroad men, there is a Transportation Dept., an Administration Dept., an Equipment Dept., an Engineering Dept., and a Stores Dept. The organization and functions of the Service calls for one supreme headquarters, ten grand division headquarters, six shop battalions, and forty-two operating battalions. Each operating battalion is made up of a company of transportation workers, a company of track, signal, and maintenance men, and a company of shopmen. In all, between 30,000 and 35,000 men will be needed in the battalions now planned.

The first training of engineer battalions (railway operating) will be done by the Southern, the Santa Fe, and the Pennsylvania, while the New York Central will train an engineer battalion. In addition to the four battalions to be trained by the railroads, the Corps of engineers is training a battalion in Louisiana.

Military railroads are under the commanding general of the Transportation Service. They are organized on a divisional basis, the division superintendent, or commanding officer of the operating battalion, having full control and command of his railroad division. Departmental heads have technical supervision of transportation, stores, engineering, equipment, and headquarters administration, plus water treatment in grand divisions.

The basic unit still remains the operating battalion on a small railway division of 75 to 100 miles. The commanding officer, acting as division superintendent, knows the full supply needs of his area, and he is responsible for the difficult decisions involved in getting trains through to their destinations in the combat zone.

Each railway operating battalion consists of headquarters, a service company, and three additional companies whose combined operations are the same as the operation and maintenance of a railroad division.

The railway shop battalion is also made up of a headquarters company, and three additional companies performing duties equivalent to those of the "back shop" of the railroad, that is handling the heavy repairs on locomotives and cars.

These railroaders in the khaki of the Military Railway

(Continued on Page 6)

WESTERN PACIFIC CLUB

ADOPTS WENDOVER ARMY BASE

★ Located in the vast salt flats of Utah the army has set up the Wendover Bombing and Gunnery range. Miles of wide open space with nothing but rolling dunes of salt and sand that run up against towering mountains in the distant horizon make the country ideal practice grounds for the young American eagles to bomb targets; and for the long range artillery men to blast at far off objectives.

But when the chores of the day were done, these men found their base anything but pleasant to while away their leisure hours, miles away from civilization, theaters, and music—except for the small town of Wendover with its few hundred inhabitants who had no facilities for recreation of any kind.

Today this condition is in the progress of being remedied. A new USO operation was assured for Wendover following a meeting of the USO Council there at which the Standard Realty & Development Co., a Western Pacific subsidiary, offered the free use of land on which to build a new USO hospitality center. The area will cover four lots totaling 200 feet by 140 feet and affords ample space for spacious quarters.

The new center will be one of the most elaborate ever constructed for a western serviceman's club. In addition to a recreation building equipped with reading, writing and lounge rooms, library, auditorium and many other facilities, the new center will have tennis courts which will be convertible to an ice skating rink in winter time.

Plans for the new USO Club originated with Walter C. Mittelberg, President of the Western Pacific Club which is actively cooperating with military encampments along the Western Pacific line. Mittelberg completed final arrangements for the USO Club, July 1st, with R. M. Birdzell, chairman of the local USO Council and Lieutenants Jesse Beesley and W. T. Wall of the U. S. Army Air Base at Wendover.

Generous support to the new club has been pledged by the Salt Lake City and Wendover citizens for the furnishings of the building, which will include furniture for all the rooms, ping pong tables, radios, piano, card tables, and all other incidentals necessary for the complete enjoyment and relaxation of the boys.

The Western Pacific Club has ready for immediate shipment some 2500 books and magazines. Arrangements are being made by the Western Pacific Club to accumulate a fund through voluntary contributions to be used in an attempt to keep a continuous flow of miscellaneous items moving to the Center.

T. B. Aldridge of the Western Pacific is a member of the USO Chapter at Wendover and has been assisting in the arrangements for the new hospitality house.



On the opposite page we are running our first honor roll of Western Pacific men in the armed services of our country. Have we left any of your fellow workers off this list? Let us know.

PEOPLE and THINGS

By AL BRAMY

★ S'funny how many things you can find out about your fellow employees just by moseying around. The usual batch of Headlight mail came in during the past month . . . but no personals . . . which had your colyumist concentrating on "Things" until aforementioned moseying brought out so many "People" there's no room for "Things."

For instance didn't know that **Charlie Vincent** is Commander of American Legion, Burlingame Post No. 163 . . . **Ken Reilley's** favorite ditty is "Let Me Call You Sweetheart" . . . **James Waide** is waiting daily to be called "Grandpa" again . . . the **George McDearmids** are expecting . . . the **John Barulichs** are now a threesome . . . **Harry Grieb** is in the shipyards and **Jack Boyer** is working in the Canal Zone.

Engineering Dept. hope the Docs haven't done too much whittling on **Ben Maroney** who's convalescing after a long hospital siege.

Congrats to **T. F. Watson** of the AFPA. Tom started his W.P. career in 1910 and this month is celebrating his Golden Wedding Anniversary.

When **Russ Cleland** left for his new Oakland job, the L.A. Staff gave him an electric clock so he could be on time to make out his expensive account and the So. Calif. Psgr. Assn. gave him a pen and pencil set so he could do a good job on it.

Hal Nordberg's Pop went to watch the W.P. Softball team receipt for an 8 to 3 licking from the Army—and was drafted into playing right field. **Bert Hazlett** hastens to correct this column; **Paul Sawyer** and **Albert Manham** were elected President and Secretary respectively of the State C. of C. and not the Elko Chamber of Commerce as was itemed here.

A Toronto newspaper has asked **Carl Rath** for permission to reproduce a prize picture that won honors in the Popular Photography magazine . . . **Pearl Anderson** now answers to Mrs. Freeman . . . **Nora Joyce** changed her name to Bailly. We recorded last month, **Lee Brown's** defeat by li'l Cupid but didn't know then it was because of **Pearl Jennings**. Both work in the Overcharge Claims . . . No denial but a pretty blush from **Laura Geick** when her name coupled with **Art Allen**.

Leo Delvanthal has a complete wood work shop and is considered tops for his ability to streamline old furniture to modern design . . . **George Williams** built his own home in Lafayette from the digging of the ditch to the top of the roof, and all the finishing in the interior.

Seeing **Tom Roscoe** in the Traffic Dept. brings back memories of not so long ago when Tom was first string Guard for Santa Clara U. and considered one of the best linesmen on the Coast . . . **Jim Drury's** recent 233 game at Mission Bowl was high score of the day for that establishment, making Jim one of the City's

high scorers for the 24 hour period . . . Speaking of bowling reminds us that **Jack Hyland** must be definitely on the mend. He's starting to worry over the start of the new league which makes us believe he'll be back on the job before long.

G. I. Martin . . . the uncrowned Mayor of Reno and the most popular man in Nevada . . . has a new honor. On the Reno branch a new agency has been created called "Martin" Station. The telegraph call letters are "G.I." . . . which brings to mind that a good many people know the W.P. Reno Branch line as the "Martin's Short Line Railroad."

Still Moseying: **Gail Martin** hails from Honolulu . . . Ask **Joe Corven** about the "Snappers" **Mae Franklin** caught on her fishing trip . . . **Logan Paine** lives on the San Francisco "frontier" facing the Nippons . . . tells of the eerie effects of continual dim out in his section . . . **Nick Schoeplein** has THE Victory Garden according to his friends . . . The **Walter Vanskikes** have adopted an heir.

Dorothy Burrell assured herself a place in W. P. history by becoming the first woman ever employed by the Treasury Dept. . . . she's got all the boys in a dither . . . especially **Jack McCarthy** . . . who seemingly hasn't the nerve to ask for a date despite the coaching of **Tim Moran** and **Axel Rintala**.

Add new names: **Marilyn Racine**, **Patricia Wheeler**, **Mary Bierce**, **Maud McGannon**, **Frances Connor** and **Alma Schroeder** . . . and recent visitors to the Home Office were **A. W. Silfvast** (Salt Lake) **Frank Nott** (Sacramento) **George Wenig**, **Bob Gonsalves** (Chicago) and **A. P. Michelson** (Elko).

War moves a little closer to home with a request from the War Dept. for all departments of the Western Pacific to move their permanent and historical records to some location in Salt Lake City for the duration.

The Waterfront Office have their "first" woman . . . **Frances Hopper** . . . who our operatives report keeps the males moving . . . **Bill Castro** has been married about a month . . . and one of his blessings are the huge lunches his bride makes up for him. The other noon hour he was seen opening his lunch box to find a half cantaloupe, a tomato and two slices of bread.

Across the street at the Drug Store is one of those beautiful but devastating females who is threatening to break up the long friendship (thru no fault of her own) between "Frenchy" **Lamphere** and **Tom "Sammy" Kearns**. She's got both boys putting salt in their coffee.

Slow Torture: The way **Connie Murphy** inches out of bed each morning . . . **Bruce Heilman** is now a "Backstage Johnny." His thrush sings there. **Tony Quill** likes the Melody Lane attractions. **Hank Aviles** and **Ed Flahive** of the Military Bureau left the office one midnight and dropped in at the Music Box to find **Marge Patsey**, **Berta McQuaid**, **Pearl Mayfield**, **Sis Dillon** and **Peggy McDermott** completely surrounded by the Army, Navy and Marines. The girls were having their Bowling dinner.

A. H. MOFFITT RETIRES

★ Thirty years of continuous service with the Western Pacific was brought to an end by **Albert H. Moffitt** who retired as general agent, passenger department, Oakland, effective July 1st.

Moffitt's railroading began with the Santa Fe in 1900 as ticket clerk in San Francisco. From 1901 to 1907 he was passenger agent for the Oceanic Steamship Company. From 1907 to 1912 he was traveling passenger agent for the Erie Railroad, San Francisco, covering California, Nevada and Arizona.

His Western Pacific service began on January 8th, 1912, when he was appointed city ticket agent at Oakland, becoming traveling passenger agent in 1913 and city passenger agent in 1916.

From 1916 to 1918 he was passenger agent at San Francisco and when the World War consolidations were made, he returned to Oakland to serve in the consolidated ticket office in that city.

In 1920 he was made city passenger agent at Oakland, being subsequently promoted to district passenger agent and then to the position of general agent, passenger department, this appointment dating from 1925.

Mr. Moffitt is a member of the Oakland Chamber of Commerce, Oakland Passenger Club, Oakland Lodge B.P.O.E. and Aahmes Temple of the Shrine.

BUY WAR BONDS

SWITCHES

★ Appointment of **Russell J. Cleland** as Western Pacific general agent, passenger department, Oakland, effective July 1st, was announced by **Joseph G. Wheeler**, general passenger agent of the Western Pacific.

Cleland, who has been district passenger agent at Los Angeles, succeeds **A. H. Moffitt**.

At the same time, **Mr. Wheeler** announced that **Talbot T. Kelly**, traveling freight and passenger agent in the Los Angeles office would succeed Cleland as district passenger agent for that territory.

Frank Fowler, Secretary to Vice-President and General Manager leaves San Francisco to become Chief Clerk to Superintendent at Sacramento. **Bill Tussey** succeeds to Fowler's former position.

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:—With this issue THE HEADLIGHT introduces to its readers a new feature, namely a column or two devoted to the historical derivation or meaning of place names in the territory traversed by the Western Pacific and its branch or subsidiary lines in California, Nevada and Utah. Where feasible the mile-post numbers are given, these indicating in the case of the main line, the distance east of San Francisco. By watching the mile-boards on the telegraph poles the traveler may locate the points from the car window.

The information thus given is the result of research, correspondence and interviews over a course of years by our publicity manager, Mr. Thomas P. Brown, who says that behind every name is a "story." Mr. Brown states that the data given is as authoritative as circumstances permit but that many names, such as that of Alazon, Nevada, have proved to be elusive. Correspondence is invited.

★ **FEATHER RIVER**, Calif. (First crossing of its Middle Fork, M. P. 213.3). In 1820; when Don Luis A. Arguello, Spanish explorer, discovered this river, third longest in the Golden State, he found quantities of wild pigeon feathers floating on its surface and therefore named it Rio de las Plumas or River of the Feathers. Another explanation, but fanciful only, is that this beautiful river was so named because of the feathery spray of its cascading waters. **Plumas County** derived its name from that of the river.

VIRGILIA, Calif. (M.P. 270.2)—Named for Miss Virgilia Bogue, daughter of Virgil Gay Bogue who was chief engineer of the W.P. during the construction period and for many years thereafter. Miss Bogue was queen of the Portola Festival staged by San Francisco in 1909.

RUNYON, Calif. (M.P. 128.7)—Named for Damon Runyon, the noted sports writer. Formerly called **Sims** for an old settler.

CRAIG, Calif. (M.P. 193.0)—Named for Charles F. Craig, now assistant to general manager, W.P. Formerly called **Marston** for Edgar L. Marston, New York banker.

FLOKA, Nev. (M.P. 479.7)—Name coined from the initial syllables of Florence and Katherine, daughters of Charles M. Levey, W.P. President 1916-1927.

PHIL, Nev. (M.P. 430.6)—Named by Virgil Gay Bogue for Philip L. Wyche, son of Thomas J. Wyche, construction engineer on the eastern division and in later years chief engineer. Philip L. Wyche is now general statistician of the W.P.

BLAIRSDEN, Calif. (M.P. 310.4)—Named for the country home of James

A. Blair, of Blair & Co., prominent in the early financing of the W.P. Blairsdén is in **Mohawk Valley**. Mohawk is an Indian word, imported from the east and signifies "eater of live meat."

TWO RIVERS, Calif. (M.P. 305.4)—At this point Jamison Creek, a noted fishing stream, flows into the middle fork of the Feather River.

HINDOO, Calif. (M.P. 332.4)—So called because some Hindoos were employed in the construction of the railroad in this area (1905-1909).

SCOTTS, Calif. (M.P. 346.0)—For Abe Scott, who owned a ranch at this point

FLANIGAN, Nev. (M.P. 384.0)—For P. L. Flanigan, prominent Nevadan. The W.P. crosses the Fernley-Lassen Branch of the S.P. at M.P. 384.2.

VENTOSA, Utah. (M.P. 738.6)—of Spanish derivation, meaning "windy."

BURMESTER, Utah. (M.P. 896.7)—Named for Frank T. Burmester who homesteaded on the present site of this town before the W.P. was constructed. Formerly called **Grantville**.

UTAH STATE LINE. (M.P. 805.58)—Utah, admitted to the Union Jan. 4, 1896, was named by early trappers for the Ute Indians. The word **Ute** is said to be derived from "Noits," the Indians' name for themselves. It signifies home or location on the mountain top. **Piute** (also spelled Paiute and Pah-ute) is said to mean "Water-Ute," the idea being that the Piutes are dwellers in the river-bottoms. In other words, having in mind Sir Walter Scott's "Lady of the Lake," one may say that the Utes are the highlanders and the Piutes are the lowlanders. Some authorities say, however, that Piute means "True-Ute."

HE COULDN'T MAKE A SPEECH!

★ Members of the general chairman's war bond committee of the Illinois Central recently toured the IC system speaking at rallies in cities and towns enlisting the railroad personnel on the voluntary purchase of Bonds through payroll deductions.

One of the speakers was Paul T. Mayes, general chairman of the International Association of Machinists. At McComb, Miss., he had been so stricken with stage fright that he gave up and sat down after two or three unintelligible sentences.

The next day, the delegation was scheduled to speak at Vicksburg. His friends marveled at the nerve of the Machinist when he persisted in trying again after his flop of the day before. As he stood up to address the audience, obviously scared, his face pale and his hands shaking, his friends were offering "Two to one" he would repeat his McComb performance.

He wiped his face with his handkerchief, then he started to speak.

"I can't make a speech," he said, grimly. "I found that out yesterday. But I want to tell you my story." He spoke slowly and with great effort.

"I was in the last war—in France," he continued. "I was just a buck private, but I tried to do my bit. I came back to

★ Walter C. Mittelberg, Chairman of the Western Pacific General Committee for the sale of War Bonds through payroll deductions released the following figures:

Western Pacific System . . .	83%
Eastern Division	81%
Western Division	83%
Mechanical Departments . . .	95%
Sacramento Northern	73.8%
Tidewater Southern	100%
Sacramento Shops	100%
General Offices	96%
Total Employees Signed	4,708

Legal limit purchasers of War Bonds: C. W. Odermatt, T. B. Barry, Dr. E. A. Kusel, W. J. O'Neill, L. C. Taffee.

a good job in America. I worked on the railroad and got good pay. I liked it. I got better pay and had better working conditions than I could have had in any other country in the world.

"I married, and on the strength of my job we bought a home—a good home in Chicago—on a not very big down payment, and on FHA monthly payment for the rest. Our first son arrived and we began planning his future. We wanted him to have an education, such an education as boys of his station in life could have only in America.

"As the depression continued my job was abolished. In any other country I would have lost my home, because I could not keep up the monthly payments. My country carried me over, however, and even when things got a

(Continued on Page 8)

Railroaders Also Serve

(Continued from Page 3)

Service have an important job to do. But vitally important, also, to the whole war effort, is the tremendous transportation job being done by the loyal and experienced American railroaders in blue denim who man the network of steel rails in the United States. By staying on the job and keeping the wheels turning, you'll be doing your part to help smash the Axis.

LET'S GET ACQUAINTED

By C. A. Norden

★ It is a well-known fact that in order to know a person better it is essential that you know his hobby, but finding out what that hobby is, is generally more difficult than it appears. Most hobbyists are modest everyday working folk who plug along on their job and do not really become themselves until they get home to their workshops or dens where they transform into real human beings with a personality that is not apparent in their daily work.

There are some of us that have wood-working tools and a shop where we can build furniture for the home, doll houses for the kids; there are stamp collectors with collections running into hundreds of dollars; there may be photographers that are expert in this work. Some of you may have miniature railroads in your attics or basements where you hide while the wife washes the dishes.

I have two hobbies — woodworking and stamp collecting (I need a 19c Hayes of the Presidential series). My first hobby was gossiping over the back fence with a neighbor's wife but this was discarded upon the insistence of the Mrs. who suggested that I build a trellis on top of the fence on which a vine could be grown, so I got my hammer and saw and right then my second hobby, woodworking, was started. Tools were accumulated as the need grew and the projects became more exacting until now I have sufficient power and hand tools to be able to turn out many useful articles. Woodworking is my summer hobby. I have built a coffee table, a sewing cabinet, many doll beds for the kids and the latest project is an outdoor chaise lounge.

Stamp collecting is my winter hobby, resorted to when it is too cold to work in the shop. My specialty is stamps of the United States and its possessions and my collection is a revival of one started when in grade school. Oh how I wish I had completed the series that were common in those days. The Columbian series for instance could be bought for a few dollars that now has a catalogue value of \$150.00, but how many of us would like to have known then what we know now.

So, fellow hobbyists, let us hear from you; tell us your story; let us make "Let's Get Acquainted" a feature article in each issue of "The Headlight." Men and women alike—Let's Get Acquainted.

FEMININE FREIGHT

By PAT NICKERSON

★ Ten reasons why I don't like men:

Because they adopt an attitude of knowing all about the war. And don't.

Because they consider an evening of poker with the boys harmless relaxation, but if you want to spend an evening out with a girl friend they're sure you'll

- spend all your money
- indulge in gossip about all your other girl friends
- flirt with strange men.

Because they may be nice, harmless little office workers, but after two drinks they try to act like men about town—with notable lack of success.

Because they wear green hats.

Because they will talk about the foibles of an absent comrade with horrible relish, all the while maintaining, "Now, don't get me wrong—I like Bill."

Because they can't remember the names of colors and will always refer to a turquoise dress as "that blue thing."

Because they'll push away their tenth bourbon-and-soda just long enough to gesticulate "If there's anything I can't stand it's seeing women in bars."

Because they wax enthusiastic about sports.

Because the only flowers they know at sight are orchids, tulips, and roses.

Because in spite of protruding stomachs, baggy unpressed suits, and drooping shirts, they are super-critical of women's figures and clothes.

There you are, girls. And I'll bet you could all add about another hundred reasons why the male animal is so peculiar.

If you're thinking of buying a fur coat this fall (and maybe you'd better if you need one and can afford it, because that's one luxury we may not be buying if the new tax bill goes through), one of the best buys is natural opossum. It's a beautiful color and since dyes are already necessarily scarce for civilian use, the natural color reduces the price. In a loose-sleeved straight model that can be worn over dresses or suits you'd have something good for many years of style and service. Of the substitutes for beaver, we find only mouton satisfactory; lapin continues to look just like lapin, and nothing else. Persian lamb is very good, if a bit elderly. These are the best bets for an all-round coat to go with everything.

INCOME RECORDS BROKEN

By W. C. Mittelberg

★ With all freight traffic records in the history of the Western Pacific being broken, with passenger earnings showing very substantial increases over last year and with our Operating Department handling the tremendously increased load at a lower ratio of expenses to earnings, the Western Pacific Railroad Company income account for the first five months of the current year makes excellent reading. During this period gross revenues of \$12,752,414 produced a net railway operating income of \$3,018,934. Amount available for charges is reported as \$3,104,176. All these figures are substantially ahead of 1941, with gross revenues up about 63%.

We all know the first five months usually provide little in the way of net railway operating income, but so far this year, as in the closing months of 1941, the heavy war tonnage has changed the picture and our former seasonal trends seem to be out for the duration.

While enthusiastic over this fine showing, possibly we are justified in feeling, too, that it is about time we came into our own after the depression ridden thirties when railroad net income was practically nil. The bad times are over and we hope they never return.

As this is written, Western Pacific estimated earnings for the first three weeks of June indicate better than a 50% improvement over last June.

The Sacramento Northern and Tidewater Southern are also perking up under the impetus of the increased movement of traffic. Income figures for May are not yet available, but the first four months produced a net railway operating income of \$7,084 for the Tidewater Southern against a red figure last year of \$8,981. During the same period the Sacramento Northern reduced its deficit in net railway operating income from \$103,398 in 1941 to \$28,912 this year.

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**"FLYER" AND "EXPRESS"
ON NEW SCHEDULE**

★ Important changes in the schedule of the "Exposition Flyer" between San Francisco and Chicago, effective Sunday, July 5th, were announced by the Western Pacific, Denver and Rio Grande Western, and the Burlington.

Under the new schedule the "Flyer" will depart from San Francisco at 6:00 p.m., instead of 8:35 p.m., with corresponding earlier arrivals in Salt Lake City, Denver and Chicago. This change affords earlier and more convenient departures for patrons from Oakland, Stockton, Sacramento, Marysville, and Oroville.

Westbound, the schedule of the Exposition Flyer will be changed so that it will arrive at San Francisco at 7:50 a.m. instead of 10:30 p.m. The new schedule will get the "Flyer" in and out of San Francisco without any delays due to possible blackouts.

Operation of through standard and tourist pullmans, reclining chair cars and diners between Chicago and San Francisco via the Moffat Tunnel will be continued and through service will also be provided via the famous Royal Gorge route of the Denver and Rio Grande Western.

The Feather River Express will depart from San Francisco at 8:00 p.m., instead of 9:40 p.m., thus providing an earlier arrival at Feather River Inn and other points and resorts in the Feather River Canyon. Returning, the "Express" will arrive in San Francisco at 7:50 p.m., instead of 7:20 a.m., thus affording a daylight ride through the canyon.

Effective July 1st, lounge cars will be taken out of service on the "Flyer" and Ten Section Pullman cars substituted. This is to afford more passenger space in the regular equipment due to increased travel.

"WEAKER SEX"

★ What makes it tick? Try this. Stanford University. A chemical analysis of woman, achieved by a bull session of Stanford University freshmen:

Symbol—WO.

Accepted Atomic Weight—120.

Occurrence—Found wherever man exists. Seldom in the free state.

Physical Properties—Boils at nothing and may freeze at any minute. Melts when properly treated. Very bitter if not well used.

Chemical Properties—Very active. Possesses great affinity for gold, silver, platinum and precious stones. Violent reaction when left alone. Able to absorb great amounts of expensive food. Turns green when placed beside a better looking specimen. Ages rapidly.

Uses—Highly ornamental. Useful as a tonic in acceleration of low spirits, etc. Equalizes distribution of wealth. Is probably the most powerful (income) reducing agent known.

Caution—Highly explosive when in inexperienced hands.

**W. P. FREIGHT HANDLING FAR
EXCEEDS NATIONAL AVERAGE**

By P. L. Wyche

★ We have heard comments from many quarters on the splendid manner in which railroads of the country have risen to the occasion under the sudden impact of a traffic volume more severe than that which impelled the government to take over operations during 1917.

These commendatory observations have been addressed to the railroads generally. What in particular has the Western Pacific done? How do we stack up in the general picture?

We are all conscious of a traffic of unprecedented seasonal proportions, but then the common burden of the other railroads is that they also are surpassing all seasonal records. Weekly carloading reports would seem to belie this statement as the number of cars of revenue freight loaded by Class I Railroads during the first half of this year is still well under that for the corresponding period of 1930, which in turn was under the average of the preceding five years.

However, carloading figures in themselves are not a reliable historical measure of the volume of goods transported, as the number of cars loaded gives no clue as to the amount of the contents, nor the length of haul. Right now, the cessation of intercoastal shipping has caused a substantial increase in coast to coast rail movement, but each car so moving (although passing over four to six railroads) gets no more credit on the loading report than if its movement were confined to a couple of hundred miles on the originating carrier. Again, heavier car loading has materially reduced the number of cars required to transport the same tonnage volume. During May of this year, the weight of contents in cars carried by W.P. increased 19% over the same period last year. This means that we were able this year to transport in five cars the same tonnage which last year required six.

Despite all this, during the first half of this year Western Pacific showed an increase over the same period of last year of 19% in the number of cars loaded, whereas the country as a whole registered an increase of but 6.7%. Due to the defects already mentioned, undue importance should not be attached to a showing based on carloadings. Although it possesses some merit when comparing the contemporaneous achievements of two railroads, it should be discounted to a large degree in favor of other more conclusive factors.

Revenues earned fall in much the same category as carloadings, being subject to variation due to rate changes, changes in the character of commodities handled and in the length and type of haul. However, using revenues as the measure of traffic handled, W.P. in the first three months of this year showed an increase of 62.0% in gross revenue while the country as a whole experienced an increase of only 28.8%.

More indicative than either of the foregoing in defining traffic load is the item of ton-miles. As the name implies, this factor is an accumulation of the weight transported times the distance hauled. Net ton-miles are confined to the lading, while gross ton-miles additionally include the weight of the car itself (whether empty or loaded). Obviously, such figures directly define the extent of transportation service rendered. The gross ton-miles also reflect the degree of empty haul with which a road is confronted in order to supply equipment for loading, or to dispose of emptied equipment for which there is no prospective use.

Looking at the figures covering freight service during the first three months of 1942 vs the same period of 1941, it is revealed that Class I Railroads of the United States experienced an increase of 23.1% in the number of gross ton-miles handled. Western Pacific, on the other hand, had to absorb a better than 49% increase over 1941, which in turn was already the highest first quarter level in its history.

Turning to net ton-miles, the relative first quarter volumes were: Class I R.R., 28.7% increase; Western Pacific, 62.9% increase.

This is the national picture, and so far as it is concerned it is evident that the Western Pacific is being called upon to exert efforts well above the country's average. But what of the local situation—let's see what our immediate neighbors are doing? For brevity the comparisons are shown in the tabular forms below.

Certainly, by all the customary tokens, Western Pacific is accepting and discharging a more than normal contribution toward the nation's war time transportation needs. However proud we may be of our present accomplishments, our job is far from done. No complacency should be allowed to creep in, rather should our achievement excite in us a sense of responsibility to preserve that record through the critical season ahead, when steadily mounting traffic will challenge the capacity of our line and require the intensive effort of each of us to see it through.

Increase . . . First 3 Months 1942 vs. First 3 Months 1941

	Number Cars of Revenue Freight Loaded	Total Operating Revenues	Handled in Freight Service	
			Gross Ton-Miles	Net Ton-Miles
W. P.	19.3%	62.0%	49.5%	62.9%
S. P.	16.4%	55.9%*	40.4%	58.0%
A. T. & S. F.	19.9%	55.3%	44.8%	59.3%
U. P.	9.7%	43.0%	28.7%	43.2%

*Including T. & N. O.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



He Couldn't Make A Speech!

(Continued from Page 5)

little better and I was working two or three days a week they did not crowd for payments. My boy stayed in school.

"Good times returned and I am working more time and at a better wage than ever before in my life. I owe the happiness of my family to my country, so I don't hold back when my country asks something of me, even when it asks for my son for military service, as it did last week.

"I wouldn't be a real father if I didn't have fears for my son. And my fears are based on what happened at Bataan and at Corregidor. Our boys were good Americans at Bataan and Corregidor, but they didn't have what they needed. They didn't have enough of anything. They lost because they were hungry and because they ran out of what they needed.

"So I ask you for help for my boy." He stopped and for the first time his gaze swept his entire audience. He held out his hands in the only gesture of his entire speech.

"Please," he said, "please, don't send my boy without the things he needs."

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EXCERPTS FROM A LETTER TO ALL CLUB MEMBERS

★ There are three ways in which you can assure the present and future success of our club and its off-springs "The Headlight" and "The Tale Lite."

First of these is to be on the constant lookout for items of personal and railroad interest and to pass them on either to the reporter in your organization, or, if you have no reporter, to send them directly to Editor Shelmerdine. It doesn't help to pitch in and do this for a month or so—there must be a continuous flow of news.

Second is constructive criticism of the club's operation and activities, including the two publications. The officers will welcome such criticism and as members of our club you should use this privilege where and when necessary. Come to the meetings and express your criticism, if any, but don't tell someone else what your "beef" is, for that way it will probably never receive the attention it deserves.

Third is payment of dues. Possibly this item should be number one, but we prefer to subordinate mercenary affairs, since we feel you would rather have it that way. The dues are small and—to quote some of our members—the Headlight and The Tale Lite alone are worth the cost, but it helps a lot if you pay your dues regularly at the time they are payable and most of you have been cooperating in that regard.

If you are not a member and wish to be, the procedure is very simple. Fill in the form below, cut it out, attach a dollar bill (non-local members) and presto—you're in. If you do not wish to cut up the magazine, supply the information desired on a piece of paper.

For advertising space at attractive rates in "The Headlight," telephone or write to Carl Moore, Advertising Manager, 526 Mission St., San Francisco, Calif.

BRAMY WINS DIAMOND MEDAL

(Reprinted from The Tale Lite)

★ Low man won top honors in the finals of the W.P. Elimination Bowling League.

Craig took high series with games of 156, 190, 160, 134, 154, for a total of 794.

Vanskike bowled games of 148, 149, 155, 134, 177, total 763.

Bramy in winning the championship hit the pins for 149, 145, 154, 160 and 129, total 737.

With his handicap for the five games of 132 added on to his total, Bramy had a grand score of 869; followed by Vanskike with 835 including handicap, then Craig with his bowled 794 series.

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