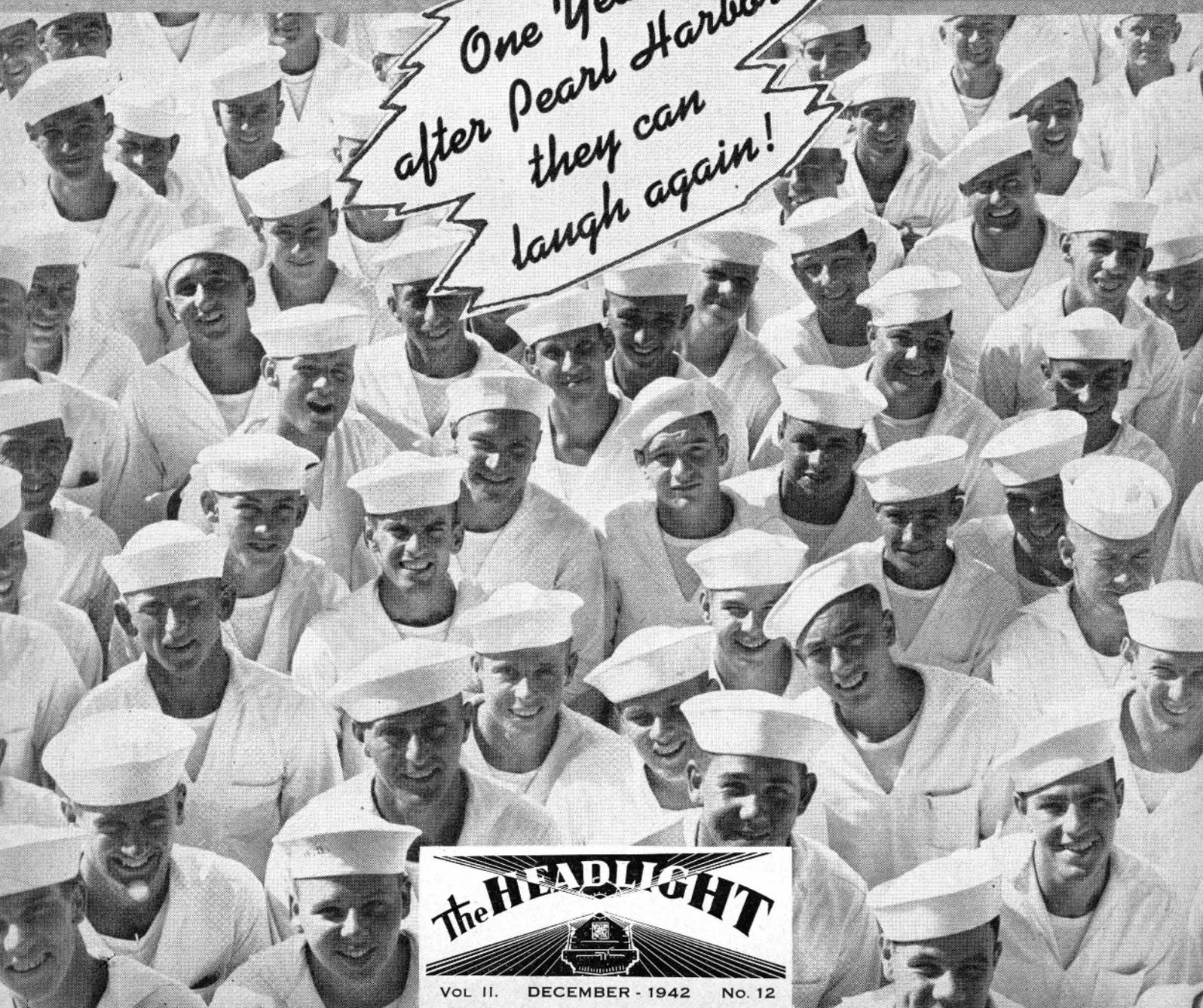


*One Year
after Pearl Harbor
they can
laugh again!*



THE HEADLIGHT

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★

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THE SEASON'S BEST WISHES TO OUR SERVICE MEN**WE'RE THINKING OF YOU . . . —**

★ It's Christmas month here . . . a Christmas that promises to be so much brighter than last year. It won't be gayer, nor even as happy a one as we have usually had because too many of you won't be here to ambush St. Nick as he squeezes and puffs his way down the chimney.

But just the same it will be a brighter one. Remember last year . . . those dark days after Pearl Harbor . . . after Guam and Wake Island. Remember how the folks verily trembled under a pall of darkness that shrouded the city with gloom . . . with doubt and uncertainty. Unaccustomed to blackouts and semi-martial law and wartime restrictions we seemed to be in a perpetual state of bewilderment.

We lost the Philippines and the Indies. Singapore fell. And a grim Uncle Sam rolled up his sleeves and started to toughen up. More and more of you joined the colors. The red blood of an unconquered nation coursed through your bodies; rich in traditions of courage and decency and wisdom . . . and all of you with one mind and one determination —to wipe oppression from this earth.

It's been a year since Pearl Harbor but we're no longer afraid. We have seen the results of your sacrifices. The tremendous power that is America . . . that is you . . . has manifested itself throughout the wide-flung fronts encircling the globe.

We thank you for our Thansgiving; and we thank you for our Christmas and God speed your return to us. Editor.

528

★ Eighty-six Western Pacific men have joined the colors since our last issue. We proudly add their names to our Honor Roll of Western Pacific men in the services. They now total 528.

Fippin, C. D.
 Franklin, G. E.
 Fulton, D. K.
 Gallagher, C. E.
 Gaskill, I. E.
 Gomez, J.
 Gonzales, A.
 Gray, W. B.
 Higley, U.
 Jaco, F., Jr.
 Johnson, I.
 Joubert, C. L.
 Kelly, Frank A.
 Kerns, E. L.
 Kieliger, W. J.
 Kimball, R. L.

Kister, S. O.
 Kuldac, Joseph
 Loyer, Harry R.
 Lightle, H. W.
 Manno, F. G.
 Madison, H.
 Maxwell, A.
 May, J. P.
 McPoil, T. G.
 McWilliams, C. J.
 Micheli, L.
 Mitchell, W. H.
 Moore, Horton A.
 Monahan, Robert D.
 Murrish, D.
 O'Lin, Duke

Owens, N. G.
 Papoulias, J. B.
 Parker, J. W.
 Pewitt, M. W.
 Pires, J. P.
 Ramos, W. C.
 Reese, R. R.
 Reese, W. R.
 Retallic, S. H.
 Revera, P.
 Rodesky, T. F.
 Safford, Charles P.
 Seyforth, Harold H.
 Shisler, R.
 Smith, R. M.
 Soulies, R. G.

Souza, M. J.
 Spencer, G. C.
 Sprouls, M. E.
 Teixeira, A. M.
 Teske, R. C.
 Thompson, B.
 Tomlinson, R. O.
 White, Joseph E.
 Widmer, W. D.
 Wilcox, Keith G.
 Wilkinson, R. O.
 Woods, Sim S.
 Worthington, Jack J.
 Wright, Percy L.
 Wurth, J.
 Yerman, L. W.

GREETINGS OF THE SEASON

The officers and directors of The Western Pacific Club extend cordial greetings to all of the readers of The Headlight. May you face the future with confidence and with charity and good will toward all mankind.

We wish especially to remind our men in the Armed forces that our thoughts are constantly with them and that we on the home front will do our best to carry on so that their sacrifices will not be in vain.

To the officers of The Western Pacific Railroad Company we likewise extend our greetings and reaffirm our loyalty to them and promise anew our continued support of their efforts to maintain the high standard of service which our railroad has attained.

So, to each and every one of you, and although these are "times that try men's souls" we give you again the old, old wish, A Merry Christmas and a Happy New Year.

C. A. (CLIFF) NORDEN, President, Western Pacific Club.

THOUGHTS OF A HUMBLE HOGHEAD

By HOMER BRYAN

★ As the date of my entrance into the service of the Western Pacific recedes into the past, and mellowing years come on apace, I find myself often meditating on the chaotic state of world affairs.

You have asked for the expression of a few thoughts on how the momentous events of the day bear on us as a railroad group and the importance of our attitude with respect to them. "However little soever one is able to write, yet when the liberties of ones country are threatened it is even still more difficult to be silent."

There sometimes comes in the history of nations, crises in which all that has been done by those now gone will come to naught unless extraordinary contributions are made by those now here. We are now living in one of those times. We are confronted with a choice between liberty, the greatest blessing men can enjoy, and slavery, the greatest curse that human nature is capable of. Which of these will be our portion depends on the efforts of us here at home.

Our boys in service have never failed us and will not fail us now. But we have sent them into combat ill-equipped and they, not us, have paid the penalty. What an opportunity we now have to make amends if we will fervently hold the nation's interest paramount to any personal consideration. Anything less will be fatal to our country and fatal to ourselves.

What an everlasting mark of infamy it would be upon the present generation if we had not "virtue to be free"; if we have not the courage and the resolution to support with tireless efforts our men in service. In proportion to the magnitude of our task should be the ardor of our efforts. We cannot preserve and perpetuate our cherished inheritances by lying supinely on our backs and hugging the delusive phantom of hope. There is no choice but action—arduous action, for there is no retreat except into slavery.

We hear much of the sacrifices it will be necessary to make. But let us not think of them as such for that is thinking of ourselves. Sacrifices are translated into contributions and if thought of them as contributions our minds will be focused upon the cause and the part we are playing for its supremacy. Then our efforts will be more effective and we will glory in our achievements for the common cause.

I like to visualize transportation as the central link of a three-link chain. The first link is production, the second transportation and the third the combat services. Our efforts can never be stronger than the weakest link. The strength of the center link is dependent upon the efforts of railroads and shipping forces, each responsible for its half. If the central link fails all will fall with it. Our responsibility is no less than that; and that responsibility should be ever bearing directly upon our minds.

Our railroads have done a splendid job, but have we reached the peak of the stress? I believe not.

Even greater loads will probably come and greater efforts will be needed to meet them. The last 1000 cars is always the toughest when approaching the saturation point. Admiral Nimitz, commander in the Pacific recently said: "Our effort in the South Pacific must be constantly expanded in men, bases and materials as we go forward. Success in the great venture on which we have embarked depends upon production and supply of material. We rely on the workers at home to keep up **and increase the flow of these vital implements of war.**"

The exigencies of war are going to require even greater performance. Ordinary tasks can be performed by ordinary methods but the demands upon us now are, and will be increasingly so, extraordinary. Such demands can be met only by extraordinary methods. I mean that from here on in to victory there must be inspired effort; inspired effort induced by inspired leadership. Is this an appeal to management? Yes; but it is more than that. Every one of us has influence over other people. Within the orbit of that influence, however limited its circumference, we are leaders. And within that orbit leadership must come from us; an inspirational leadership that by word and example plainly and unequivocally says: "We shall not break faith with those who die."

I have seen many examples of splendid devotion yet occasionally when I see a man, whose services are badly needed, tie up for rest after being on duty only a few hours I wonder whether it is as universally understood as it should that when freedom is selfish it cannot endure.

There is one group of which we hear little and to whom I wish to pay just tribute. I refer to our men in the shops and roundhouses. They are working long hours and are doing a splendid job, under the stress of the necessity for the prompt turning of power and a shortage of help. I have yet to hear the first word of complaint. There is no braid upon their uniform; no bars of rank are borne upon their shoulders; yet they have proven that within their overalls, shining with oil and grease, are the qualities of patriotic devotion and fidelity to their trust. And these qualities are the bulwark of American liberties. As the men come out of the fireboxes, from off the running boards, and out of the pits, I salute them.

This nation, conceived in the courage and fortitude of the colonists, born in the unparalleled perseverance of Washington's little army during eight long years of suffering and discouragement, molded into form by the venerable patriots of the constitutional convention, nurtured and fought for and died for during the 166 years of the achievement of its ideals and the development of its institutions, has been attacked by ruthless forces of tyranny and despotism. It is for us of today, its statesmen, its soldiers and its civilians, in a united and mighty effort to make this Republic immortal.

Hy-Lites

By JACK HYLAND

ization of war—the peace and happiness we all enjoyed and cherished. But we, of the United Nations have many things for which to be thankful, and with "All of us united," the New Year can bring forth additional reasons for rejoicing.

Sgt. James H. Legg (AF&PA) asks to be remembered to Messrs: Kearns and Levy, and to the girls in the comptometer department. He didn't mention any particular girl, but it may be a Military secret.

Art Potter (San Jose) retired, was in hospital for a few days recuperating from broken blood vessel over his eye. Art has seen enough out of that eye anyway . . . especially hospital beds.

Marshall Boyd (Traffic) our O.D.T. expert is really pouring it on these days—in fact, an electric fan was required to maintain normal temperature in his office.

John Beltz (Gen'l Mgrs) now in the Navy, is sailing the south Pacific at the Government's expense, and according to his brother Dick, that's the only way to travel.

Some very heartening acknowledgements have been received from our General Office service men—thanking the W.P., and expressing appreciation for the "Service Kits" sent them. On behalf of the Management, the W.P. Club, and the individual employes who contributed to their procurement, we say to these men . . . "We are happy in having you thank us, but it is for US to 'thank you'."

Bowling list from Eddie Reel (Los Angeles) discloses average of "178" and looks good on paper, but maybe recent earthquake shook down a few extra pins. Assume (Smiling) Ed Millfelt, captain of the W.P. Los Angeles team can clear up this feature.

John G. Nolte (formerly Terminal Trainmaster at Stockton) now in Office of Defense Trans. Salt Lake City requests "Headlight" and says "We know where his heart is." Suppose we should start looking for it in the Stockton yard.

Appearance of Mrs. Kearns, Sr., at Downtown Bowl recently, is worthy of mention, but Tom would rather we didn't MENTION his bowling score of same night. Mrs. Bettencourt, Mrs. Heagney, Mrs. Lewis, Mrs. McKellips and Mrs. Petersen are nearly always present on Thursday nights. Ralph Ott (Pass. Dept) made first public appearance Nov 12th, cheering for the Traffickers (which includes "yours truly").

Lt. Ed Richardson (formerly Detroit) now stationed at Fort Jackson, in good old South Carolina, as Transportation and Supply Officer. How's the southern chicken, Ed?

Congested traffic conditions—further complicated when Geo. R. Hart (Traffic) appeared in new suit, minus CUFFS on the trousers, but that's natural, as "Webster" defines—"Cuffs: ornamental fold of a garment at the WRIST."

Overlooked mentioning departure of Ken Reiley (Trans. Dept) to the Armed services in November issue . . . But, didn't want Ken's new boss to know his initials are "K.P." Additional new names: Frank Rowe (AF&PA); Geo. Saulovich (Auditors); Geo. Bowers (AF&PA) and Irwin Abramson (Auditors) to the Army—Geo. Williams (Auditors) and L. Avery (Auditors) to the Navy.

HEADLIGHT Staff further depleted when Reporter Robt. Failing (Keddie) joined up with Uncle Sam. Any news, Bob?

Recent result of bowling contest between W.P. and S.P. players posted on Lobby bulletin board misquoted Spen Lewis' score. Spen was only player who didn't finish, being forced out of third game because of sore thumb, thus we nicknamed substitute Frank Ferguson . . . "Spirit of '76."

Nov. 21st was celebrated by "Stanford," and also by McDearmid's (Traffic) who now have baby girl . . . Big Game and Big Day.

Walter Mittelberg recently returned from meeting in Washington, D.C., with Secretary Morgenthau (that income tax man) concerning "Pay Roll Savings Plans." It seems railroad workers (as of Sept. 30th) are only contributing around 3.4% of their pay—instead of the asked for "10%." There is a reason for asking . . . but, have YOU a reason for refusing?

Betty Clawson (formerly Sect. to Joseph Wheeler) now employed by "Office of Censorship" in Hollywood, seems to enjoy life while cavorting with movie stars. Who wouldn't, especially with Lana, Betty, Rita, Dottie or Olivia.

Oddities of the times: Joe Nash, Gen. Foreman (Oakland) recently seen cleaning up "his office" and "Engineers Room" and Carl Muhl, Road Foreman of Engines, seen shoveling sand from car to sand house, both tasks usually accomplished by laborers. Help MUST be scarce.

Was frozen in my tracks the other evening, when voice over the telephone asked for me, adding . . . it was the "Warden's office." Turned out alright though, but wish they had said "Air Raid" in the first place.

Bill Friborg (Sacramento) is taking culinary course, and scanning pages of cook book, since departure of the Mrs. to the Bay Area.

In closing . . . take this opportunity of extending "Season's Greetings" to employees of the Western Pacific, our boys in the Armed services, and friends . . . everywhere.

SPORTS REVIEW

★ It's actually a crime when editors DEMAND THEIR COPY . . . NOW, not a minute later, regardless of forthcoming events, but when Editor Al Brame won't hold the press until Dec. 10th, it's what a certain person would call "revolting."

This date is highly important to the first five bowling teams, because upon such date they will be battling for top spot of the FIRST-HALF of the 1942-43 Season, thus achieving privilege of playing winners of SECOND-HALF for the W.P. League Championship. Anyway, the (you'll have to fill it in) after a difficult fight, won the honors.

To bring you up to date (as of Dec. 3rd), team standings after 14 weeks:

	Won	Lost	Hi Game
Traffickers	25	17	841
Disbursements	25	17	888
Exporters	24	18	852
Car Record	23	19	829
Auditors	23	19	866
Freight Accounts	19	23	853
Freight Agents	18	24	882
Transportation	15	27	832

On Nov. 19th Howard Sevey entered the select circle when he slapped over the timbers for a neat "627 series"; the second game totaled "267," which tied H. Heagney's score of last season. Sevey missed topping the all-time W.P. League high series of "636" held by Jack Hyland, or the "634 series" held by Joe Corven, both scores made last season.

Same names appear in the "BIG TEN," although a minor shuffle in positions necessary:

	Games	Avg.	Hi Series
Corven	36	172	565
Gentry	42	165	578
Brown	42	164	591
Runge	30	164	566
Hyland	42	163	556
Sevey	36	162	627
Con. Murphy	42	161	523
Borgfeldt	36	161	591
Heagney	42	160	561
Craig	36	156	558

Walter Mittelberg's return to bowling field (or alley) is welcome sight and proving he hasn't lost any of last season's form—sports a "162" average after 12 games. Ken Stoney's "214" game was Hy-lite during past month.

Special Note: Last Nov. 7th—two teams representing the Western Pacific met a selected group of Southern Pacific bowlers . . . and although our teams lost the contest, satisfaction was attained, mainly through the appearance of our boys clad in bowling shirts with "WESTERN PACIFIC R. R." plainly visible to the spectators. The Bowling League hasn't sufficient funds at present, to outfit the entire group, but—they are still hoping that Santa Claus will remember them at Christmas.

Additional Note: The Western Pacific Bowling League appears at the Downtown Bowl every Thursday evening (except holidays) at 6:30 to 8:45 P.M. and at no increase in prices.

. . . See you next year—Jack Hyland.

WHAT'S IN A NAME?

Romance Along the Line of the W. P.

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

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

★ **NILES**, Calif. (M.P. 29.7)—Originally known as **Vallejo Mills**, from flour mills erected by Gen. Mariano Guadalupe Vallejo on Alameda Creek. In 1869 the town was named Niles for Judge Addison C. Niles of the S.P. From **Niles Junction** (W.P. 30.5) the W.P. operates a branch line (23.8 mi.) to **San Jose**. **Niles Tunnel** (M.P. 32.1), which is Tunnel No. 1 and is 4,277 ft. long, pierces a spur of the Coast Range.

HACIENDA, Calif. (M.P. 39.5)—Sp. for an agricultural estate in the country. A "rancho" is primarily devoted to cattle raising. Near Hacienda was the former home of Mrs. Phoebe Apperson Hearst, mother of William Randolph Hearst, newspaper publisher.

KOHLER, Calif. (M.P. 11.3)—For the owner of a plant served by a spur from this point.

REDMOND CUT, Calif. (M.P. 59.3)—For a family residing nearby when this cut was made. Owing to the unusual depth of this cut (120 ft.) it was given a specific name.

RHODES, Calif. (M.P. 75.6)—For an old settler.

FITZ, Calif. (M.P. 76.8)—For a rancher of early days whose surname was Fitzsimmons and whose ranch was on the Banta-Grayson road.

COSUMNES RIVER, Calif. (W.P. crossing at M.P. 116.3)—Said to be derived from Kos-summi, Indian for salmon. Another explanation is that the ending "umne" or "ammi" means people, hence Cosumne, signifying the people of the village Coso.

VILLINGER, Calif. (M.P. 107.8)—For a pioneer family which settled in this territory in 1849.

CLEVELAND, Calif. (M.P. 176.2)—For Newton Cleaveland of the Yuba Goldfields Consolidated (dredging operations).

QUARTZ, Calif. (M.P. 209.3)—A quartz ledge (outcrop) across the Feather River is clearly in view at this point.

LAND, Calif. (M.P. 212.1)—For A. H. Land of the California Pine Mills Co. which had logging operations near this point.

BERRY CREEK, Calif. (M.P. 224.1)—Early settlers found quantities of wild blackberries growing along the banks of this stream.

MCLEAN, Calif. (M.P. 230.1)—For Walter S. McLean, owner of the Crown Ore Mills.

ISAIAH, Calif. (M.P. 230.5)—Name given by R. E. Roberts who was postmaster here.

CRESTA, Calif. (M.P. 243.5)—Sp. for top or crest.

CAMP RODGERS, Calif. (M.P. 255.3)—For Mrs. M. P. Rodgers who homesteaded a place here. This was one of the resorts in the Feather River Canyon for a number of years.

SMITH'S POINT, Calif. (M.P. 264.5)—For an early resident who had a stock ranch, also placer claims in this vicinity.

DELLEKER, Calif. (M.P. 320.0)—For W. H. Delleker, lumberman.

PENMAN, Calif. (M.P. 307.0)—For the George Penman family.

REYNARD, Nev. (M.P. 416.1)—The proper name of the fox in the medieval epic, "Reynard the Fox." It is said that foxes formerly were numerous in this region.

KRUM, Nev. (M.P. 525.6)—Said to be named for a settler who came from Iowa.

RUSSELL, Nev. (M.P. 582.5)—For the Russell Land & Cattle Co. George V. Russell, prominent cattleman came from Ireland to California via Cape Horn in 1852. In 1860 he went to Nevada, driving a pack train from Placerville (Hangingtown) to Virginia City.

HOGAN, Nev. (M.P. 752.7)—Named for Joseph F. Hogan, W.P. vice-president in charge of traffic from June 15, 1929 until his death on Aug. 29, 1938. This town which is on the east slope of **Spruce Mt.** was formerly called **Jasper** for Jasper Farrell, a mining man who left his impress on this region. Change of name was made to avoid confusion in telephoning train orders as **Shafter** (M.P. 765.9) is on the same division.

FLOWER LAKE TUNNEL, Nev. (M.P. 753.6)—Named for **Flowery Lake**, east of Hogan. Constructed through solid rock in the **Pequop Mts.**, this tunnel which is No. 43 is 5,657 ft. long. Within this tunnel is the highest elevation on the line of the W.P.—5,907 ft.

ARAGONITE, Utah. (M.P. 861.5)—Formerly called **Marble**. Aragonite is orthorhombic calcium carbonate.

LOW, Utah. (M.P. 866.1)—For the low pass in the **Grass Mts.** which are between **Lakeside Mts.** on the north and **Cedar Range** on the south.

DELLE, Utah. (M.P. 878.4)—First named Dell by Bennie McBride, an old prospector who started a mining shaft in the **Stansbury Mts.** to the northeast. Delle is at the foot of the grade descending from **Low Pass** into the valley of Great Salt Lake.

SHORTS FROM THE SERVICE

From Forrest Mote:

★ To the officials, employes, former fellow-workers and friends of the Western Pacific I wish to convey my heartfelt thanks and appreciation for the splendid kit which was sent to me a few days ago. The overseas kit is the most practical item a soldier can possess, and sincerely, it was one of the finest kits that I have ever received.

"We, of the service crave letters from our loved ones, also news from our hometown or city; and, I cannot think of a better medium of news than a paper like The Headlight or The Tale Lite.

"As I sit here writing this letter I think of each and every one of the members of the Western Pacific with whom I have come into contact, and I desire at this time to wish everyone a very Merry Christmas and a Happy New Year!

"Some of you may be wondering about the nature of my work in the Army and others of you may wonder why I haven't been up to visit you. For your information, about all I can say in regard to the first is that I am in headquarters doing personnel and payroll work, which entails a great deal of responsibility and hard work; and as to the latter, I am engaged to a very fine girl in Lodi, with whom I spend all of my brief time while on pass.

"In closing, I must say that I have all the confidence in the world that peace will soon be with us—a peace that will be dictated by the Allies."

Writes Ralph Allen:

"In regards to the 'Service Kit': you don't know how I appreciated the thought of the Club for the lovely gift. I am sure there isn't a man who has left the organization (W.P.) that was not thankful for receiving something so useful, compact and handy. It fits in perfect!"

Dick Patterson Says:

"Moscow, I've been here about a week now, is a little town of about 7000. The Naval Radio School is located at the University of Idaho and we have access to all of their gym, swimming, tennis, golf and recreational facilities. We have private rooms, fully equipped from table lamps to a built-in radio."

* * *

DROP US A LINE

★ The Headlight staff is interested in hearing from all of the old timers who may at this time be enjoying a well earned rest after doing their part in bringing our railroad up from its infancy to its present high standard of efficiency.

Please write to the Editor and tell him what you are doing with your spare time. Tell us about the early days of our railroad and if you know of any other old timer you can tell us about, do it. We shall be glad to hear from you. We will publish your letters in The Headlight.—C.A.N.

PEOPLE and THINGS

By AL BRAMY

right direction although it still is "putting the cart before the horse" . . . the horse in this case being us.

Far be it for us to argue the relative merits of the production worker as against the railroad worker. All types of war industry are highly important as specialized and localized as they may be, but they are at their best only when the railroads are operating to maximum efficiency with plenty of manpower and rested crews. Not only has the transportation of troops and supplies been entrusted to us; but also the moving of war materials to keep assembly lines operating in addition to hauling the essentials of the civilian populace.

Our trouble has been perhaps in doing our jobs too well . . . we are taken for granted. The railroader is akin to the blocking back on the football team who mows them down, gets everything but the bucket thrown at him and comes up for more . . . while the plaudits go to the flashy ball carrier.

Putting the aforementioned cart before the aforementioned horse is a step in the right direction we admit, but the nabobs had better beware that said horse through continued neglect doesn't turn into a cantankerous old mule.

She quit her job that day and started her new job as a cigarette girl that night. She didn't have any experience, but the salary was good, the tips generous, and therein lies the tale of "Sniffling Sue."

Everything was going just lovely when she was beckoned to the table of a large party. She sold a middle aged man some cigarettes for 25c, the standard price in any club. From his jovial mood he changed to black rage, upbraiding her. Sue didn't know the answers. She didn't walk away, or smack his face . . . hard. She just cried.

Not long afterwards the orchestra leader announced any patron desiring his favorite number must first buy stamps or bonds. Our loud friend "bought" his request with a \$10,000 bond.

Sue's experiences weren't over. Near closing time she was called to the bar by a lone sailor who purchased a package. She smiled her thanks and started to walk away, but he stopped her. "I'll take that smile with me out on the Pacific. Take this, it's worth it. I may never be able to spend it." It was a five dollar bill . . . and his last. Sue cried again!

Even in war time at the war fronts, the close fraternizing of railroaders is evident. Word comes to us from London that the British Railways are opening a club in London at 44 Wilton Crescent, adjacent to Hyde Park Corner, for the use of officers in the American and Canadian forces who in peacetime are attached to the railroads.

She's just a little wisp of a gal . . . a tiny mite no taller standing up than sitting down. Beautiful natural golden tresses fall gracefully about her shoulders reflecting the sparkle from sky blue eyes. Teensey weensey heart shaped lips trace pensive smiles or unsurpressed gay laughter. It's easy to let your heart go.

He's a husky, burly sort of a chap, fair complexioned, neatly combed but unruly hair that persists in falling over his forehead. There are no traces of a razor blade on his skin. His strong white smile and robust health tell of magnificently developed youth.

With her hair down she looks fifteen . . . when she wears it up she looks fifteen. She stoutly maintains she's nineteen.

About two months ago she started to work in the Car Record office. How the young 'uns did flock about her. Two weeks later she transferred to the Manifest where he worked. She looked. He looked. Six weeks later they were engaged. This column's congrats to Lorraine Nordberg and Hal Furtney.

Outmoded, but once the essence of luxurious travelling comfort, the W.P. combination Cafe Coaches had long since seen their last serviceable days. But came the war and the terrific toll exacted of the diners in the feeding of thousands of troops in addition to the regular passenger travel.

So into the Sacramento Shops went the old "390" series for a face lifting and general reconditioning. Two are already in active service much to the relief of a hard pressed commissary department. The others are expected to be released soon.

Two Western Pacific girls we are dern proud to know: Dorothy Jarvis was never the type of person to wave the flag, but you need only to talk to her to feel how deeply her love for our country is instilled within her. Because her friends demanded that she be given recognition, we learned of her many generous blood donations. But we are doubly proud of Dot now, because she becomes the first Western Pacific woman to enlist in the services. She has been accepted by the WAVES and is now living with one foot in a suitcase awaiting the call that will come any minute.

Pat Holmes was a comparative stranger in length of W.P. service, but soon gained the admiration of fellow workers through her ability and willingness to pitch in with a "heave Ho" as the work piled up. But it was not until Pat received two offers for employment by Uncle Sam that her friends realized how accomplished she is. It seems our Pat is a skilled pilot; but she turned down job number one as an operator in an Airport Control Tower in favor of schooling at an Army Air Corp Technical School. When she has completed her course she will be an instructor in ground work for our future war pilots.

★ Your scribbler's favorite "gripe" Part III . . . but this time with a decided softening of the heart. The subject, of course, is the drafting of railroaders. The recent declaration of National Draftquarters prohibiting the enlistment of Shipyard and Airplane workers is a step in the

J. J. PELLEY SUMS UP RAILROAD PICTURE

★ Railroads have successfully met the unprecedented freight traffic demands placed on them this year by the war and current commercial needs. All traffic records have been broken. They are now over the hump for 1942, the peak having been reached in October when more tons of freight were carried more miles than ever before.

Some temporary stringencies in certain types of equipment have occurred this year but there has been no interference with the war effort because of inability of shippers to obtain cars.

Freight traffic in 1942 has been the greatest for any year on record. It will amount to approximately 630 billion ton-miles, compared with 475 billion in 1941, or an increase of 32.6 per cent. Contrasted with this increase in ton-miles, carloadings will be only about 2 per cent above 1941. This disparity between the volume of traffic and carloadings is due to the fact that cars are being loaded heavier and moved farther.

Changes in traffic movement brought about by diversion to the railroads of freight formerly handled by water, coastwise and intercoastal, which involves long hauls, coupled with an increased volume of long-haul lend-lease traffic, have thrown a load on the rail carriers but this has been successfully met. In the past, the railroads have kept pace with increasing traffic demands by adding conservative amounts of new cars and locomotives to their plant.

In the first nine months of this year the railroads placed in service 56,000 new cars. This is considerably fewer than would have been built had not the railroads and car builders been confronted with a demand for materials needed for other war purposes, causing the government to restrict the amount of material, principally steel, which could be allocated for the use of rail transportation.

Expectations are that traffic will be even higher in 1943. If this develops and the railroads are to continue to furnish adequate transportation to move the great amount of materials and supplies needed by our armed forces as well as meet demands of industry, additional cars and locomotives must be obtained. * * *

SWEEPSTAKES

★ Thursday, November 26, was Thanksgiving Day . . . and the W.P. Bowling League suspended play for that date. However, to keep the boys in trim, a group of 17 bowlers participated in a so-called "Pot-Game" Saturday, November 28. Results were as follows:

High games—Hyland 224; Brown 213; and Hatfield 200—and the "Honorable Mentioned" are: Con. Murphy's 524 series and Joe Corven's 515.

	Series	G'r'd Total
1. Hatfield	482	562
2. Brown	543	558
3. Cathcart	468	558
4. Hyland	531	549

Mr. Albert R. Bramy,
Editor, THE HEADLIGHT,
Western Pacific Building,
San Francisco, California.

San Francisco, December 1, 1942

Dear Mr. Bramy:

★ I would like to express to the employes of the Western Pacific Railroad, through the December issue of The Headlight, my deep personal appreciation of the efficient manner in which they have cooperated in the performance of the large and difficult task which has confronted us during the past year.

We have hard days ahead of us but I am confident that our employees will carry into the future the same loyal spirit and high standard of accomplishment as before.

I wish also to say that we are proud of our employes who are now serving our country on distant fronts and that it is my sincere thought that we shall have them all back with us when the war is over.

★ In these days of trial and strain for all of us, and great personal sacrifice for those who have entered the military service of our country, it is a consolation to remember that the Christmas spirit, although sorely tried in this and in many other years, still lives in the hearts of millions.

So, in company with those who remain behind to work and to back up those who have gone to join the colors, this is my Christmas wish: "May They Have A Safe and Speedy Return." I know that is in all of our hearts.

Christmas



Greetings

★ Nineteen Hundred and Forty-two will complete the first full year of the existence of the Western Pacific Club and of The Headlight. In looking back over the year it seems significant to me that the wonderful accomplishment of our railroad follows the progress of cooperation and friendliness fostered by those two worthy undertakings.

It is with real sincerity that I offer my best wishes for a Merry Christmas and Happy New Year to all of our Western Pacific family.

★ The past year has seen our railroad handling a volume of traffic unprecedented in our company's history. Since long before Pearl Harbor we have been under constant pressure. Today there is still no indication of letting up as our Government calls upon us for even greater efforts to meet the demands of war time.

The past year has seen us beset by problems never before encountered, but overcome because of the loyalty and close-knit cooperation of our employes.

From every department of our railroad our men in increasing numbers answer the call to the colors. Sorely needed in the fighting ranks, they nevertheless represent a serious drain in our ranks. We must carry on without them. While they divert their energies for the common good of the nation, their services and their experience will be greatly missed. Only through personal sacrifice in the home and continued determination to do our jobs to the best of our abilities can we make up in part for what our boys are facing at the war fronts.

In these trying days it may seem paradoxical for my staff and I to extend holiday greetings for a Merry Christmas and a Happy New Year but we do so in the firm belief and confidence that our traditions shall always survive.



RETURN POSTAGE GUARANTEED

The HEADLIGHT

**BILL STOUT NEW
CIRCULATION MANAGER**

★ No longer can our Traffic Agencies complain about receiving The Headlight at the end of the month instead of around the fifteenth. For ye Headlight has gone "big time" and now boasts a Circulation Manager.

Bill Stout took one look at the present system of mailing the Headlights, shook his head sadly and said, "Something's got to be done!" It was done, so quickly in fact, that Bill didn't have time to put in the exclamation point at the end of his too-true statement.

Bill took his appointment seriously and for this month had a complete up-to-date card index system worked out; and is working on other reforms to speed up delivery of The Headlight as soon as it comes off the press. Hereafter if you have a complaint put the finger on Bill Stout.

* * *

WIKANDER IS TALE LITE EDITOR

★ The newsey weekly bulletin, The Tale Lite, comes into its own again with the appointment of Bill Wikander as editor. A recent transfer from the Commissary Dept., Oakland, Bill is now working in the Auditor's office.

A talented writer, Wikander also enjoys one of the finest reputations on the Coast for his poetry which is published under the name of "Gunnar" Wikander. A Headlight policy which prohibits the use of poetry has prevented readers from enjoying some of his work.

* * *

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**W. P. AND SANTA FE PROPOSE
TO ACQUIRE KEY SYSTEM
FREIGHT OPERATIONS**

★ Through a joint agreement between the Santa Fe Railway and the Western Pacific Railroad, articles of incorporation of The Oakland Terminal Railway were filed with the Secretary of State in Sacramento Wednesday, Decemebr 2nd.

Subject to the approval of the Interstate Commerce Commission, application for which is being filed immediately, the new company proposes to acquire the freight properties and track-age rights of the Oakland Terminal Railroad Co., an affiliate of Key System.

The new company, which will be jointly owned by the Santa Fe and the Western Pacific will, it is proposed, serve the Oakland Port of Embarkation and General Depot of the U. S. Army, which is located in the Oakland Outer Harbor, as well as industries located in that territory and industries located on the Key System tracks in the City of Oakland.

The new Oakland Terminal Railway, according to present plans, will take over the freight operations now being conducted by the Key System's affiliated company, the Oakland Terminal Railroad Co. The Key System will retain sole rights for the operation of its urban and interurban passenger service.

* * *

REMEMBER PEARL HARBOR

★ The upper part of our cover picture shows an undamaged light cruiser steaming out past the burning Arizona and taking to sea during that fateful December 7th, 1941, at Pearl Harbor.

The blood of Americans flowed freely that day and an aroused nation swore an eternal vow that the aggressors would pay a million-times over for the lives they so treacherously took.

That month of December, 1941, was replete with the actions of courageous American fighting men; but to the United States Navy, our first line of defense, we respectfully dedicate this issue.

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