



FEATHER RIVER FISHING—This photo was taken at Blairsdien, Western Pacific station in the Feather River Canyon. Best caption suggested: "Boys and Fish." The expression on their faces reflects their thought—"Ain't it a beauty?"

THE HEADLIGHT

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★

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MARCH TRAFFIC

★ March total operating revenues amounted to \$3,672,139, or an increase of over 38% above March, 1942. This sets a new all-time peak for the month.

Expenses of running and maintaining the railroad, plus tax accruals of \$601,126 and rents, used up \$2,828,545 of the revenues. It takes money and men to "keep 'em rolling" as fast as they come these days!

PLEDGE OF THE CIVILIAN WORKERS OF THE ARMY SERVICE FORCES

★ "I know that my country's victory depends upon the courage and the endurance and the skill of our men who fight on land, at sea, and in the air.

"These men are my sons, my brothers, my friends, my neighbor's boy.

"I know they cannot fire a shot unless they are sent arms.

"They cannot live unless they receive food.

"They cannot meet the enemy unless they are furnished trucks, tanks, and planes . . . chemicals and clothes . . . equipment for swift communication for building roads and bridging streams. They cannot survive wounds and diseases of war unless they have medicines.

"To send them these things is my job. For I am a Soldier of Supply.

"I am a comrade of the American fighting man. I promise never to let him down. The way I do my job may decide whether he lives or dies. I promise to be faithful, so he may be strong. I will waste no time, leave no duty undone, that he will have to pay for.

"I am his comrade, and I promise that he shall not want."

TRANSPORTATION IS OUR PROMISE—WE WILL DELIVER THE GOODS!

SHORTS FROM THE SERVICE

★ **Captain George Terhorst:** (George enlisted in the Army Air Force as a Cadet. He won his wings after rigid training in advanced air schools and has recently been promoted to



Captain while seeing action in Africa.) "There isn't much I can tell you about war except that we see plenty of action and that we have really been doing our share. The B-26 is just about as good an airplane that is made and I'm darned glad to be flying one. However, don't ever let anyone tell you that this war is fun because I assure you it isn't. It definitely is exciting but when the anti-aircraft shells start going off or some pursuit pilot starts shooting 20 m.m. cannons at you—there are any number of places I can think of that I would rather be. We all hope this campaign is over soon and we can get back to the States.

"We all do get into Constantine every once in a while and these French girls make up for a lot—'Viva la France.'"

Pvt. Pat Franey, Ft. Leonard Wood, Mo.: "Today it's raining like heck and this part of Missouri is washing away. But that's all right because tomorrow it will blow right back again. I sure got stuck in a forgotten spot of creation. The post is situated on a ridge in the Ozark Mountains and is subject to every dust storm that comes along and brothers, they're plentiful. In addition we have enough rocks to ballast the whole Western Pacific. They would be tough on any shoe except these G.I. jobs. As soon as my feet become G.I. I'll get along much better. I thought I use to do some walking on the W.P. but that was before I joined this walking marathon.

"I'm in the Headquarters and Service Co. classified as an instrument man. This is a combat engineering battalion and means just what it says. We get training along every branch of the service even to commando tactics. It's getting a little tougher each day. We are up to a mile run before breakfast each morning and its getting longer every day."

Pvt. Anthony P. Tafuri: (The boys up Stockton way have not heard from Tony, but the following is self-explanatory.) "Pvt. 1cl Anthony P. Tafuri, formerly in your employ, has participated in a recent campaign against the Japs on an Island in the South Pacific. He performed all his duties in a commendable manner even in the most trying of circumstances.

"I feel I can best show my appreciation for the aid this man has been to me by writing to someone who has known him in civilian life and who would therefore be interested in the part he is playing in the war. (Signed) **Captain George F. Carter.**"

Pvt. Connie Murphy, Ft. Knox, Ky.: "Drove tanks last Monday for the first time, so you can tell Charlotte that the Army waited until the peeps bounced enough weight off so I could get down the tank hatch. I'll tell you about the Assault Course. It's supposed to represent real battle condition. You're supposed to knock out pill boxes, cross stream while charges go off, and then enter and capture a village. On some parts live 30 calibre machine gun bullets are fired thirty inches off the ground. This is to make sure the methods taught for creeping and crawling are observed."

LABOR SHORTAGE THREATENS W. P. LINE MAINTENANCE

★ A steady program of improvement in the last ten years has put the W.P. tracks in shape to handle heavy business. The main line contains more than 700 miles of 100-lb. and 112-lb. rail. Last year, 45 miles of new 112-lb. rail were laid on the Northern California extension. The continuance of a satisfactory maintenance program is seriously threatened, however, by shortages of men and materials. Only 40 per cent of the 1942 tie renewal program was completed, largely because the complete output of one of the two chief sources of ties on which the W.P. depends was taken over by government agencies. As fast as labor and materials are available, the Western Pacific is continuing its program of lengthening passing tracks.

The Company has also spent considerable money in diverting streams and widening water openings under tracks across the desert to prevent interruptions to traffic in districts where cloud-bursts occur.

From a maintenance standpoint, however, the 116 mile district between Oroville and Portola, which clings first to one side and then the other of our famous Feather River Canyon, offers by far the greatest variety of problems. The line is here located on an almost continuous 1 per cent grade through extremely rugged country. The total curvature aggregates more than 16,000 deg. of central angle and results in a total of seventy miles of curved track, or some 60 per cent of the district, with a maximum curvature of 10 deg. In order to maintain the uniformity of gradient, one loop was required which has over 403 deg. of central angle, or 43 deg. more than a complete circle. This is Williams Loop.

The original valuation docket of the Interstate Commerce Commission stated that "the cost of building this road from Chilcoot to Oroville is probably not exceeded by the cost of the same length of any other railroad in the United States."

The original main line traffic has been augmented since 1931 by traffic from the Northern California extension and connection

All above data was taken from the Railway Age whose writer worked in close collaboration with Company Officials.

with the Great Northern. The N.C.E. joins the main line at Keddie in the canyon and its traffic must traverse the canyon for 76 miles westward or 40 miles eastward.

Although the Feather River canyon is not normally a region of heavy snowfall at the road's elevation, the high ranges surrounding the canyon are subject to heavy snowfall, with the result that disposition of water drainage and protection against slides is a problem which has had preferred attention for many years, in addition to protection of the line from the Feather River when at high water stage.

The accumulated results of years of attention to the problems involved have "tamed" the canyon to a large degree, so that interruptions to service do not occur except under extraordinary storm conditions. The canyon district is laid with 112-lb. rail throughout, is fully ballasted with crushed rock and, despite the difficulty of the terrain, is supplied with 25 passing tracks and with complete yard facilities at Keddie.

Wherever possible, the numerous culverts are built on a 20 per cent grade, so that boulders and other materials will pass through them. T-rails are embedded in the concrete at the upstream ends to provide protection against the impact and erosion of boulders which occasionally have worn out the concrete in a single season. Some skid culverts of this construction have now been in service four years without showing signs of undue wear. At places where a 20 per cent grade is impossible, grillages of T-rail are built at some distance from the track on the uphill side to keep boulders and debris from entering and clogging the culvert. Such debris is then removed with a dragline after the rainy season is over. Depending upon their location, the culverts are 8 ft. by 8 ft., 10 ft. by 10 ft., or 12 ft. by 12 ft. in cross section.

The Northern California extension also traverses particularly rugged country and, for 25 miles, is at an elevation of 5,700 ft., in an area subject to heavy snowfall.

RAILROAD TROOPS AID BELEAGUERED YANKS

★ Three nights after the American troops landed on the North African coast, Lieutenant Colonel Edward T. Barrett of the Army Transportation Corps climbed into the cab of a wheezy locomotive on a narrow-gauge road, and set out in search of a regiment of Infantry of the United States Army.

Behind the locomotive rolled ten cars of ammunition the regiment needed badly. Ahead stretched two rusty streaks the railroad people in Algeria called rails. Somewhere along the line the American troops had dug into fox holes under heavy enemy fire they were unable to return.

Except for one man, the train crews and yardmen who ordinarily operated the line had fled to the hills as soon as the Americans landed. Colonel Barrett and the nine others who made up the American crew took the lone Algerian along on the theory that he might be useful to talk to the natives, though he showed unmistakably he didn't relish the trip into the battle area.

The train started from Arzew, a tiny port with berths for only two ships, located just east of Oran. The troops had landed in barges, to encounter immediate enemy action, whereupon two American ships, loaded with supplies, pulled into the berths. A company from a Transportation Corps Military Railway Battalion had just gone ashore to size up the locomotives and cars on the line that ran to the pier when a courier chugged up on a motorcycle and reported the regiment's plight.

Colonel Barrett and those of his company, 90 per cent of whom were recruited from American railroads, decided to get up steam in the locomotive and haul a string of cars to the pier so ammunition on one of the ships could be loaded with ease. They found a little coal in the tender but not nearly enough, so they used cork as substitute fuel. They found the cork on the pier, a

quantity that had been brought there for shipment, and it generated an extremely hot fire.

The train, finally loaded, started on its uncertain trip in the middle of the night. It ran without lights to avert enemy fire.

The engineer hung out of the cab window as far as he could in an effort to see what was ahead, but the night was very black. The fireman shoveled cork. The trainmen kept rifles in hand, for it was probable that the rails that twisted and turned up the grade from the port would stretch into enemy country.

The engineer kept his hand off the whistle, but the train made racket enough. The engine grunted, the cars creaked, and there was a glow from the firebox. Naturally, headway had to be slow.

About four miles from the port the engineer heard a voice in the darkness alongside the track. "Halt!" came the command in unmistakable American English. The train came to a stop.

The soldiers jumped out of the fox holes and ran to the loaded cars. They broke open the cases and took the ammunition they needed, all the while under enemy fire.

The cars were unloaded by daylight and the train started back to Arzew when suddenly two airplanes appeared overhead. At first the crew thought they were friendly but this proved not to be true. They were Italian craft with markings changed so they appeared to be British. They fired with machine guns, but the shots all missed.

"What did you do?" somebody asked Colonel Barrett when the train reached Arzew safely.

"We just pulled the throttle wide open," he said.

Before he entered the service Colonel Barrett, whose home is in Pueblo, Colorado, was a division engineer of the Denver & Rio Grande Western which has narrow-gauge as well as standard-gauge track.

Hy-Lites

By JACK HYLAND

★ His tunic is adorned with overseas ribbon on which appear five stars, one for service prior to Pearl Harbor, the other four being for subsequent major engagements, which included the necessity of abandoning the Aircraft Carrier Hornet, when it sank. The citation given him by Admiral Halsey read in part . . . "in the successful aerial action against Japanese Naval Forces on October 26, 1942, near Santa Cruz Islands, scoring a direct hit with a 500-lb. bomb on a heavy Japanese Cruiser. . . ." To those in the Navy, he is Lt. Robert Weeks, Torpedo Bomber Pilot . . . but to us, he is our own Bob Weeks, Weighmaster-North Modesto Yard, and we are exceptionally proud that one of our former employees has so nobly distinguished himself in action.

At a recent annual election of officers for the Pittsburg Passenger Club, **E. S. O'Brien** (GA-Pittsburg) was elected as member of the Executive Committee. He is in for a two-year term, not jail, but on the committee.

Deserving special mention is **Yeoman Boyd Sells** (Traffic) who writes: "Having gone this far in the war effort, am going all-out, paying my income tax now instead of deferring it until afterward." Same way at home, Boyd, we are all out too. Out of coffee, or out in our Victory Garden, and after March 15th and April 15th, out of money . . . but we do have War Bonds and if you don't think so . . . ask **Walter Mittelberg**.

L. Sherwood (Engineering) received a telephone call from **Ralph M. Allen** (formerly Engineering) who is now a **Torpedoman (Seaman 1/c)**. Ralph is on his way to (censored) for submarine duty on the high seas and promised to label one of the "torps" with "From the Western Pacific."

Although **Mrs. Lee Brown** (Pearl Jennings) has left the W.P. services, she has been quite successful in securing assistance from the W.P. Your columnist visited the Jones Street Apt. recently and gazed his optics o'er considerable ironing which **Lee** had volunteered to do and had nicely finished.

When the 150th Liberty cargo vessel "Ansel Briggs" was launched at California Shipbuilding Yards, Los Angeles, **Mrs. T. L. Phillips** (wife of W.P. Chief Engineer **Thomas L. Phillips**) was matron of honor.

As for **STEAK DINNERS** . . . our hats are off to **Frank Rauwold** (Stockton Frt. Office) who negotiated a deal with the Hotel Wolf to serve a group of 20 people from the Bay Area, who traveled to Stockton for a bowling contest. The steaks were nearly 2 inches thick, expertly prepared and exceptionally tender. All of us making the trip desire to express our greatest appreciation for Frank's untiring efforts which will not be forgotten. (For results of the Bowling—see Sports Review).

Last month **G. I. Martin** (GA-Reno) was elected director of "Reno Court of Royal Order of Jesters," which is considered quite an honor, but "G.I." always could tell the best joke and deserves to be top man.

Proving that the pen is mightier than the sword . . . **Corp. R. H. Boyer** (Traffic) will be strolling up the aisle around June 1st. The bride to be **June Hamilton** of Oakland, Calif., and after the ceremony the couple plan to travel back to Arkansas (where Ray is stationed) via the Royal Gorge, where June will spend her months vacation, until a real post-war honeymoon can be taken. We wish both of you the greatest of happiness.

Most everyone has a hobby these days, but is anyone aware **Arthur "Pete" Petersen (AF&PA)** has a unique hobby, that of making Danish cookies. The recipes for making these tasty morsels have been handed down in his family for years and consist of many varieties. (They are all very good and I can personally vouch for them).

About a year ago we mentioned **Betty Droit** (daughter of C. L. Droit, Executive Secretary) had won high scholastic honors at Stanford, including election to **Alpha Beta Kappa**. We now learn Betty has left Stanford to join the WAVES and will attend Hunter College in the East, and we know she will continue to earn high honors. Congratulations.

Additional congratulations extended to **Helen Shurtleff** (Traffic) who left the W.P. services on April 20th to become the Company's first lady **MARINE**, and Helen will also secure her training at **Hunter College, New York**.

Recent addition to Traffic Dept. personnel is **Mary Loughery** (daughter of former Chief Engineer **Colonel J. W. Williams**, who passed away in February, 1941). Mary is very quiet, but she makes plenty of noise on her non-noiseless typewriter.

In a few weeks, **Tommy Brown** (son of **Thomas P. Brown**, W.P. Publicity Mgr.) will be leaving "Univ. of Calif." to attend Officers Training School at Fort Benning, Ga. Young Tom is **Pacific Coast Singles Tennis Champion** and we know he will continue to make it tough for his opponent . . . or opponents.

Traffic Dept. men promoted: It's now "Staff Sergeant **Richard Gollan**" who is stationed somewhere in Arabia, and suppose **Dick** can tell us all about the "Arabian Knights," or nights. Additional chevrons for **Art. Allen**, located at the Presidio, who is now a "Staff Sergeant." Art previously served in the Army at Hickham Field, Honolulu, returning to the mainland before Pearl Harbor.

After tossing a 16-lb. bowling ball around for 30 weeks, **Dooley Fee** (Local Frt. Office) shouldn't have any trouble carrying his 8-lb. son (born April 13th) because the little fellow is only half as heavy. Congratulations extended to the **Dooley family**.

John Digby (Seattle) writes he is going to be very lonesome and also exceptionally busy, account . . . **F.B. (Bert) Stratton** (GA-Seattle) left the Western Pacific April 19th for Dallas, Tex., where he will report for duty as a "Captain" in the **Transportation Corps** (U.S. Army). Best of luck, Bert, and know you'll handle the job efficiently.

NO WONDER "TIME FLIES!" . . . LOOK HOW MANY PEOPLE ARE TRYING TO KILL IT.

A STATE OF ABERRATION

By Cliff Norden

★ This is the time of year when a certain class of persons really come to life. You may have noticed a restlessness, a peculiar gleam in their eyes, a wistful staring into space and you wonder what is happening to those otherwise calm and methodical persons. Being one of the clan, I do not see this transformation—the cause is in my blood and instinctively the feeling becomes so intense that when the big day gets nearer and nearer and all preparations are made, each little item checked and re-checked, plans prepared and discarded, then prepared anew, probably dozens of times with a final result that the first plan was adopted. It is all part of a routine that is practiced by millions each year and the consummation is the supreme moment of their strange existence.

Come with me then on a trip to the Feather River and if you have not guessed by this time that we are going fishing, you are going to see for yourself a justification for the antics described. We will rise early, put on our old duds, and while the mist is on the stream will seek a willow patch and fill a couple of tobacco cans with caddis flies, or, if you can stand the cold water, we will dive down and get some helgramites, the natural food of the Rainbows in this locality.

By this time you will have forgotten all about breakfast. In fact, you are not a bit hungry except to cast your line into one of the many likely pools earmarked from previous years' success.

Now we are set, the pool is selected, we edge around for position, we jump from rock to rock, we slip and slide in our eagerness to get to the best point, we bait our hooks with a fat bug, a couple of false casts for distance and the bug settles gently on the water and slowly swings around to where you wanted it to go, sinking gradually by that big rock.

Your body is tense, you feel a couple of nervous tugs on the line, made by the little fellows, then suddenly an electric shock that makes you quiver from head to toe as you sink the hook in what feels to be the biggest of them all.

The reel spins, you gradually put on pressure and then **Senior Rainbow** breaks through the surface and leaps into the air. You retrieve your slack line, but away he goes again, then right at you; now he turns and decides to go down, down where he can get under a rock, your rod bends double, you wonder if that leader will stand the strain. Boy, oh Boy! are you excited (if you think two and one-half pounds of Rainbow is not the fightingest chunk of fish there is, you have another guess coming), now the line slackens, it is too much for him, a few feeble rushes and you bring him to the net.

You cannot help feel badly as you look upon the beautiful coloring and the sleek body that will shortly grace your table, served crisp with chopped parsley and garnished with bacon and a slice of lemon, washed down with a cup of coffee that can be produced only on a camp fire.

Ah me! there is nothing more that can be said. The day of days has gone. We are on our way back to the city, tired but happy, and until we catch up with our home chores, we dream of and plan for the next trip, living over and over again our thrills of opening day.

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 eleventh 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.

★ **KEDDIE**, Calif. (M.P. 280.9)—For Arthur Walter Keddie, who did the pioneer surveying which was the basis of the final surveys for the location of the line of the W.P., and who is known in the Feather River Country as "The Father of the Western Pacific." Born in Scotland in 1842, he went to Canada and in 1863 headed for San Francisco via Cape Horn. Soon he was at work in the Feather River Canyon at his chosen profession. It was truly a "wild and wooly West" at that time, as revealed in letters, treasured by his daughter, Mrs. Helen Keddie Palmer of Portola, written to Maggie Barnes Whitty in Canada. To her, his wife-to-be, he took pains to explain the meaning of "two bits," "grub" and "pack," words not in eastern vocabularies.

The Northern California Extension of the W.P. begins at Keddie and terminates at **Bieber**, where connection is made with the Great Northern's extension south from **Klamath Falls**, Ore. Here are some names along the "Bieber Line," the M.P. numbers telling the distance north of Keddie.

BIEBER LINE

GREENVILLE, Calif. (M.P. 14.7)—"The first house in Greenville," wrote the late A. R. Bidwell of Greenville to this author, was built by a man named Green (initials not available) along about 1852, soon after the founding of **Taylorville** by Job T. Taylor. Green had a wife and two small children, the youngest, a boy, born while crossing the plains and named 'Wonks' for an Indian chief who befriended them. Mrs. Green, the first white woman among the miners then in that vicinity, found serving meals to the miners to be very profitable and in a short time her log cabin became known as 'Green's Hotel.'

COHALA, Calif. (M.P. 17.5)—First named **Mohala**, Yocut or Maidu Indian for squaw. Changed to Cohala because of confusion with **Moccasin** (M.P. 6.2) in transmitting train orders.

WESTWOOD, Calif. (M.P. 39.4)—The Red River Lumber Co. had operations in the eastern woods of Minnesota where the Red River of the North was used to float logs to Winnipeg. So when the company began operations in Northern California it named its headquarters Westwood.

LASSEN VIEW, Calif. (M.P. 32.4)—Reference is to Lassen Peak, named for Peter Lassen, the Copenhagen blacksmith who blazed Lassen Trail. Thus his name has been given to a mountain, a county, a national forest and a station on the W.P.

MASON, Calif. (M.P. 43.5)—For Col. E. W. Mason, vice-president and general manager of the W.P. Connection made here with the S.P. for Susanville, Lassen County seat, named for the daughter of Isaac N. Roop, well-known in early Nevada and California history.

ROBBERS CREEK, Calif. (M.P. 44.1)—Fairfield in his Pioneer History of Lassen County says this creek was named for highwaymen who in September, 1866, held up James Doyle of Susanville. Doyle, with eight yoke of oxen, was freighting supplies from Oroville. The next morning the highwaymen robbed the Chico-Idaho stage.

NORVELL, Calif. (M.P. 52.5)—According to R. M. Norvell of Norvell and Hunter Co., Red Bluff, both Lake Norvell and Norvell Flat were named for John Wood Norvell, pioneer sheepman of this region, who moved his sheep from the valley to Summer range in the early 1870's. Norvell died in Red Bluff in 1906 at the age of 79. The original family came from Scotland to Williamsburg, Va., about 1620.

LODGEPOLE, Calif. (M.P. 62.9)—For the small, soft-grain pine, which grows tall and slender, and which is suitable for lodges and cabins.

JELICO, Calif. (M.P. 84.2)—Name probably derived from that of a Mr. Jelly or Jelley who had a camp here.

LITTLE VALLEY, Calif. (M.P. 94.8)—Little brother to Big Valley, on the north side of the divide. Here is the ranch owned by Ned Bognuda whose daughter, Lillie, was a noted participant on rodeos of the West. This slender cow-girl drove the sheep to Fall River. She rode a horse named "Lucky" and was a crack shot with her Winchester.

PIT RIVER, Calif. (M.P. 109.5)—Western Pacific bridge, which has twelve 75-ft. deck plate girder spans, is here. The Pit River Indians were so called because, to trap deer, bear, also hostiles, conical pits were dug and covered with brush. When animals or Indians fell through, they were impaled on sharp stakes driven in the bottom. Indian name for the river said to be **Wadzuma**.

BIEBER, Calif. (M.P. 111.8)—Named for Nathan Bieber, pioneer of Big Valley, and founder of Bieber, who came here about 1877. His son, A. C. Bieber, is the editor of Big Valley Gazette. Mrs. Nathan Bieber was a guest of honor when the Golden Spike was driven on November 10, 1931, by Arthur Curtiss James, to complete the connection between the Northern California Extension of the Western Pacific and the California Extension of the Great Northern Railway, thus forming a 200-mile connecting link between the two railroad systems.

HENRY CONERTY

★ Old timer Henry Conerty, retired, has a new honor to climax his long railroad career. His is the distinction of being the first member of Salt Desert Division 794 of Brotherhood of Locomotive Engineers, to be eligible for a 40-year honor badge.

Conerty's wanderings in his early youth covered great stretches of the then undeveloped West. It was not until he became a Hostler Helper on the U.P. that he decided to make railroading his life's work.

Starting with a job as fireman on the U.P. in the fall of 1890 rapid changes found him in Mexico as an Engineer; then to Cuba where he met and became a close friend of Jack Stapp, now working for the W.P. at Portola; and then subsequent employment with the A. T. & S. F. and the S. P. During the slump of 1907 he returned to Mexico and while on this job heard of the building of the Western Pacific. Arriving in Salt Lake he hired out as an engineer on the W.P. and continued in that service until he retired on December 31, 1937.

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Our Honor Roll has been increased by only seven during the past month, two of whom were omissions. We proudly add:

Baxter, Donald
Brunberg, Walter
Coffey, G. T.
Franey, Gerald
Latona, Theodore
Straiton, F. B.
Helen Shurtleff (Marine)

★ ★ ★

FULL CREW SUSPENSION

★ Sacramento, (INS).—By a vote of 45 to 26, the State Assembly passed and sent to the Senate the controversial Waters-Roberson bill suspending California's full train crew law for the duration of the war.

Heatedly opposed by labor supporters in the lower house, the measure provides freight trains may operate in California for the duration without the requirements of full crews.

Under present law, three brakemen for every 50 cars and an additional brakeman for every additional 25 cars are required on freight trains operating on normal grades. On steep mountain grades three brakemen are required for every 50 cars, plus an extra brakeman for every additional 15 cars.

The measure was amended to provide that upon proof of trainmen that the law's suspension was endangering life and safety, it could be ordered reinstated by the Railroad Commission in individual instances.

Railroads seek passage of the measure on grounds that because of manpower shortages it is impossible to obtain enough brakemen to operate under the "full crew" law, causing vital war shipments to be delayed while trains are held waiting for brakemen to be found.

PEOPLE and THINGS

By AL BRAMY

★ "You can't do business with Hitler" is a theme we've all been cognizant of, but never having had to face the Berlin Beast over a counter we can be accused of regarding him in a sort of detached impersonal way; as horrified as we have been of his doings in his doomed quest for power. But we've had close associations with a young advertising representative of Guaranty Press who did have to do business with the mad monster over a counter . . . and barter for his life. Perhaps you'll be interested.

President Roosevelt's recent denunciation of the Nazis as world plunderers who have stolen billions in public and private properties and art collections brings this story to mind; for young Werner Morganstern is a typical case of how the Nazis "legally" took over private enterprise.

As early as 1934, Morgenstern, the youngest member of the Board of Directors of his grandfather's concern which manufactured metal foil products in Fuerth/Bavaria, was able to visualize the future. Even in those days members of his faith were already being discriminated against. His tiny voice in the management was humanly enough unheeded as he urged selling out completely to an American firm.

He can recall vividly those days when race and labor riots were incited at the Company's plant and how a mad mob burst into his office with clubs and hammers threatening to demolish it completely. How he escaped then with his life he is unable to understand. He remembers days in Gestapo prison cellars and can recall his release and how he with other members of the family were forced to sell their business worth many millions in properties and holdings. A legal bill of sale was drawn up, the papers properly notarized and a negligible amount paid them in Reichsmark. As soon as the transaction was completed, even this money was confiscated, while his father and brother were taken back into "protective custody" after re-arrest by the Gestapo.

In exchange for their freedom, he toured all western Europe with the new export manager, introducing him to all the customers of the business. When this was done, he was allowed to go to England where he was able to arrange for the release of his family. Werner left shortly afterwards for the States, secured employment, and eventually was able to send for his old parents. When war broke out he attempted to enlist but was rejected as an enemy alien. For the same reason all other Government and Civilian agencies were forced to refuse his services.

But May 1st proved to be an eventful day for young Morgenstern as he marched off for induction into the United States Army

At a time when the Railroads are doing the greatest job of transportation in all history, without whose unified work and cooperation the entire war machine of the country would collapse, there are those already shedding crocodile tears for our future.

One editor writes that we are being "haunted" by the dread menace of the airplane that spells our doom and passing from the economic picture leaving a million of us jobless not counting those of allied industries. Not to recognize the airplane as a competitor after the war is closing our eyes to the obvious, but to say the airplane spells our doom is farcical. Let's look at a few figures. One Washington release talks of moving an entire Army division.

"Overnight travel by a division of troops requires 1,300 cars; 26 Standards, 330 tourists, 82 baggage cars for field kitchens, nine boxcars, 895 flats or Gons to carry the guns, jeeps, tanks and other wheeled vehicles." How many flying box cars would be required to move this same division. Naturally enough they'd get there many hours quicker, but the overall movement of shuttling planes back and forth would probably consume just as much time with the safety factor and delivery assurance decidedly on the side of the Iron Horse.

In peacetime it can be reckoned a certainty that the airplane will handle highly important and rush shipments of freight and also undoubtedly cut into express movements. But the average shipper knowing his needs in advance, orders in advance, taking into consideration the average seventh morning delivery. If he's in a rush we can assume he'll take airplane delivery and penalize himself the much higher traffic rate with resultant less profit.

Reams of copy are necessary to explore the many angles on the Railroad vs. Airplane problem. Freighters and Steamships, in the opinion of this writer, will face much more severe competition from planes than will the railroads. We cannot claim to be an authority on transportation, but we do know the old Iron Horse will still be rolling 'em along—and with a face lifting and a new streamlined body he'll be knocking off still more hours in his already sensational cross country runs. We are still a long ways off from our "ceiling" for fast freight schedules.

Rebuttal: Call-Bulletin columnist, Marsh Maslin, took exception to our comments about women and slacks, stating women are women regardless of what they're wearing, with which sage observat'on this writer agrees. Mr. Maslin calls attention to a petite five-foot femme in slacks soulfully looking up at a six-foot-four rigger. This writer reluctantly admits that the girl friend also cuts a trim figure in slacks, but we're not speaking of the exceptions, but rather of the principle. Women have taken our jobs in the offices, in the shipyards, on the farms, in public vehicles, and in every profession once regarded as exclusively male. Must we now give them our pants . . . without cuffs? Beware, Mr. Maslin, a social revclution is in the offing—and we won't look very pretty in skirts.

SPORTS REVIEW

By Jack Hyland

★ The 1942-43 W. P. Bowling League Championship was won by the Freight Agents team which defeated the Disbursements outfit (first half winners) by a 2,402 to 2,229 score on April 8th. Herb. Borgfeldt, after a miserable "120" first game, never gave up and came back with two consecutive "200" games for a 520 series, greatly assisting Captain Bill Hatfield (who had a 504 series) and his team mates to outscore their opponents. Lee Brown had high series for the losers with a 525 series, but couldn't overcome the lead gained by the opposition. The "Perpetual Bowling Trophy" is now being displayed at the Eighth and Brannan Street office.

As previously announced—the Stockton Freight Office wanted revenge for their previous trouncing when they lost to the General Office keglers by a 2,420 to 2,229 margin on February 14th. Anyway . . . to prove it wasn't a fluke, a group of "10" bowlers, together with wives and lady friends, made the jaunt to Stockton over April 3rd-4th, and while the score was much closer the result remained unchanged—the San Francisco boys winning 1,999 to 1,945. The Stockton team was represented by Houghtaling, Warrell, Neri, Gill and Rauwolf, while the General Office boys were: Swain, Petersen, Stout, Bettencourt and Drury. The second group of W. P. pin topplers met the Stockton U. S. Army Ordnance team, and didn't fare so well—losing by a 2,501 to 2,316 score. The Army team, composed of Capt. Herbst, Lt. Meyer, together with Jolley, Modica and Billcheck, desire a rematch with the S. F. outfit of Hyland, Lindee, Lewis, Brown and Heagney. Lt. Meyer had a high 532 series, while Hyland's 515 was tops for the Western Pacific. If the Stockton boys (Lt. Meyer) can arrange it, another close match is expected—to be played in San Francisco.

The W. P. "Summer League" bowling season got off to a good start on April 15th, which is for a 10-week schedule, with many of the former players continuing—but because of it being a "no-handicap" league, the teams were revamped and renamed, calling themselves: Terrors, Rebels, Outlaws, Wildcats, Crucifiers and Ramblers.

After the second week the new "Big Six" are

	Gms.	Avg.	H. G.	H. S.
Drury . . .	6	165	191	503
Brown . . .	6	163	192	494
Sevey . . .	6	160	219	493
Lewis . . .	6	157	179	476
Stoney . . .	3	155	161	466
Greiner . .	6	153	198	511

The Rebels and Terrors are tied for first place with four wins; the Wildcats and Crucifiers next with three wins—followed by the Outlaws and Ramblers who have two wins against four losses.

NEW PAY CHECK COMING

Will Show Total Earnings and Deductions for the Month

★ Western Pacific has ordered new payroll machines which will show on a perforated stub, the total earnings for the month, six deductions, and the net amount payable. A facsimile of the check and the machine is shown in the column below. The amount of earnings and deductions will be identified on the check stub by abbreviations which are explained as follows:

- EARN Total earnings as shown on Payroll for month
- V. TAX Victory tax imposed by United States Government
- RET. TX Railroad Retirement Tax imposed by U. S. Government
- F. Payt Amount already paid on a/c for the month shown.
- BOARD Meals, lodging or D. C. & H. coupons as signed for by employees
- BONDS Amount credited for purchase War Savings Bonds
- MISC. Will include hospital fee and all other deductions signed for by employee such as insurance, watch purchases, etc.
- \$ Net amount payable as shown on check

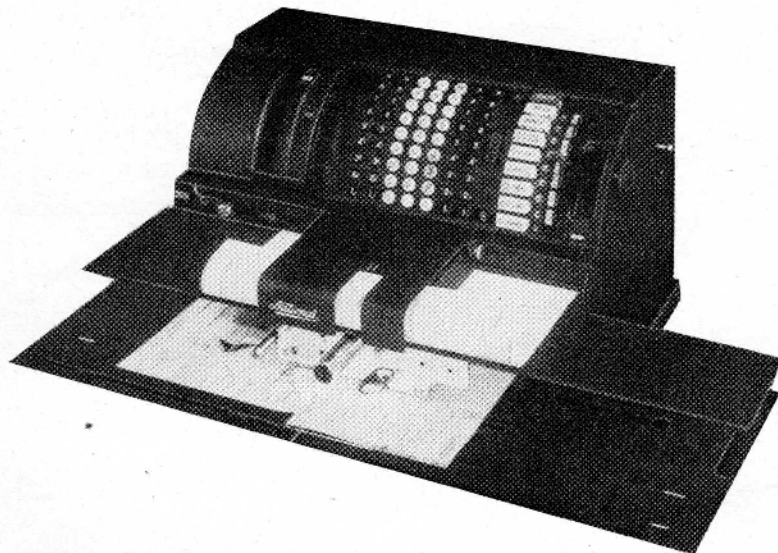
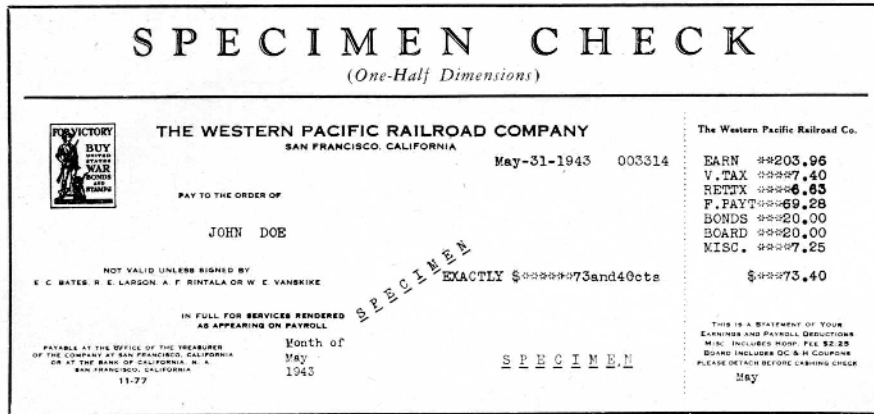
Upon receipt of the check the employee will detach the perforated stub before cashing, and retain it for his personal record. It will be of value to him in determining his earn-

SYSTEM NEARING 10% GOAL

★ Answering a plea of War Bond Chairman Mittelberg to buy ourselves a present of an extra War Bond on Hitler's birthday, employees in the office of our auditor of freight and passenger accounts in the general office and in the Sacramento Shops responded nobly. Other scattered returns brought total purchases of War Bonds for that day up to \$7,687.50. Through the 23rd of the month, cash purchases stood at \$13,425.00, an unprecedented figure.

Mittelberg also stated that as of April 23rd it appeared Western Pacific and allied company employees had over-subscribed their Second War Loan quota by more than 30 per cent.

We must not be lulled into any false notion that, with this fine showing, we have completed our job. The March figures indicate we still have more than 2 per cent to go before we reach our goal. We are three-quarters of the way to our objective. If we will accede to the wishes of our Government and line up solidly behind the payroll deduction plan to the limit of our ability, we can put it over.



ings for income tax purposes, the amount accumulated to his credit for War Bonds as well as the tax and other deductions made. The new equipment is known as the "National Pay Roll Accounting Machine" and might be called one of the mechanical wonders of the age for in one operation it lists the total earnings, lists and automatically subtracts the deductions and prints the net amount payable. At the same

time it automatically prints on the check the date, number, amount, payroll period, and the authorized signature, in fact everything except the payee's name. This will be inserted by use of addressograph. Marvelous as the machines are it still takes human hands and intelligence to operate them and there is considerable work and detail necessary to accomplish the completed check and deliver it to the payee.

	March Deductions	Quota	Per Cent
General Office	\$11,161.68*	\$15,289	7.3
Eastern Division	23,627.93*	26,435	8.9
Western Division	27,264.57*	44,798	6.1
Mechanical Department	21,706.90*	24,807	8.7
Store Department	629.75*	920	6.8
D. C. & H. Department	487.50	1,138	4.3
Sacramento Northern	5,044.41*	7,500	6.7
Tidewater Southern	706.65*	900	7.8
Cash	3,375		
Totals	\$94,004.39	\$121,787	7.7

*Increase over February

At this writing the machines have not yet been delivered to the company but have been promised within a few weeks.

All of the preliminary work, such as having addressograph plates made for each employee's name, new payroll forms, checks, etc., has been or is being arranged for now, so that the new checks will, we hope, be issued from the May Payrolls.

RETURN POSTAGE GUARANTEED

The HEADLIGHT
Published by the Employees of the Western Pacific Railroad Co.

SAFETY ACE

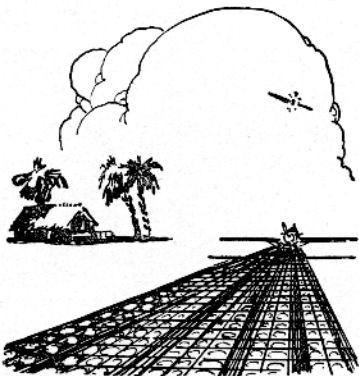
★ The National Safety Council's War Production Fund to Conserve Manpower continues its vital war-time work for accident prevention in an extension of the dramatic radio series on the Blue Network, "Men, Machines and Victory."

A weekly award of a \$100 War Bond will continue to be made to the Safety Ace chosen by the National Safety Council for an outstanding contribution to accident prevention in his work.

The Council, located in the Chrysler Building, New York City, is particularly anxious to hear from railroaders.

★ *What You Buy With*
WAR BONDS ★

With Air power playing such an important role in this global war it is essential that our Army has air fields at advantageous points . . . and quickly. Our air engineers have solved the question of runways which will hold our powerful heavy bombers and transport planes at temporary fields with a metal strip which unrolls like a rug.



It consists of steel linked plates perforated for traction. Each strip is ten feet long and 15 inches wide and is linked together to form a runway 150 feet wide by 3,000 feet long. It costs 25 cents per square foot. Your purchase of more and more War Bonds helps pay for these temporary airfields. "You've Done Your Bit, Now Do Your Best."

U. S. Treasury Department

VIRGINIA AND TRUCKEE RAILROAD

★ The through passenger train will arrive in Reno at twelve o'clock, 15 minutes and 3 seconds a.m. and will leave upon the arrival of the passenger trains upon the Central Pacific Railroad.

To the travelling public, the facilities offered by this Road are not surpassed by any Road in the world. The coaches may be termed

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will leave Reno daily, at 8:00 o'clock a.m. and 1:00 o'clock p.m., and return the same day.

To each of these trains is attached one of those truly magnificent cars commonly termed a

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Passengers by these trains, for the superior accommodations, have to pay at the rate of about

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Advertisement in The Reno Crescent, July 23, 1874.

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