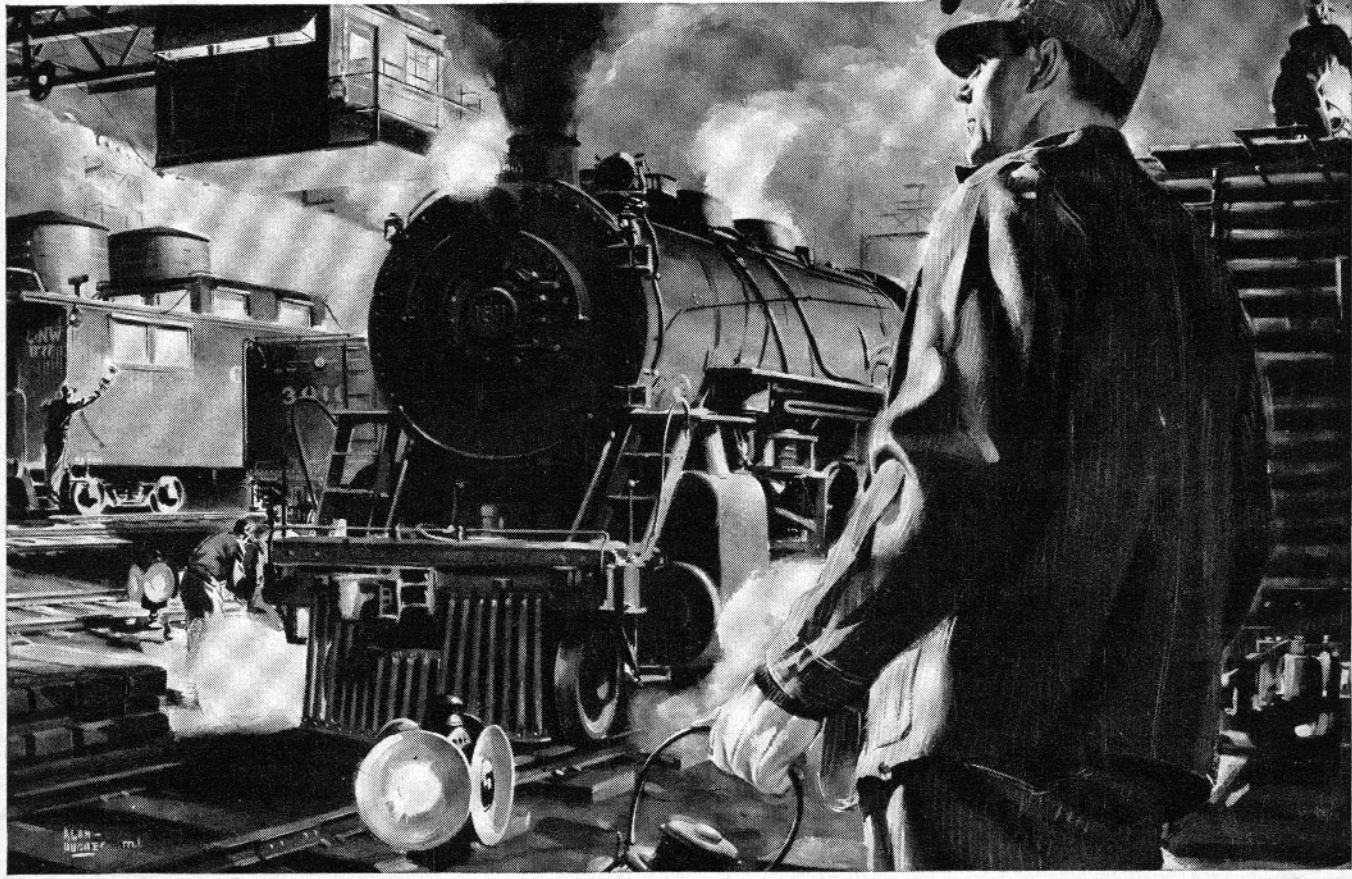


Another "Army" the Axis forgot...



The HEADLIGHT



VOL III. JUNE - 1943 NO. 6

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THE HEADLIGHT

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★

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**APRIL TRAFFIC**

★ Although the rock slide at McLain blocked traffic in the Feather River Canyon for nearly 10 days and caused diversion of large amounts of traffic, both freight and passenger, by detouring over other routes, a new record was again reached for the month. Total operating revenues amounted to \$3,666,868, or an increase of 28 per cent over April, 1942.

It required \$2,765,323 to maintain and operate the railroad and pay taxes of \$632,330 and various rents, but thousands of tons of war materials were sent on the way to axe the Axis and nip the Nips!

790

★ Laborious research into the records of the Shops, Division Superintendents' offices, and the general offices, by Walt Mittelberg, Chairman of the War Bond Committee, has uncovered a total of 219 Western Pacific men not previously reported in our Honor Roll of Employees in the armed services. Mr. Mittelberg's investigation also revealed that a goodly number have returned from the services to our ranks.

The new total of 790 includes only those still in the armed forces. Lack of space prevents us from listing all of the new names in this issue.

Abma, L. P.	Crapo, C. E.	Herrick, A. A.	Mueller, E.
Alberro, P.	Crawford, C. W.	Hickey, K. D.	Mueller, L. M.
Ambrose, T. J.	Cunha, A. B.	Hill, N. L.	Munter, D. O.
Anderson, R. A.	Curtis, C. E.	Holm, E. S.	Musachia, E. J.
Applegate, R. W.	Curtis, W. J.	Horst, E.	Naugulko, V.
Auger, R. E.	Cushman, G. F.	Huesby, E. B.	Nash, H.
Azevedo, W. J.	Dabbs, J. R.	Hunter, C. O.	Nelson, A. E.
Bady, W. J.	Dessel, H. B.	Huse, W. D.	Nelson, E. W.
Baker, M. A.	Dessel, P. F.	Hutchinson, D.	Nelson, J. G.
Ballenger, J. S.	Druggish, M.	Imber, M.	Nicolosi, F., Jr.
Bartrope, W. D.	Ducasse, V.	Irwin, F. N.	Noble, W. M.
Beal, H. J.	Dunn, C. C.	Jaco, D.	Norris, K. L.
Beaty, A. J.	Eckenroad, H. G.	Jensen, H. M.	Nye, G. D.
Bennyhoff, R. N.	Elliott, A. I.	John, H. R.	O'Donnell, R. P.
Bettman, J. W.	Erwin, W. C.	Jones, E.	Pacini, C.
Bidwell, C. H.	Evringham, S.	Jones, V. E.	Packard, B. B.
Bidwell, L. W.	Felder, L. S.	Jung, E.	Parker, D. E.
Bishop, B. L.	Ferguson, R. C.	Kaupilla, J. P.	Patterson, D. R.
Bond, M. V.	Fernandez, M.	Kelly, J. E.	Perez, C.
Borgen, R.	Ferro, M.	Kilroy, D. O.	Perry, O. H.
Borjas, J.	Finchley, B. F.	Kinsey, A. V.	Peterson, H. K.
Bradley, R. J.	Fisher, F. D.	Kirk, G. F.	Peterson, K. C.
Brady, C.	Fisher, W. L.	Knowles, D. W.	Peterson, M. H.
Briggs, J. E.	Follett, B.	Laracy, J. E.	Peikovich, F. R., Jr.
Briggs, W. R.	Foote, A. C.	Latino, V. S.	Peyer, W. J.
Brockett, E. M.	Ford, J. G.	Leseberg, W. J.	Potts, W.
Brown, F. O.	Franzatti, W. D.	Lipparelli, C. J.	Prentiss, O. K.
Buckley, T. I.	Friend, Q. H.	Lloyd, E. J.	Pritchard, R. C.
Burch, V. A.	Frost, G. A.	Lowe, S. E.	Quinn, H. F.
Campbell, A. D.	Galati, P. V.	Lucy, R. H.	Raleigh, M.
Carini, S.	Geil, D. W.	Lutjemeier, G. J.	Reese, C. G.
Carleton, E. H.	Goff, E. A.	Lynn, C.	Reese, R. D.
Carlson, A. J.	Gonsalves, D. L.	McArthur, D. A.	Reese, W. D.
Carlson, G. J.	Gonsalves, R. L.	McDearmid, G.	Revers, P.
Carpenter, A. L.	Gordon, J. F.	McTigrit, C.	Reynolds, E. F.
Carter, J. W.	Grau, E. C.	Maciel, L. E.	Reynolds, T. E.
Caughey, J. C.	Green, B. L.	Martinez, V.	Rhodes, E. F.
Celli, M. A.	Hackman, E. E.	Mederios, J.	Robinson, E. G., Jr.
Chambers, J. V.	Hamilton, G. W.	Mills, H.	Robinson, R. L.
Chiantelli, E. N.	Harden, R. B.	Moore, A. O.	Robles, M. R.
Corone, E.	Harper, W. H.	Moore, J. W.	Rodriguez, Julio
Coulter, J. D.	Heckala, R. A.	Morelli, R. V.	Rodriguez, Jose
Cox, E. E.	Hepler, R. J.	Morris, R. C.	Rodriguez, R.

SYSTEM TOPS SECOND WAR LOAN DRIVE

★ With the second war loan drive now history, Western Pacific System employees oversubscribed their \$115,000 quota by about 35 per cent, according to Chairman Walter C. Mittelberg of the railroad's general war bond committee.

A one-day drive for the purchase of extra war bonds on Hitler's birthday resulted in bond sales exceeding \$10,000, more than double the average monthly cash purchases by employees.

LET ALL AMERICANS PAY TRIBUTE TO OUR RAILROAD MEN

★ GENERAL CABLE SALUTES THE RAILROAD INDUSTRY—Our cover for this issue with its striking slogan—Another "Army" the Axis forgot—was featured in a nation-wide series of advertisements by General Cable Corporation. The copy itself after first telling of the actual transportation of men and materials reads:

"It has been a magnificent job of management, and a job, too, that bears witness to the loyalty and determination of the railway workers . . . a job that deserves the warmest praise.

"In importance to the war effort it is second to none! Not even the man actually building ships or making shells renders a more effective service.

"Let all Americans pay tribute to our railroad men. The uniform they wear is the uniform of their jobs. Their service emblem is the badge of each man's particular branch of the great railroad industry. They wear both with more than justifiable pride.

"No wonder all America acclaims the achievements of this great army, the railroad men, another 'army' the Axis forgot to take into account."

HOW THE WESTERN PACIFIC HANDLES EVER-INCREASING WARTIME TRAFFIC

★ In 1938, the Western Pacific handled an average of 399,000,000 gross ton-miles of freight monthly. In 1942, this average mounted to 813,000,000, an increase of more than 100 per cent. In 1938, the peak month of October produced 610,000,000 gross ton-miles, whereas the same month in 1942 produced 1,041,000,000 gross ton-miles. The trends of this rapidly increasing traffic are presented in graphic form in Fig. 1. Meanwhile, passenger traffic has been increasing by fantastic percentages. Passenger revenues were 610 per cent greater in 1942 than in 1938; they were 195 per cent greater than in 1941.

The problems of handling such unprecedented traffic on what is essentially a single-track railway have been many and difficult, particularly with shortages in materials and manpower. As on all of the railways serving the Pacific Coast, there have been delays and interruptions to commercial traffic, but the military traffic has gone through and, with few exceptions, the W. P. has been able to handle all other traffic offered. The principal reason for this performance is that, during the past decade, despite the depression and the fact that the road was in trusteeship, an extraordinary amount of work was done on roadbed, track, shops, terminal facilities and rolling stock—which increased its capacity and operating efficiency. The Western Pacific plans still more improvements for 1943, if the materials can be secured.

The Western Pacific operates 1,195 miles of line between Oakland, Calif., and Salt Lake City, with a connection also with the Great Northern in California which gives it an outlet to the Pacific Northwest. Completed in 1931, this line handled 13,759 cars in 1932, and only 47,742 cars were handled as late as 1940. This increased to 68,120 cars in 1941, and more than 100,000 cars were handled last year.

Features of W. P. Operations

For operating purposes, the W. P. is divided into two divisions. The Western division extends from Oakland, Calif., to Portola, and includes the Northern California extension as well as several branch lines. The Eastern division extends from Portola to Salt Lake City and, except for the 33-mile branch to Reno, includes only a few short branches. Both divisions are single-track—although a "paired-track" agreement with the Southern Pacific is in effect for 177.7 miles between Weso, Nev., and Alazon. Under this arrangement, the W. P. track is used for all eastbound trains of both railways, and the S. P. track is used similarly in the opposite direction.

The movement of such an extraordinary increase in traffic has required numerous additions to the operating department supervisory forces. Two new positions—assistant superintendent of transportation, and superintendent of car service—have been created and several additional transportation inspectors have been ap-

pointed. Additional sets of train dispatchers have been put on at Sacramento, Calif., and Elko, Nev., while a completely new set has been installed at Keddie, Calif., primarily to assist in handling the largely increased business on the Northern California extension. A new assistant superintendent, four new trainmasters and four assistant trainmasters have also been appointed. The number of road foremen of engines has been doubled to assist in obtaining greater locomotive utilization.

One of the limiting factors inherent in mountain operations, even where the maximum grade is only 1 per cent, is the necessity for helper service. The two principal helper districts were in the 116-mile Feather River canyon and on the 60-mile Wendover hill. Subsequently, the canyon district was provided with 10 large 2-8-8-2 simple Mallets having a tractive force, with boosters, of 150,000 lb. Wendover hill was provided with seven 4-6-6-4 simple Mallets having a tractive force, without booster, of 99,600 lb. Under normal conditions, these locomotives handled the principal trains without helpers, but, under present traffic loads, much helper service is required. During 1942, nearly 47 per cent of the road's total locomotive-miles represented helper-miles. The W. P. also operates three 5,400 hp. Diesel-electric freight locomotives as a "flying squadron," which can be used anywhere on the line as conditions require. The W. P. owns 150 road locomotives which, with 10 locomotives leased from other roads, are constantly in use except when repairs are necessary. Under such conditions, the utmost utilization of all locomotives is essential. That the W. P. is achieving this is indicated by the statistics. The following statement shows the steadily increasing gross ton-miles produced by locomotives in relation to the aggregate tractive power of road locomotives owned:

	No. of Road Locos.	Aggregate Tractive Power-Lb.	Total Gross Ton-Miles
1938 . . .	140	7,378,200	4,787,000,000
1939 . . .	151	8,623,400	5,252,000,000
1940 . . .	147	8,447,400	5,879,000,000
1941 . . .	147	8,447,400	7,632,000,000
1942 . . .	150	9,122,400	9,759,000,000

The government has advised the W. P. to prepare for materially increased traffic in 1943, and, in anticipation, the aggregate tractive power will be increased to 10,182,600 lb., when three additional Diesel-electric road freight locomotives and six new 4-8-4 steam locomotives now on order are delivered.

A steady increase has been shown in locomotive-miles per active locomotive day. Passenger locomotives were averaging less than 150 miles in 1939, whereas, in 1942, they averaged 254 miles per day, an increase of 66 per cent in effective utilization. Meanwhile, the miles per day of freight locomotives increased as follows: 1939, 101.4; 1940, 112.2; 1941, 128.2; 1942, 130.9.

(Continued on page 6)

Hy-Lites

By JACK HYLAND

★ Wives of naval men stationed in the Bay Area, Mothers of convalescents at Mare Island or Oak Knoll hospitals, and fiancées of Sailors, Marines or Coast-Guardsmen now have a temporary home located on Telegraph Ave. at Twenty-fifth St., Oakland, California. Dedication ceremonies for the Oakland Navy

Mothers' Clubhouse "Blue Jackets' Haven" held on May 9th officially opened the project that affords housing and recreational facilities for relatives who are visiting navy service men. Mrs. Melba Barbeau is "House Mother" and the Western Pacific is doubly proud, because her son, Coast Guardsman Jay Barbeau, was employed in our Traffic Department up to the time of his enlistment.

Added help for Passenger Dept.: **Margaret Egli**, age 18 years and single . . . but, she already has a boy friend, an Army Air Corps Cadet, stationed in Tennessee.

Making another visit to the **Blood Bank** last month Traffic Depts.—**Roy Campbell, Clifford Worth** and myself are now proudly wearing silver pins. Maybe this will remind others who have been planning to make another visit, and who also would be entitled to a silver pin. (This doesn't apply to **Harry Stark**, AF&PA, because he holds the W. P. record of . . . 6 pint donations.)

Lou. Eichler, who writes a column headed "The Rambler" for the **Marysville Appeal-Democrat** paper, recently wrote about the naming of Elko, Nev., by a builder of the Central Pacific, and not to show railroad favoritism asked his readers to accept **Tom Brown's** more beautiful "What's in a Name" explanation. Better watch out, Tom, many other West. Pac. stations are also served by the Sou. Pac. and **Lou. may reverse the decision.**

To many of us, May 29th started a two-day holiday and thus was an important date, but to **Mr. and Mrs. Harold Heagney** (AF&PA) it was doubly important . . . it marked their **10th year of marital life.** Extend our heartiest congratulations, and as "Tin" is the recognized 10th year anniversary gift, they possibly felt the tin shortage.

Flashes from Sacramento, with appreciation to **Sam Cooper: J. J. McNally** replaced **Capt. Henry Stapp** (formerly Trainmaster Keddie); **T. D. Hunter** has been appointed Road Foreman of Engines—headquarters Oroville; **Hal. Jensen** is now stationed at Fort Douglas and his sunny smile is greatly missed; **W. H. (Bill) Banyard** replaced Hal. and is now Sect. to **Supt. Curtis; Margaret Smith** left the W. P. services to become a "Mrs." on May 16th and while "his" gain is "our" loss, we haven't determined who "HE" is yet; **Harry Hansen** is "War Bond" clerk; **Al Evans**, formerly trainmaster Keddie, now in timekeeping bureau at Sacramento.

All friends of **Jim Lynch** (Trainmaster—Elko) will be happy to know he decisively won his bout with Rocky Mountain fever, spotted or tick fever (whichever you prefer, if you like that sort of thing.) This particular sheep tick carried a vicious infection and Jim had to engage in probably the toughest fight of his life before winning out over the grim reaper. Minus some 40 pounds, he is back on his feet and almost ready again to tangle with routine problems.

More Elko news: **Peggy Phillips** is new secretary to **Supt. Duggan**, succeeding **Keith Smith**, now Asst. Dispatcher. (Mrs.) **Ona Jennings** is the new War Bond clerk.

Charles (Chuck) Faye took a slight beating at dominoes en route to Salt Lake City with **Walter Mittelberg** on May 10th. No doubt he will appreciate mention of this, and the latter's so-an-so luck. . . .

Engineer V. A. Dycus on Engine No. 258, participated in a slide near David, Cal., last April, and Val. not only escaped with his neck intact, but has some remarkably fine pictures of the set-up, when everything finally stopped moving.

Marshall Boyd (AFTM) is at home recuperating from a recent major-minor operation. Extend best wishes for a speedy recovery, so he can start dictating to his new secretary **Jeannette Sayles.**

George McDermid (Traffic) received promotion before actually donning Uncle Sam's clothing, being made "Acting Corporal" of the unit, making their initial trip to Monterey.

Anne (not Annie) **Crosby**, secretary to **Walt Mittelberg**, is now "Mrs. Delbert Laudel," being married at Carmel on May 25th. Extend best wishes to the newlyweds.

Agnes Welch is new secretary to **Asst. Supt. McDonald** (Sacramento) and understand she is also an expert at removing spots from clothing. Wonder if Agnes could help . . . when the spots are before one's eyes.

Preceding the W. P. Club dancing party of Sat., May 15th, a group of friends surprised **Lee Brown** (AF&PA) on his (....th) birthday. **Mrs. Pearl Brown** was equally surprised because the friends showed up only half-an-hour late.

After the Club dance, nearly all of the last few remaining dancers were later seen in "New Joe's" on Broadway, even **Parker Swain** (Manifest), who had to beg the management to let him in. It seems Parker and his group of friends arrived shortly after the others, but not before "closing hours."

FLASH; and just in time to make the Headlight June issue: The addition of little **William**, tipping the beam at 8 lbs. 14 oz., occurred Sunday, May 23rd, and **Mr. and Mrs. Hal Nordberg** (Traffic) now find their family trio . . . is a "foursome."

LIVING UP STAIRS

By O. HOMER BRYAN

★ Women in industry have demonstrated that they not only can make a splendid contribution to the war effort, but they also have proven that within their ranks are those who can give an interesting and informative account of their accomplishments. But, haven't they only demonstrated what we already knew, namely, that except for the more laborious tasks they can do what men can do when the training is comparable.

I am not so much concerned with whether or not they will fail in industry, as I am as to what extent they will make industry their major sphere of influence. Of course, our primary job now is to win the war and to that supreme purpose every other purpose must bow. But, after we have shown tyranny and oppression that we mean to live in this world before we die in it, how are we going to live? If women remain in industry either through economic necessity or choice, who should say that they should not? But let us hope that they will not desert the realm of the cultural and spiritual things for which they are so well equipped. I do not mean that women should just stay home to provide without means and sew buttons on before they come off. It is much deeper than that.

Our economic activities, necessary as they are for the sustenance of life, are basic—they form the foundation of life. But upon that foundation should be built a superstructure of a cultural and spiritual life which Brother Leo has aptly called "living up stairs." It so happens that my wife has a great appreciation for and considerable knowledge of art and literature and I marvel at her enjoyment of artistic things. Naturally some of this enjoyment is reflected to me, and in the field of literature even more than in that of art, my life has been enriched through a woman's influence. I've learned that Marco Polo, the Venetian traveler, wasn't a race horse—and I've enjoyed learning it. It has been well said that "whole vibrant and significant worlds are lost in the somber mists of familiarity." How true! How often does the setting sun for its few fleeting moments trail its glory out through the Golden Gate to be lost behind the shade of night without ever being seen? How often do we see the beauty of a tree that stands silhouetted against the evening sky? And, how often are there books in our homes and nearby libraries within whose pages are veins rich in the ore of cultural enjoyment that we haven't even prospected, to say nothing of having mined? These are a few of the many things that can be seen and enjoyed from the room "upstairs."

When the brutality of the Satanic powers has been crushed and peace again comes to this strife-torn world, let us hope that whatever women's industrial activity may be, that their major influence will be in the realm of dissipating the "somber mists of familiarity" and sending men's vision into a wide horizon of the cultural and spiritual worlds. Isn't it true that women, with their finer sensibilities, are peculiarly equipped for arranging the house "upstairs," and in the realm of their highest and widest usefulness they will find their foremost well-being and their greatest happiness.

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 twelfth 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.

★ **YUBA CITY**, Calif. (On the Sacramento Northern Ry., M.P. 132.12 from S.F. and M.P. 1.26 from Marysville.) Yuba City, county seat of Sutter County, and Marysville, county seat of Yuba County, are the twin capitals of "The Peach Bowl of the World." Some say the name Yuba derives from Uba or Uva (Sp. for grape) because an exploring party in 1824 found wild grapes growing on the banks of the Yuba River. But this writer regards as authoritative the statement made to him in a letter by the late Dr. C. Hart Merriam, research associate, Smithsonian Institution, Washington, D.C., which reads in part:

"Respecting the source of the name 'Yuba,' would say it has nothing to do with grapes, but is the definite and unquestionable name of a rancheria and band — often called tribe — of Midoo [Maidu] Indians on the south side of Yuba River just above its junction with Feather River. As long ago as 1846 Sutter mentioned the Yubu tribe and in 1847 E. A. Gatten gave the Yuba tribe in his census of the Indian population for Sutter. In the same year of 1847, Heinrich Lienhard again published the name in his journal, Californien. Again in 1850, it was used by Adam Johnson for the same Indian tribe or band at the junction of Feather and Yuba Rivers, then numbering about 180 persons.

"The fallacy of the assertion that Uba or Yuba was an Indian name for grape is clearly proved by the fact that it does not so occur in any Indian language. On the other hand, the name of the wild grape in several of the Sacramento Valley Midoo tribes is as follows: Wild grape was called Moo-teh by the Nissenan and Nis-sim Pa-wenan; the grapevine, Toom-bok and Tollos by the same tribe. Other names used by other Midoo tribes are: Peem-bah by the Notomusse; Pe-mil-lin-du by the Tahn-kum and Kummowin; and Pe-we by the Mitchopdo. All of these names have been obtained by me personally."

ARNOLD'S LOOP, Nev. (M.P. 772.7). Named for E. S. Arnold, W.P. engineer who built it. Constructed to maintain ruling grade of one per cent, compensated, and is at the crossing of the **Toano Mountains**. For most of the way the distance across the loop is less than 2,000 ft. and one-half mile from the head of the loop the distance across, i.e., between the tracks, is less than 250 ft. It may be compared to a hairpin with both prongs bent.

PILOT, Nev. (M.P. 788.6).—Named for Pilot Peak (Alt. 10,900 ft.) at the southern extremity of **Pilot** or **Ombe Range**. From

Pilot a splendid view is to be had of this symmetrical peak which rises distinctly above the surrounding terrain and which is intermittently in view of the passenger for 80 miles of his journey. Indians built signal fires on its summit and used it as a lookout. To emigrants it was a most welcome landmark, showing they were on the right trail to the western Eldorado.

Pilot marks approximately the extreme high western shoreline of pre-historic **Lake Bonneville** (named for Gen. L. E. Bonneville, U.S. Army Engineer) which at one time, long before the advent of homo sapiens, was 145 mi. wide and 346 mi. long with a maximum depth of 1,053 ft. Between Pilot and Salt Lake City, the W.P. traverses territory once covered by the waters of this ancient lake. Changes in elevation are slight and there is one level tangent stretch 40 miles long. Great Salt Lake is a "remnant" of Lake Bonneville.

SAN JOSE BRANCH

Here are some names on the **San Jose Branch of the W.P.**, which extends from Niles Junction (M.P. 30.5) on the Main Line to San Jose, 23 mi. M.P. numbers are distances from Niles Junction.

IRVINGTON, Calif. (M.P. 3.3).—Formerly called **Washington Corners**. Mr. Gideon Davis, quoted by Sir Knave in the Oakland Tribune, says this name was unsatisfactory and that the change to Irvington was made by accident. He had written to a relative in Irvington, Ind., but in addressing the letter gave California as the state. The letter, returned, suggested use of Irvington, which was adopted and which, he says, "was satisfactory to all."

MILPITAS, Calif. (M.P. 10.9).—Perhaps diminutive form of Milpa, Sp. for corn patches; hence meaning little corn patches.

BERRYESSA, Calif. (M.P. 14.1).—Name of an early Spanish family, of which Jose Reyes Berryessa was a prominent Santa Clara County citizen and recipient of a land grant.

SAN JOSE, Calif. (M.P. 23.0).—Spanish for St. Joseph. Situated in the "Valley of Heart's Delight," San Jose was first called El Pueblo de San Jose de Guadalupe (1777) and then, about 1836, it was rechristened El Pueblo de San Jose de Alvarado. Nearby is Mt. Hamilton, named for the Rev. Laurentine Hamilton of Oakland. On this mountain is the famous Lick Observatory of the University of California, founded by James Lick, distinguished early San Franciscan. James Lick's tomb is under one of the pillars of the great telescope which has a stellar record in astronomical circles.

SPORTS REVIEW

By Jack Hyland

★ The W.P. "Straight-away" Summer League has passed the half way marker of their ten week schedule, and the team standings as listed below, disclose it is quite possible for any outfit to slip into "first place," providing of course . . . the Ramblers allow such a thing to happen. If my recollections are correct, the Brooklyn Dodgers last year counted their "chickens" too soon, and I'm sure bowling teams are no exception to the rule, nor have they any inside track with the law of averages.

The team standings, counting games of May 20th, are:

	Won	Lost	Hi. Series
Ramblers	12	6	2323
Crucifiers	9	9	2308
Terrors	9	9	2150
Wildcats	8	10	2313
Rebels	8	10	2359
Outlaws	8	10	2321

The spotlight was focused during the last month's play on Chas. Craig (Ramblers), who smacked the pins over for a 610 series, including games of 229 and 231; followed by Spen Lewis (Terrors) with a 570, and Art Greiner (Wildcats) with a 550 series.

After the sixth week, we find three new names in the "Big Six" list:

	Gms.	Avg.	H. G.	H. S.
Stoney	15	169	202	541
Brown	18	166	208	542
Craig	18	162	231	610
Borgfeldt	15	161	209	555
Hyland	18	157	212	529
Lewis	18	157	202	570

Word from Russ Cleland (Oakland) tells of Eddie Millfelt's (Los Angeles-Western Pacific) bowling team winning the Sou. Calif. Passenger Assoc. Championship. Later this outfit took on the American President Lines, winners of the Steamship League, and while the exact score wasn't disclosed, we do know the W.P. keglers are now proudly displaying the coveted "Empire Hotel Trophy" symbolic of the ten pin championship along transportation row.

On Saturday, May 22nd (that extra hot day), "Petersen's Terrors" found revenge very sweet for a previous loss they sustained by a close margin of six pins, by trouncing the recognized "Match Game Champs" at Downtown Bowl by a total score of 2447 to 2321. In all fairness, of course, must mention the Champs (?) spotted the Terrors 150 pins and the margin was too great to overcome. Bill Stout surprised everyone (including himself) by hitting the 1-3 (or 1-2) pocket for four consecutive strikes, which materially and numerically aided the Terrors.

The W.P. basketball five recently scored a 54 to 42 upset over the highly touted S.P. quintet, which included such stars as Eddie Conroy, former Santa Clara and Olympic Club All-Coast forward, and Art Flegal. In a return match, however, the S.P. bucket tossers managed to sneak over a 54 to 50 win in the closing seconds of play. The third contest should be a natural, and our boys have nothing to be ashamed of—win or lose, but let's win.

PEOPLE and THINGS

By AL BRAMY

far into the railroads in foreign lands. You are getting the troops and goods through on time. The Transportation Corps salutes you." We thank you, Colonel. And after the war when the nabobs start passing the bouquets around, we hope they won't forget the real heroes of the home front—the Railroaders. He's not a specialist building just ships, or planes, or tanks. His assembly line stretches from coast to coast, over which must pass without delay and without work stoppage the tools of war . . . and the men who use them. He is the backbone of our offense.

The Trans-Iranian Railway is making the war releases these days. It represents the vital link between the Persian Gulf and the Russian border over which our lend-lease materials must move. It's a classic example of the American railroader's usual efficiency. Since the Transportation Corps took over the operation of this road, more than 150 American 1,000 horsepower Diesel and 2-8-2 steam oil burning locomotives have been put into service and upwards of 3,000 flats, tanks, box cars, gons and cabooses, are now rolling through Persia. All cars are specially designed so they could be hitched to any equipment our forces found on the spot.

A bizarre sight is to see an American railroad sergeant-conductor trying to make himself understood by a bearded Persian engineer. Neither can speak the other's language, and they do most of their talking with their hands. Train orders are written in both English and Persian, and at each signal block station, there is one American and one Persian operator.

Inspector of Transportation W. M. (Bill) Foster has had recently published in Railway Age an article on improved home routing of cars that is designed to save thousands of clerical man hours and mileage and at the same time speed up the interchange of trains. Top operating men of many roads have indicated their approval, and now it looks like it may be officially endorsed by O.D.T. More later. . . . William Jeffers, U.S. Rubber Director and U.P. Prexy, seems to step a bit out of character with a foreword on the newly published "Railroad Songs of Yesterday" by Sterling Sherwin and Harry K. McClintock. It's a handsome paper bound edition selling for a dollar and each song is strikingly illustrated. The tune "Still On the Hog Train" pictures our powerful No. 259. Publicity Mgr. Thomas P. Brown receives acknowledgment and thanks for his cooperation while the edition was being prepared. . . . The Railroad Unit of the Industrial Salvage Division warns of the alarming shortage of copper. This item is number one on the '43 Scrap Program. Because the roads represent one of the largest and most important sources of scrap, they will now be expected to assume a major role in this latest war effort to augment the nation's available supply of copper. . . . From Miss Alicia Kramer of Pittsburgh, Pa., comes warm heartfelt thanks in a letter of gratitude to J. P. Quigley calling attention to signal maintainer, I. T. Eslinger, who is located at Deeth. Seems Miss Kramer's brother, a navy man, lost his wallet at Deeth after having detained from No. 40. It contained all his money, identification papers and other valuables. While enjoying a short stop-over at home, he received his wallet through the mail intact.

Here's a few figures almost beyond comprehension that illustrate another vital role of the Railroads besides transportation. Last year the Class I railroads' capital expenditures amounted to \$534,897,000 for equipment and improvements. This tremendous figure represents an actual decrease from the previous year. Last year, also, purchases of fuel, materials and supplies amounted to \$1,259,811,000. A great part of these enormous sums represents money spent in tiny hamlets, villages and small towns along America's right of way.

. . . Normally the equipment for the Exposition Flyer is nine cars. To ease the pressure on the Diners, and because people were standing up out of Sacramento to Salt Lake, and between Salt Lake and Wendover, two additional coaches were added, bringing the daily complement to twelve cars. However, the demand for space is so heavy that almost daily, both east and westbound, the Flyer rolls with from 15 to 19 cars. Frequently second sections are required to accommodate the military overflow. At Livermore recently, the baggage man had to get out of the car to make room for the loadings there . . . and then couldn't get back into the car. He rode coach into Salt Lake.

★ From Colonel J. A. Appleton of the Army Transportation Corps: "You are keeping the lifeblood of American fighting men flowing through the arteries of our rail system and

WESTERN PACIFIC WARTIME TRAFFIC

(Continued from page 3)

The extraordinary traffic incident to war activities and the necessity for utilizing the transportation plant to the utmost naturally made it necessary to give every locomotive as much as it could handle, consistent with keeping train movements fluid at all times. Figure 2, showing the average tonnage per freight train, reveals a jump from slightly less than 900 in 1941 to 1,118 tons per train in 1942. Naturally, handling more than 200 tons of additional freight had its effect upon average freight train speed, which dropped from 19.8 m. p. h. in 1941 to 16.6 in 1942. This reduction was, of course, not all due to increased tonnage, for some of it was attributable to more delay on sidings because of the greater number of trains being operated on a single-track railway.

It is worth noting in this connection that this reduced speed has not affected the upward trend of miles per car per day that has been apparent on the W. P. for some years, for this figure averaged 68.7 miles for serviceable cars in 1942, as compared with 68 in 1941 and 66 in 1940. The average figure for all cars was 66.8 in 1942 and 65.4 in 1941. This spread of less than two miles between the figures for serviceable cars suggests the extent to which bad order cars have been reduced.

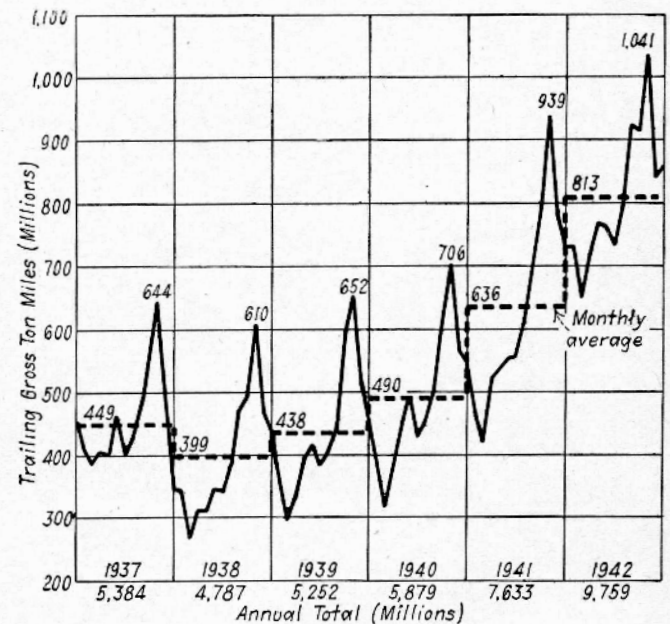


Fig. 1—The Rise in Traffic on the Western Pacific

Diesel-Electric Locomotives Helped

The three road freight Diesel-electric locomotives installed in 1942 have been of material assistance in handling the increased traffic and, when the three additional ones that are now on order are received, many problems will be solved. To insure maximum utilization of these locomotives, as well as of the fleet of Diesel-electric switchers, an assistant superintendent of motive power has been appointed in charge of Die-

sels and a shop has been established at Oroville for their care and maintenance. Road Diesels are handled under a progressive maintenance system. They make a round-trip from Oroville to Salt Lake City, 1,450 miles. As soon as they arrive at Oroville, they are sent through the canyon to Portola and back, 232 miles. On their return to Oroville, they are put in the shop for any necessary maintenance work. It is believed that this periodical maintenance will avoid frequent general overhauling and that much greater utilization will be had also from the locomotives under the progressive maintenance plan than if they are permitted to run constantly until general overhauling is necessary.

Terminal Operations Increase

As with other transcontinental lines, the W. P. has had to revise its operations since the war reversed the normal direction of loaded movement. This has always been predominantly eastbound until the last 12 months, when the direction of ruling traffic reversed itself. Under the stress of getting the wartime business from Salt Lake City to the Coast, the Southern Pacific and the W. P. work together and, insofar as they are able, they help one another as the occasion demands.

The yard used by the W. P. at Salt Lake City (Roper) is owned and operated by the Denver & Rio Grande Western and that railway supplies most of the interchange for the W. P. Other important yards are situated at Elko, Nev., Portola, Calif., Keddie, Oroville and Sacramento, but the largest yard is at Stockton, where interchange is made with both the Southern Pacific and the Santa Fe. This yard is now handling about 60,000 cars a month, an increase of more than 100 per cent in the last two years. The W. P. also operates a yard in Oakland, from which business for San Francisco proper is floated across the bay by car barges and tugs. The W. P. operates its own yard in San Francisco, as well as industry tracks and freight-houses, and operates switch engines there. However, cars intended for delivery on the State Belt, which serves many San Francisco industries, are delivered directly to this railroad from the car barges. The W. P. faces a shortage of yard power in 1943 that may well prove serious unless delivery of eight new Diesel-electric switchers can be obtained. Figure 3 illustrates the steeply mounting increase in yard switching locomotive-hours. At present, the W. P. owns 16 steam 0-6-0 switchers and three 600-hp. and eight 660-hp. Diesel-electric switchers. These 27 switchers are not adequate to the demand, as is indicated by the fact that the W. P. had to divert six road locomotives to yard service during the peak period last October and is using six such locomotives regularly in yard service now.

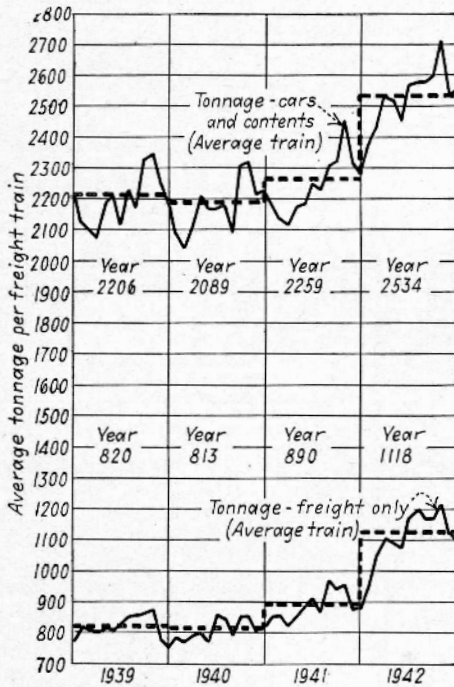


Fig. 2—Average Tonnage Per Freight Train

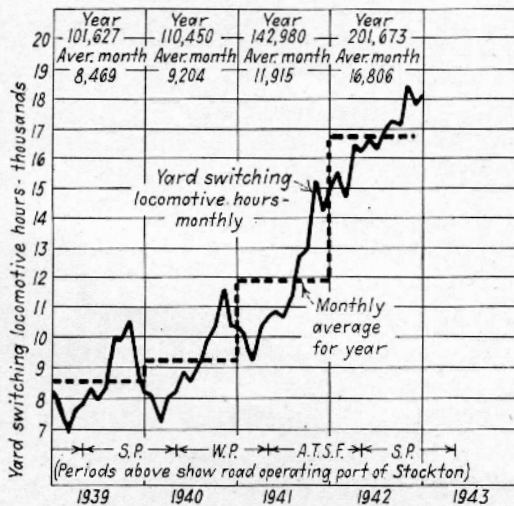


Fig. 3—Yard Engine-Hours Show Rapid Increase

Moreover, the W. P. yards are certain to be busier than ever in 1943. For one thing, the government has warned the Pacific Coast lines of more traffic to come. War production industries are plentiful on the W. P., some just going into production, which means more switching. Also, on May 1, the W. P. took its turn for one year in operating the Port of Stockton terminal, which requires four yard engines.

The W. P. has been making every effort to enlarge its yard facilities to handle the expanding business. Its yards at Oakland, Stockton, Sacramento, Oroville, Portola and Elko have been enlarged materially. The yard at Oakland is being extended to hold 600 additional cars, these new facilities being owned by the government but operated by the W. P. A similar extension providing for 1,600 cars additional is being considered at Stockton. Jointly with the Santa Fe, the W. P. has formed the Oakland Terminal Railway to take over the freight facilities of the Oakland Terminal Railroad, now a Key System subsidiary.

All above copy was condensed from a feature article appearing in "Railway Age."

RETURN POSTAGE GUARANTEED

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

WAR BOND SUMMARY

★ Elsewhere in these columns it is stated that we oversubscribed our quota in the Second War Loan drive by about 35%. As a matter of fact, the final figures show an oversubscription of 37.76% resulting from the purchases of \$106,427.66 in Series E bonds, through the company—either for cash or through the payroll savings plan, plus \$50,000 of the 7½% Treasury Certificates of Indebtedness and \$2,000 Series G bonds.

Advices received from all over the system indicate that many additional thousands of Western Pacific employee dollars were invested in Series E bonds, but through outside agencies, for which we employees get no credit. Were these bonds purchased through the company, not only would the employees get full credit, but the communities in which the employees live get the credit too through advices issued by the Federal Reserve Bank in San Francisco. When bonds are purchased through other sources, only the local community gets the credit. There is no way for our employees to also be credited with such purchases.

During 1942 Western Pacific, Sacramento Northern and Tidewater Southern officers and employees purchased a total of \$529,679 in Series E war savings bonds. Based on our average number of employees, this is an annual per capita investment of \$95.38. In addition, \$41,981.25 in bonds were purchased through the company for cash, bringing the annual investment per person up to \$102.94. This is a poor showing, but it's gratifying to know that our purchases this year are running almost double those of 1942. Even now, almost 13% of our employees are not signed up for any war bond payroll deduction. This is not a showing to be proud of either, but, with the efforts being made by the company and our war bond committee to do a competent job and meet all objections, it is hoped that not only will more employees sign up for regular purchases through the payroll plan, but that those already signed up will increase their subscriptions.

TWELVE THINGS TO REMEMBER

1. The Value of Time.
2. The Success of Perseverance.
3. The Pleasure of Working.
4. The Dignity of Simplicity.
5. The Worth of Character.
6. The Power of Kindness.
7. The Influence of Example.
8. The Obligation of Duty.
9. The Wisdom of Economy.
10. The Virtue of Patience.
11. The Improvement of Talent.
12. The Joy of Originating.

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WESTERN PACIFIC SYSTEM APRIL WAR BOND RESULTS

	April Deductions	Quota	Per Cent
General Office	\$ 10,903.76	\$ 15,289.00	7.1
Eastern Division	23,758.66	26,435.00	8.98
Western Division	26,339.79	44,798.00	5.87
Mechanical Department	21,653.31	24,807.00	8.7
Store Department	675.86	920.00	7.3
D. C. & H. Department	492.92	1,138.00	4.3
Sacramento Northern	5,118.35	7,500.00	6.8
Tidewater Southern	722.51	900.00	8.
Totals	\$ 89,665.16	\$121,787.00	7.4
Including Cash Purchases	16,887.50		
Grand Total	\$106,352.66		8.7

* This was more than 10% of the actual April payroll.
San Francisco, May 8, 1943.

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