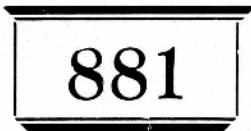




Scene at Bieber, California, Tuesday, November 10, 1931:
Golden Spike Driving.

ADDITIONS TO HONOR ROLL FOR NOVEMBER HEADLIGHT



★ We proudly add the following men to our Honor Roll of Employees serving with the Armed Forces of our country:

Adams, Ray
Bjorkgren, Paul
Edwards, J. F.
Harrington, D. J.

Hillyer, F. D.
Johnson, Edw.
Orgill, R. G.
Skootsky, Alvin
Skootsky, A. S.

Smith, C.
Watson, J. W.
Wegat, O. A.
Williams, R. R.

THE HEADLIGHT

Al Bramy Editor
Jack Hyland Associate Editor
Bill Stout Managing Editor



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Industrial Editors*

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P. B. Harris Freight Traffic
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Alma Painter General Auditor
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SEPTEMBER TRAFFIC

★ Total operating revenues for September amounted to \$4,945,354, a drop below the August volume, largely occasioned by traffic diversions incident to a continued blockade of a burned-out tunnel on the Denver and Rio Grande Western's Moffat Tunnel route.

Maintenance and operating costs, plus taxes of \$1,608,027 and various rents, required \$4,114,669 to keep the traffic moving, mostly toward destinations about which our enemies would give much to learn.

GENERAL PATTON CITES RAILROADERS

★ ALLIED FORCE HEADQUARTERS, N. AFRICA, SEPTEMBER 26 — An entire battalion of American soldier-railroaders has been commended by Lieutenant General George S. Patton, Jr., who commanded the Seventh Army in the Sicily campaign, for the part they played in the capture of the Axis island stronghold, it was announced here today. The commendation was contained in a letter from General Patton to Brigadier General Carl R. Gray, Jr., Director General of the Military Railway Service, Transportation Corps.

The battalion is the 727 Railway Operating Battalion of the M. R. S. It had already won a citation for outstanding accomplishments in the Tunisian campaign, and in addition its commanding officer, Lieutenant Colonel Fred W. Okie, had won the Legion of Merit award for an exceptional feat of personal valor.

Its latest honors were conferred upon it for an exploit unparalleled in railroad history. Landing an advance reconnaissance party immediately a bridgehead had been established, the battalion took over an unfamiliar railroad system in a hostile country, underwent bombing raids and struggled through mine fields along with the combat troops. It had the trains running steadily to the fronts almost within a matter of hours after the Allies were on the beaches.

The advance party was especially noted in General Patton's commendation. It landed at Licate, reconnoitered the rail yards, organized civilian rail workers, located equipment, got up steam on a locomotive, figured out how to drive it, and made the pioneer run over parts of the road then in Allied hands.

All this was done within four hours of the time the party hit the beaches. Twenty hours later, full trains laden with vital supplies were chugging into the Third Division's forward positions, thereby releasing divisional truck transport for battle duties.

The obstacles were a railroad man's nightmare. There were demolitions. There were mines by the hundreds, and due to the necessity for speed, the railroaders coped with them themselves, leaving the engineer mine disposal units for the combat troops.

Sabotage was encountered, and surliness on the part of the civilian workers. Very little was known in advance about the operation of the Italian equipment, nor the system of dispatch.

Trains were bombed and strafed. They were fired upon by ground troops, for as fast as a section of road was wrested from the enemy it was put into use supplying the front lines.

Nevertheless—"The opening of the rail lines and organization of the Italian railroad personnel were made so rapidly that rail service was immediately available in the port of Palermo when it opened on the 28th of July, and service maintained from that port in spite of bombing attacks and sabotage," the commendation said.

SELECTIVE SERVICE SABOTAGE!!

By AL BRAMY

★ Just as surely as if enemy bombers were blasting at our terminals and junction points, the vital rail links of this country, thousands of miles away from the warring fronts are being stifled and slowly strangled. In the face of the greatest traffic ever borne by the railroads and with even greater demands to be met, the vital Service of Supply—the railroads—upon which our allied armies are dependent, faces a complete breakdown far more serious than even enemy bombers could accomplish.

Were it possible for bombers to reach us, they would leave behind misshapen ruins of steel and debris at widely scattered points on our east and west coasts, but they could hardly impair our service except for slight local inconvenience. The railroaders do not fear the bombers, but a far more deadly, destructive force—our Draft Boards—who are unwittingly doing more damage than our foes could possibly subject us to, for instead of local disturbances we face national calamity and crisis that imperils the very foundation of our war structure.

How Hitler and Tojo must be grinning these days at the inept and inefficient national policy of Selective Service that allows the drafting into the services of the most important of the home front workers—the Dispatchers, Telegraphers, Engineers, Switchmen, Firemen, Brakemen and Shop Workers. These are the men upon whose shoulders falls the Herculean task of keeping 'em rolling upon orders from "General Headquarters," itself already sadly lacking in experienced personnel. So dire has the situation become that the drafting of another 150 switchmen from the ranks of the Western Pacific, Southern Pacific, Santa Fe and State Belt in the San Francisco Bay Area threatens to collapse the entire transportation system of this strategic port with jammed freight cars tying up yards and junction points and with thousands of cars backed up unable to get through to the docks for unloading.

Col. E. W. Mason, Vice President and General Manager of the Western Pacific, has warned the Military recently that within a very short time the Western railroads face a breakdown and will be unable to handle the traffic unless the drafting of railroaders is stopped immediately. This authoritative statement made only because of the extreme urgency and acuteness of the manpower shortage could be expected to cut red tape in the interest of national safety. But while we continue to wait impatiently for action to be taken, railroaders continue to be drafted. The mile long freight trains these days, almost without exception, contain highly important military equipment and supplies including of course the products needed by all war industries in the continuance of their production work. Yet we need only look at random at any of the railroad operating reports to note the great number of trains left standing for hours at a time at sidings and in yards due to lack of train crews.

This deplorable situation must be corrected; and now. It is no longer a military secret that major operations are in process of accomplishment against the Nipponese. When completed, the Western roads whose systems are already heavily burdened will be called upon to handle even greater tonnage and more thousands of troops. This gigantic increase in movement will not be met by the usual railroad efficiency and confidence but with trepidation and inefficiency due to lack of manpower and experienced help. It is definitely a foregone conclusion that unless the drafting of railroaders is immediately stopped, we shall surely collapse under the strain.

One Draft Board in answer to protests made by Western Pacific officials at Sacramento over the drafting of a dispatcher stated depreciatingly, "You can make a dispatcher in six months." The absurdity of this statement reflects the laconicism of Selective Service in general, who cannot begin to appreciate the years of apprenticeship necessary before a dispatcher, who must first be a skilled telegrapher, can be fully trusted to control the movement of trains.

Railroad management conservatively figures it costs a company \$15,000 during the first three years of a dispatcher's service in train delays with its resultant tie up and non-use of power. Merely stopping and starting a train costs \$5.00. In these days of high revenue and record gross income we may not be concerned over costs but in the hands of the dispatcher rests life and death itself. With thousands of troops moving over the rails every day we face the hazard of allowing inexperienced dispatchers to control their movements or of allowing the over-worked experienced men to continue on for long hours until the nerve wracking pressure and strain adds still another "casualty" to our ranks.

It is undoubtedly true that a man may be taught the theory of

train dispatching in six months. The writer with his average "I. Q." can undoubtedly be taught how to make a watch in six months, but ten will get you a hundred it won't tick and neither will the six months dispatcher. Work records prove conclusively that while a telegrapher can be taught his trade in a few months, an average of three years is consumed before he is fully master of his instruments in the rapid sending and receiving of messages so vital in the operation of a railroad. Add to this figure the average of five years time consumed to develop a competent dispatcher. This makes a total of eight years actually required to "produce" a dispatcher that the Draft Board claimed could be accomplished in six months.

An equally absurd claim is that engineers can be developed in two months. Sure any high school kid can be taught how to make an engine move within that time. The writer can be shown how to take an airplane up in a week, maybe less, but having an average "I. Q." ten would get you a hundred he wouldn't try to. Put 99 cars of freight behind our novice and let him nurse that tremendous tonnage up mountain grades. Let him feel that mammoth weight bearing down upon him as he brakes the engine around curves going downhill and let him pray to Providence above as he cursed those who made a sixty day man out of him. He couldn't use a parachute that our seven day pilot could resort to. Even put our novice sixty day wonder on level ground and he'd be a good man if he didn't have his train break in two behind him while just trying to get started.

And the switchmen so depleted in their ranks that every one of them is required to work sixteen hours a day. They cannot be expected to maintain their suicide schedule indefinitely without a physical collapse. Theirs is a gruelling job requiring the touch of an artist in the shunting of cars into sidings and spurs and in cutting out or lining up cars in trains. In snow storms, sleet and rain, blistering wind and tropical heat, they must carry on, ever alert to the dangers of their work where one slip may mean crippling or death. Yes, dear Draft Boards, we realize there is still a vast reservoir of women still available. Do you think we'll hire them? Ya darn tootin' we won't!

The vast railroad systems of this country which have so nobly met all emergencies in the unprecedented movement of men and material can be likened to an army of its own. In fact it has been repeatedly said, it is one army the Axis forgot to account for when making its plans for world domination. Put all your greatest allied military brains in one group and back them up with the finest staff of subordinate officers and non-coms that it is possible to collect—but with no privates to carry out their orders. What could they accomplish? Nothing! And yet our Washington Nabobs who sit so supinely on their seats expect us to keep 'em rolling. We still have most of our generals and junior officers but the ranks of our enlisted men have been so depleted as to figuratively give us an army of officers and no men.

We are the Service of Supply. Our railroaders do the same type of work as those in the military railroad regiments in Africa, Sicily, Russia, Arabia and all other points on the far flung fronts. Even more important is that we operate from the source of supply. If we cannot move the men and material—the tonnage whose figures have reached astronomical heights,—then not only does our entire war effort collapse but our armies in the field would find themselves without the supplies and reinforcements needed for offense and would stand in deadly peril of their very existence. This is not fiction but the grim, unbiased truth. The Service of Supply line starts here at home.

What would happen to the "glamour boys" of the home front—the workers in our Shipyards, Airplane Factories, Steel Plants, the Munition Makers and the thousands of workers in other essential industries, if the railroad army already nearing exhaustion for lack of reinforcements should collapse? Then they, too, would collapse and the order of the day would be idle assembly lines with thousands upon thousands of wasted man hours because the materials and parts so vitally needed by them to keep their plants going full blast have been lost "somewhere in the United States" in a freight car unable to move because we, the railroaders, the bulwark of our fighting and home fronts, have been so drained of our strength that we can but helplessly and haplessly gaze at the final accumulation of bungling and mismanagement of our national higher-ups who were too blind to see the obvious that was happening before them.

Wake up Washington, before it is too late. Give us back our Railroaders. Build up our ranks to full divisions again. Make strong again the steel sinews that hold this nation and our armies together . . . and Stop Drafting Our Railroaders.

A NOTABLE W. P. ANNIVERSARY—BIEBER LINE COMPLETED TWELVE YEARS AGO THIS MONTH

By Thomas P. Brown, Publicity Manager, San Francisco.

Sweet Bieber Line,
Through Northern pine,
The time has come
To call you mine.
The mountain view
We're routed through,
Is fairest far in all the land,
Sweet Bieber Line.

(Lines composed for the spike-driving by Charles F. Craig, Assistant to General Manager, W. P. R. R. Co. Mr. Craig was also on the first W. P. through special train to Oakland, August 22, 1910.)

★ On November 10, twelve years ago, there was enacted at Bieber, California, the closing scene in one of the great romances of the rails in the Far West.

This was the driving of the last spike in the newly constructed 200-mile line of railroad connecting the systems of the Great Northern and the Western Pacific. The new railroad comprised the 112-mile W. P. extension north from Keddie in the Feather River Canyon on the W. P. main line, and the G. N. 88-mile extension south from Klamath Falls, Oregon, Bieber being the point of connection. About the same time, the McCloud River R. R. had pushed east from Hambone an extension to Lookout on the Bieber Line, as this new route has popularly been called.

The cost of the Bieber Line which traverses an area as long as Ohio and as wide as Connecticut, was around \$14,500,000, of which about \$10,000,000 was the cost of the W. P. extension. By the consummation of this project new routes were created between the Pacific Northwest on the one hand and (a) the East, via Keddie and the Salt Lake City gateway; (b) San Francisco-Oakland Bay Area, via Keddie, Sacramento and Stockton; and (c) Southern California and the Southwest via Keddie, Sacramento and Stockton. The Bieber Line is

also a link in the route from California to the Twin Cities and the Great Lakes region via Keddie, Klamath Falls and Spokane.

During 1932, the first year of complete operation, revenue to the W. P. from freight traffic utilizing this route amounted to over \$1,200,000 or 13 per cent of the total freight revenue. Returns have increased steadily year by year.

The Bieber Line, which has proved its value to the public as a component of the railroad transportation machine of the West, has proved to be of even greater value in these days of stress. The writer recalls that Col. Robert G. McBride of the U. S. A. general staff, was detailed to emphasize, from the national defense standpoint, the advisability of constructing this line—a line protected by great interior mountain ranges.

In summary, the chronology of the project is:

Applications for permission to construct the two railroad extensions made concurrently by the G. N. and W. P.—February 14, 1929.

Reconnaissance surveys started February 25, 1929; line fully located in latter part of October, 1929.

Hearing at Hotel St. Francis, San Francisco, by Charles D. Mahaffie, then I. C. C. chief examiner, now member of the Commission—November 13, 1929. (Railroad executives and newspaper men will recall the night at the S. F. Press Club when officials played the role of reporters and the newspaper men impersonated counsel and witnesses.)

Oral arguments before the I. C. C., in bank, Washington, D. C.—April 16-17, 1930.

Order of I. C. C., granting permission to build the lines, made effective June 9, 1930.

Awards to contractors, August 1, 1930.

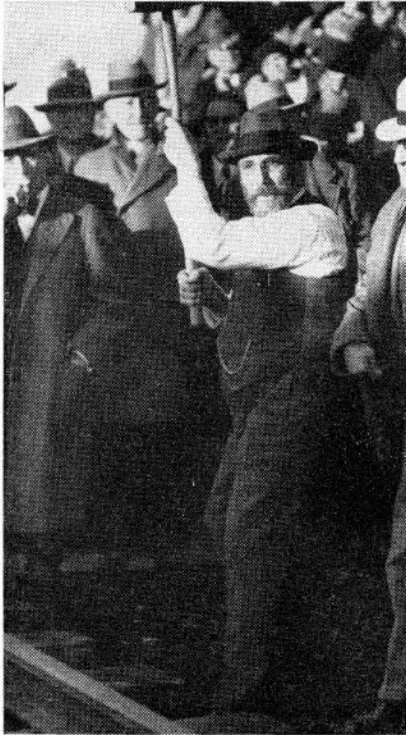
Construction begun near Greenville—August 16, 1930.

Golden Spike presented by Mayor W. T. Baldwin in behalf of Oroville Rotary to President H. M. Adams—September 8, 1930.

Last section of track, Mason to Bieber, completed November 1, 1931.

Golden Spike driven and through operation begun—November 10, 1931.

The contractors were the Utah Construction



ARTHUR CURTISS JAMES
Driving the Last Spike at Bieber,
November 10, 1931

EMPIRE BUILDER'S DREAM COMES TRUE

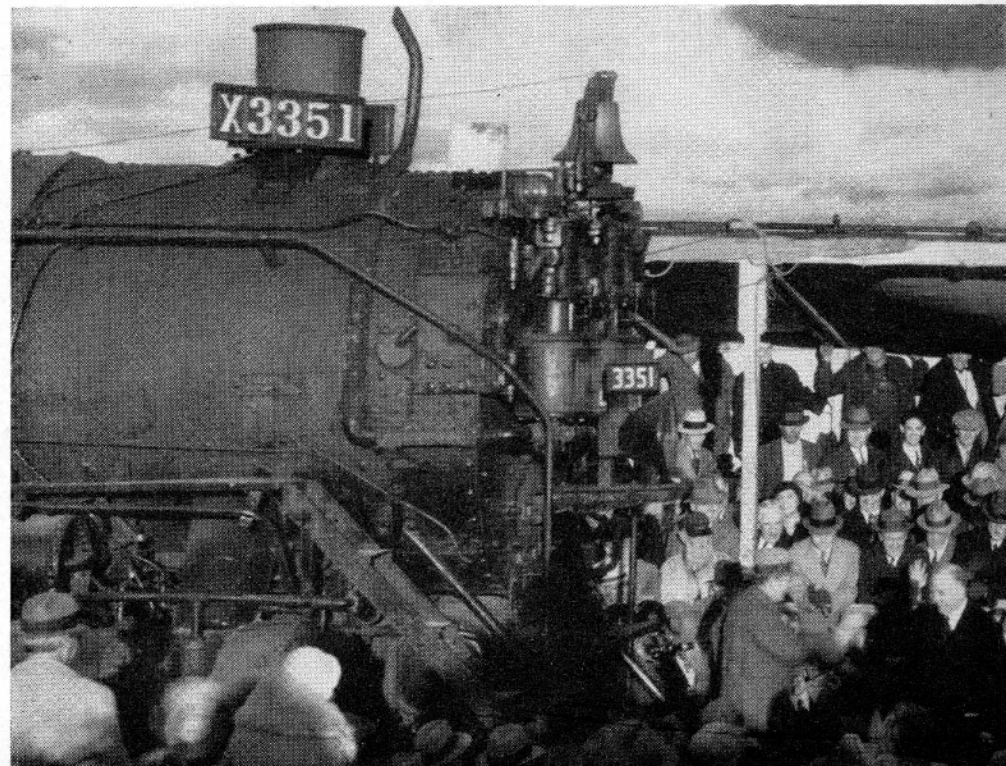
★ The address made by the late Mr. Arthur Curtiss James at Bieber on November 10, 1931, just before he stepped down from the speakers' stand to drive the last spike, was typical of the man whose participation in the direction of the Western Pacific marked the beginning of a new era in its history. In a few words he summed up the historical background of the occasion and struck a theme-note for the future. Mr. James said:

"Hanging in my office in New York is a lithograph which has been used by the Great Northern as a background for their annual calendar. In a small inset at the bottom is an excellent picture of James J. Hill. Beside this is one of the little locomotives of about 1889 and discernible in the mist and haze in the background is one of the mammoth locomotives of the present day.

"This illustrates the dream of James J. Hill, the great empire builder.

"Today we come here to celebrate the fruition of Mr. Hill's dream and in loving reverence for his memory it is my pleasant duty to drive this golden spike symbolizing the dream which has required more than two generations to accomplish.

"We, of this generation, pledge ourselves to use our best endeavors to carry out the dreams of our fathers to make this highway of commerce an efficient aid in helping to develop this great country which we all love so well!"



Co. and W. A. Bechtel Co., who bid jointly and who sub-let various contracts to Morrison-Knudsen Co., W. H. Puckett Co., Paul J. Tyler, Lewis Construction Co., and Frederickson & Watson. Mr. W. A. Bechtel later became the president of Six Companies, Inc., which built Boulder Dam.

The Northern California Extension of the W. P. is laid in part through national forests and along the crest of the Cascade Mountains. Elevations: Keddie, 3,210 ft.; Norvell (highest), 5,740 ft.; Bieber, 4,120 ft. Among the leading construction features were: The Big Fill across Sheep Camp Creek; Hollenbeck Loop at the bottom of Wolf Creek; blasting of a promontory 5 miles north of Keddie.

Spike-driving ceremonies at Bieber were witnessed by 2,500 spectators, including native Indians, cowboys and cowgirls, ranchmen, millionaires, industrial and financial leaders of the West, mayors, governors, legislators, railroad magnates and press writers. Six special trains converged on the scene, three from San Francisco, one from Salt Lake, one from Klamath Falls and one from St. Paul, the latter carrying Mr. Arthur Curtiss James and Mr. Thomas M. Schumacher of New York, and President Ralph Budd of the Great Northern, now president of the Burlington Lines. The first special from San Francisco was headed by President H. M. Adams of the W. P., with Vice Presidents Charles Elsey, Col. E. W. Mason, and J. F. Hogan, Chief Engineer J. W. Williams and other officials.

President Leland W. Cutler of the S. F. Chamber of Commerce was master of ceremonies, and Attorney General U. S. Webb was orator of the day. Responses and speeches were made by men representing the western states, and the railroads. Mrs. Nathan Bieber, whose husband founded Bieber, was one of the guests of honor.

The press delegation was headed by George L. North of the S. F. Chamber of Commerce, with Malcolm Fraser, secretary to Mayor Rossi, as assistant. Messrs. E. W. Englebright, Joseph G. Wheeler, C. E. McDonald, and Roy Gladden, all of W. P., were aides to the press. Floyd J. Healey, now of the S. F. Chronicle, edited THE BALLAST, special train paper.

At the request of the press, Mr. James drove the

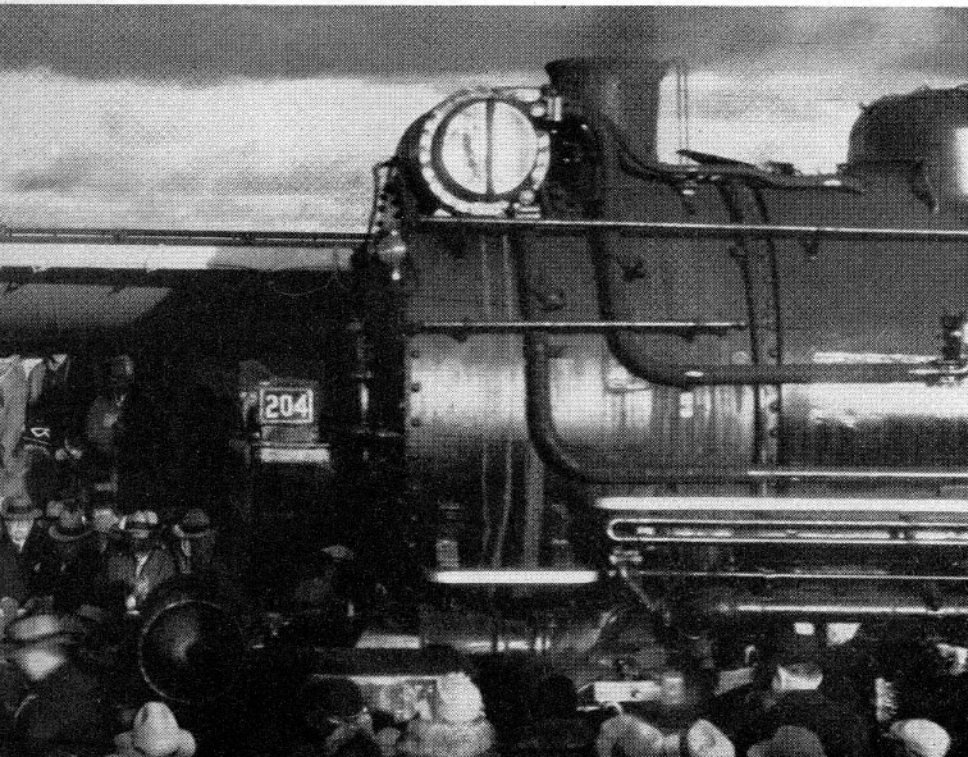


GROUND BREAKING — The cut above shows the first power shovel on the Bieber Line digging in at M. P. 17.5 near Greenville, August 16, 1930. The late Harry M. Adams, then president, is at the controls. Below (left to right): Thomas P. Brown, publicity manager; the late Harold K. Faye, freight traffic manager; R. A. Hollenbeck, division engineer, Elko, then construction engineer, Westwood; Thomas L. Phillips, now chief engineer, then principal assistant engineer in active charge of the project; the late Col. J. W. Williams, then chief engineer; H. V. Johnston, resident engineer, Greenville; Charles Elsey, now president, then executive vice-president. In the foreground: the late Bode K. Smith, passenger traffic manager (seated), and D. C. De Graff, general auditor.

spike twice. The sun left for The West a bit early; the atmosphere was not precisely tropical, but the job was done and the through trains started to roll and they have been rolling ever since.

THE ENGINES SALUTE

★ Were Bret Harte contributing to the columns of THE HEADLIGHT, he could write a modern version of "What the Engines Said," with the picture at the left for his inspiration. Immediately after the wedding of the rails at Bieber, a Great Northern locomotive and a Western Pacific locomotive, with whistles blowing and bells clanging, slowly approached through the surging crowd. On the pilots of their respective engines were President Ralph Budd of the Great Northern and President H. W. Adams of the Western Pacific. After they clasped hands, the iron horses backed away and in a few minutes the first through train over the 200-mile link rolled by, while the Western Pacific band from Sacramento played "California, Here We Come." The train was a consolidated shipment of 151 cars of lumber from the McCloud River Lumber Company's mills at McCloud, Calif., and the mills of Shevlin-Hixon Co., at Bend, Ore. Earlier in the day, special trains had passed at Red River Junction or south the Paul Bunyan "Prosperity Special" of the Red River Lumber Co., with 171 cars and five locomotives bound for the east via Keddie and Salt Lake City.



Hy-Lites

By JACK HYLAND

★ Although the Third War Loan drive was climaxed on October 2nd, desire to give special mention to Mrs. Willetta Harder (Traffic), who previously purchased an additional War Bond during the September drive, but after enjoying her vacation with her husband Bill (who is in the Navy and stationed at San Diego), it was decided to sell their automobile. With the money from the sale of the car, Willetta purchased another War Bond . . . and it was for \$1,000.00. Congratulations to you both, for unlike an automobile which depreciates with age, a War Bond increases in value, year after year.

Last May we mentioned Betty Droit (daughter of C. L. Droit, Executive Secretary) left Stanford to join the Waves, training at Hunters College in New York. Her friends will be happy to know she recently was transferred and is now stationed at Treasure Island.

Francis O'Brien (Ph. M.2/c), formerly Car Record, writes of being stationed in the most wonderful spot outside of the U. S. A., and continues with remark about steak dinners costing only 50 cents. Don't know where he's located but it must be very close to heaven.

New acquaintances: Letter to M. W. Roper (Traffic) from Capt. John Truitt (Asst. Trf. Mgr.-Champion Paper & Fibre Co.-Hamilton, Ohio) tells of his meeting Capt. Henry Stapp (Trainmaster) in Sicily, and continues with: "Henry seems to be a nice fellow but that's all the W. P. have, isn't it?" You're right, Capt. John, but from Malcolm, Len Gartner and Joe Bunker, understand you also . . . are a regular fellow.

Charlotte Williams (Car Record) has a letter from MAJOR George Terhorst (Car Record), who has been on many, many bombing missions over Axis territory. In fact so many that George has been relieved from combat duty and may be coming back to the good U. S. A. for a well earned rest.

Boyd Sells (Traffic) dropped in on the gang recently, sporting a "Petty Officer 2nd Class" rating, and mentioned some sort of breakfast they have called "S. O. S." but which the Waves call . . . "D. P. T." The initials have a special meaning to the personnel of the San Diego Naval Base.

Regular fellows: Although neither Tim Rabbitte (elevator operator) or George Wiley (our janitor) are W. P. employees, they were the first in the building to purchase War Bonds during the Third War Loan drive. George also is the man who takes care of the plants and flowers on the roof lounge.

In a previous "scooping expedition" was informed Dura Sherbert (Traffic) and Fred Chesley (U. S. Navy) would be married shortly after he became a Chief Petty Officer. Fred recently received his rating, and the knot (nautical, no doubt) was tied September 18th at the First Baptist Church, San Francisco. Although slightly belated, wish the newlyweds continued happiness and smooth sailing.

Condolences extended to Herb. Borgfeldt (Loc. Frt. Office) in the passing of his father last October 3rd. Love and remembrance last forever, and is a link life cannot sever.

Transfer: Edward Jagels (Traffic) has moved to Klamath Falls, Ore., taking over Chief Clerk duties, assisting H. R. Coulam, Gen. Agent. Best of luck, Eddie, but don't forget to watch the shipments of potatoes, grain and lumber.

Not Mandrake, but RAUWOLF, the magician: Once again a group of 21 people from the Bay Area who made the trip to Stockton October 16th were astounded by Frank Rauwolf's magic in arranging another dinner at the Hotel Wolf, which included "LARGE JUICY STEAKS," expertly prepared and exceptionally tender. Everyone making the trip desires to express their appreciation of Frank's untiring efforts in arranging everything and all of us are very grateful.

John Carroll (Traffic) is in the market for a "seeing-eye" dog, as a gift for Lynne Lyle. It seems Lynne made the trip to Piedmont recently and was late for work the next morning, excuse being—she couldn't locate the San Francisco bound Key System train.

Ego deflation: E. E. Christian (Storekeeper-Winnemucca) writes requesting copy of the September Headlight, which includes detailed dimensions of the Western Pacific's new motive power. It seems his son (stationed in New Guinea) has an Australian friend who keeps "popping-off" about his country's railroads and motive power. Upon receipt of the Headlight, derogatory remarks should be retracted and controversy concluded, with another man added to the "Christian" fold.

Don't know for sure, but could be: Last letter from T/Sgt. Richard Gollan (Traffic), formerly in Arabia, is written on paper marked "Le Scribe Egyptian." If my guess as to your whereabouts is correct, Dick, you shouldn't have any trouble finding a "mummy."

Bill Odermatt (Chief Electrician) is in the news again—but this time it's because a gondola car was recently pushed through his NEW office in the Electrical Shop, Oakland. From reports received, think they did a very good job, Bill, considering the tracks ended about one-half block away.

Letter to Tena Webster (Traffic) from Irene Schuepbach (St. Louis) tells of her duties, as "Captain" of the Sat. afternoon gang at the U. S. O. Lounge (Union Station-St. Louis), working mostly at the "Information Desk." Some of the questions may be unusual, but I'll wager Irene knows all the answers.

Card from PFC Anthony Quill (Car Record) tells of losing 10 lbs. in weight since returning from furlough—results obtained by 16-mile hike daily, with full pack. You're lucky, Tony, the Sergeant doesn't think of "time and a half" for Sunday.

SPORTS REVIEW

By Jack Hyland

★ The "first-half" of the bowling schedule for the 1943-44 season is nearing its final stages and every remaining series could properly be termed "Crucial," especially with the Freight Agents, Transportation and Traffickers separated by three games. The balance of the teams will be pressing all the way to catch the leaders, but it will be a hard climb as evidenced by the following team standing set-up:

	Won	Lost	H.G.	H.S.
Freight Agents . . .	21	9	894	2546
Transportation . . .	19	11	807	2333
Traffickers . . .	18	12	911	2517
Treasurers . . .	14	16	907	2522
Freight Accounts . .	13	17	908	2330
Auditors . . .	12	18	864	2376
Carmen . . .	12	18	828	2319
Switchmen . . .	11	19	801	2328

Axel Rintala Leads League

Addition of Axel Rintala to Transportation team (subbing for Spencer Lewis, who was temporarily forced on sidelines with operation) was a stroke of genius, for Axel has been the "hottest" bowler in the league during the past six weeks, boosting his former average of 142 on September 9th to a neat 171 average on October 22nd, with consecutive series' of 528-564-580-525-563 and 522, which is clipping the pins over at a 182 average. Thus, quite naturally, the BIG TEN list shows:

	Gms.	Avg.	H.G.	H.S.
Rintala	24	171	224	580
Hyland	30	164	217	535
Heagney	27	164	231	551
Brown	30	163	212	553
Stoney	21	162	194	531
Sevey	30	160	220	547
Borgfeldt	27	159	210	525
Craig	30	158	212	558
Dooling	21	158	250	532
Mittelberg	24	157	197	532

As previously outlined in last month's issue—a group from the General Offices, including bowlers (?) and their "better-halves," grabbed No. 12 on October 16th, traveling to Stockton for the first of a home and home series. The Western Pacific Stockton keglers (with new bowling shirts) severely trounced the Bay Area lads by a score of 2140 to 1951. The Stockton team was represented by: Dihel, Hanson, Neri, Rauwolf and Spanos, while the Gen. Office boys were: Petersen, Stout, Fox, Greiner and Drury. Hanson's 207 game and 461 series was tops for the winners, while Greiner had 441 for the losers.

The second group of West. Pac. pin topplers, composed of Hyland, Lewis, Mittelberg, Brown and Heagney, gained sweet revenge over the Stockton Ordnance Depot (Civilian Police), winning by a 2380 to 2287 score. Jolley's 522 was high for the Police, and Brown's 519 led the W. P. outfit.



IRV ABRAMSON, Editor

NOVEMBER, 1943

GRACE HEANEY, Associate Editor

IMPRESSIONS

★ I wasn't at the Mills Building long enough to form an impression, entering the Western Pacific employ several weeks before moving to 526 Mission Street. It was at this new location that I suddenly realized that working for a railroad office was much more than working for an ordinary office. A trip to the fifth floor telegraph office first gave me that impression, seeing the operators tapping out their messages and receiving them and hurrying them along to every floor in the building. Then came the pictures of Engineers and their crews speeding their passenger and freight trains to destinations on a strict schedule through every conceivable kind of weather. So settling back in the office every bill, every statement took on a new meaning, and the usual humdrum of routine office work was given a new twist by visualizing what went on behind every 'claim—the yardmen composed of hostlers, brakemen and laborers who form a substantial backbone in any railroad system. Typing out a voucher became a game in which payments were meted out only by the profits of a shipment of war materials from point A to point B. The meal coupons mailed out to the Agents at every station was a coupon entitling the hungry Fireman to grab a cup of coffee and a slice of pie before starting on a run. And as the day would draw toward the quitting hour, the Engineer could be seen waving his gloved hand, wrinkling his usually tanned and good-natured face into the sun and start the express on another run.

Such impressions could also be termed daydreaming to a certain extent, possibly by a latent desire to be out there in the actual operation of Trains 39 and 40. Or maybe by a desire to be on the Engineering gang to carry the chain or rod for the surveyor over the rugged terrain of the Feather River canyon—or over the flatness of a Nevada or Utah plain. Then even in the building itself the drafting department of the Engineering department with its skilled draftsmen inking their intricate sketches of roads, bridges and tunnels. And the Passenger department scheduling its military trains under the closest secrecy.

Impressions, too, of the men and women working by my side; the years they spent with the organization, many of them there since the inception of the Western Pacific. Then gradually fellows that you knew and liked began entering the armed services, slowly at first; then suddenly you were pretty much alone. Because there was Henry, Jack and Pete in the Transportation corps somewhere on a fighting front, and the impressions of localized rail operation turned to perilous trips over an antiquated Middle Eastern track. And there was more than romance in their job—far more. Letters began pouring in from Larry, Doug, Bob, Joe — maybe from Africa, England, India, or a sun-splattered middle western town, telling how much they missed being away from the "good old W.P." Then you suddenly realize that close to nine hundred men from our line were in the armed forces—two of them already giving their lives—and the impression you got was not one of daydreaming but one of accomplishing a particular job without petty grumbling while waiting for the call that would put you into a uniform.

COMMITTEE CHAIRMAN CHOSEN

★ Club President Harold Heagney has appointed the following members to act as committee chairmen:

- Membership—W. H. Stout.
- Entertainment—F. Lindee.
- Publicity—C. Moore.
- Educational—P. H. Wyche.
- Historical—T. P. Brown.
- Supervisor of Athletics—J. H. Hyland.
- Basketball—D. Cathcart.
- Softball—L. B. Larson.
- Bowling—J. Drury.
- Auditing—G. Vedder.
- Good and Welfare—F. Ferguson.

The Membership Committee will be composed of one member to a floor to act as a contact to interest new employees with the club. All will be under the jurisdiction of Bill Stout.

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COVER CHARGE

★ Editor Walter Samuels of the Tidewater Southern Ry. "One Spot" dropped us a line asking where stars Nos. 47 and 48 got into the picture, when on the August Headlight cover, showing the Western Pacific first passenger train entering Oakland on August 22, 1910, three American flags appeared in the foreground containing 48 stars, which date was prior to the entry of New Mexico and Arizona to the Union.

The Headlight staff is pleased to find its monthly magazine is being given such close scrutiny, and is being read from cover to cover, and especially the "cover."

EDWARD MURPHY RETIRES

★ When Edward C. Murphy, 65 who had been a conductor for the Western Pacific Railroad Co. longer than any other in the company's services, signed the train register in Oakland, Thursday, September 30th, after completing his run from Oroville on the Exposition Flyer, it was the final act of nearly 36 years as conductor, which included many hundreds of thousands of miles of traveling since entering the service on March 1, 1908.

Murphy was conductor on the freight train that laid the first W. P. rails into Oakland, and he recalls when the tracks were put across Broadway and Washington, in Oakland, on November 10, 1908.

At a farewell surprise party held in Oroville, numerous gifts were presented, including a gold chain with the emblem of the Brotherhood of Railroad Trainmen and a War Bond, and Ed. Murphy in making his speech said, "I'll only have one boss from now on . . . Mrs. Murphy, she'll be trainmaster."

The Murphys married nearly 42 years ago, October 8, 1901, reside at 343 Hill Street San Francisco. "The street is well named," a fellow conductor explained, "you have to double-head to get to the house."

(With Murphy's retirement Wm. J. Reeder, who entered the service April 12, 1909, becomes No. 1 name on the seniority roster.—J. H. H.)

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HARRY DEWHIRST

★ Death came Tuesday night, October 5th, to Harry Dewhirst, for 27 years a resident of Portola, Cal., and long associated with railroad labor causes and civic improvement, being employed as a sheet metal worker in the Portola round-house, and was at his job until the evening of his death.

Mr. Dewhirst was active as a labor organizer and strived for years for closer understanding between railway labor citizenry and the various other civic bodies in Portola. He was Secretary of the Portola Shopcrafts, Chairman of the Safety Council, and Local Chairman of the Sheet Metal Workers.

Born in England, February 8, 1886, Mr. Dewhirst leaves to mourn his passing his wife, Amy, and his two sons, William and Sam, both in the services, as well as his many friends and associates. (J. H. H.)

RETURN POSTAGE GUARANTEED

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



★ In this picture, E. W. Englebright, now assistant to the president, is holding aloft his engineer's notebook to give the observer's eye a measuring index to the hugeness of the "Ben Hur Chariot," modern dumpcart drawn by a Caterpillar Sixty up grades ranging from 12% to 14% over soft dirt and mud. These chariots, which were first used in making the big Sheep Camp Creek fill, had a capacity of 10 cubic yards and weighed 17 tons. Latest types of modern equipment were utilized in constructing the Bieber Line. Thus, instead of mules and scrapers, there were power shovels and drag-line excavators, and the "catskinner" ruled instead of the mule-skinner.

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WESTERN PACIFIC SYSTEM SEPTEMBER WAR BOND RESULTS

	September Payroll Deductions	Quota	Per Cent
General Office	*\$12,880.30	\$15,392.00	8.37
Eastern Division	* 22,113.28	27,984.00	7.9
Western Division	* 25,516.44	47,766.00	5.34
Mechanical Department	* 23,319.49	26,462.00	8.8
Store Department	» 691.55	1,091.00	6.33
DC&H Department	* 501.36	1,931.00	2.6
Sacramento Northern	* 4,771.46	7,958.00	5.99
Tidewater Southern	* 764.85	880.00	8.69
Totals	*\$90,558.73	\$129,464.00	6.99
Including Cash Purchases	*\$35,906.25		
Grand Total	*\$126,464.98		9.77

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