

The HEADLIGHT



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THE HEADLIGHT

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EDITORIAL

BOLD NEWSPAPER HEADLINES to the contrary — no real decisive battles have yet taken place. To date the war has not been decisive battles — but military strategy. Allied forces are establishing bases, communication and supply lines, to get set for decisive action. Enemy forces are attempting to disrupt these plans to the utmost of their ability.

THE SUPREME TEST will come — swiftly — maybe in Australia — Alaska — or elsewhere.

IF we have done our job well at home, provided our fighting men amply, and with the equipment they require, decisive action WILL come — swift and sure. IF we fail in this task, the war will be long, bloody and costly.

GIVE ALL YOU'VE GOT, whatever be your chore at home, so our fighting sons will be equipped and ready for the test.

VICTORY — quick and decisive, will be the reward.

(Editor)

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WISDOM, INC.**DONALD M. NELSON SAYS:**

★ "I have talked to men who blame labor for lack of production. I have talked to labor leaders who blame management for lack of production. I have talked to managers who blame their suppliers. I have talked to suppliers who blame scarcity of materials. And I have talked to a lot of people who blame Washington.

"What have YOU done about it?

"My answer to each of these people has been: What have YOU done about it YOURSELF?

"To the business men who blame labor, I say:

"What have YOU done to settle the problem forthrightly instead of merely complaining? Have YOU really tried to remove the causes of just complaints against working conditions in YOUR plant?

"To the representatives of labor, I say: Have YOU really gone the

limit to adjust YOUR differences without stopping production?

"To those who whine that Washington hasn't done enough for them, I say:

"Where is YOUR initiative? Where is YOUR enterprise? YOU are always talking about preserving free enterprise. Where is it? Do YOU usually get business by waiting for the customer to call YOU and ask YOU to take an order? Have YOU made a thorough study of what the customer wants? Are YOU prepared to convert YOUR machinery to those needs? Can YOU show us what YOU can do? There isn't time for the Army and the Navy to determine what every plant can make. There must be initiative and enterprise at the other end of the transaction. If YOU can show the Army and Navy what YOU can do and are prepared to do it, most of the problem is solved."

"THE DAMNDEST FINEST RUINS"

★ Thirty-eight years after it actually happened here, rumors persist that our Japanese friends from across the waters are going to help us celebrate a momentous occasion in this city's history.

April 18th, thirty-eight years ago, Dame Nature made a frontal assault on San Francisco that the Nippons in all their fury could never equal. Without warning, that morning of April 18, 1906, Nature let go in all her catastrophic might, leaving a thriving metropolis shackled and choked by the smouldering ruins of her own debris.

(EDITOR)



D. C. WILKENS, L. A. GENERAL AGENT, RETAINS VIVID RECOLLECTION OF FIRE AND EARTHQUAKE

★ Do you recall old San Francisco? I have boyhood recollections of the cable cars on Market Street. I remember the old Lincoln Grammar School, "South of the Slot," the homes of the old pioneer families; the old cafes; the famous restaurants; the old Palace Hotel; the "Midway Plaisance" near Fourth, where "Little Egypt" did her dance; the old Chinatown; the old Barbary Coast. I remember the railroad men of the old days—such sterling characters as Fred Berry, Jack Inglis, Billy Shotwell, Matt Clarke, Fred Thompson and many others.

San Francisco retired on the night of April 17th with no thought of what was to come in the morning. I was residing with a Scotch family named Phillips at 14th and Guerrero Streets.

At a few minutes past five I was rudely awakened by a terrific shock, by the noise of falling walls and chimneys. I recall a violent shaking. The chandelier was swaying back and forth. I jumped out of bed, but could hardly stand on my feet. The shock lasted one minute and five seconds. It was very severe during its duration. When it stopped, everyone dashed into the street to see what damage had been done. The streets were filled with fallen cornices, walls and chimneys. Many of the old frame houses stood the shock well, while others were cracked, and some a mass of wreckage. I remember seeing the old Valencia Street Hotel, a four-story wooden structure, flat on the ground.

I walked down Market Street—the cable cars were not running—and this thoroughfare presented a memorable sight. We had to walk in the middle of the street, because the sidewalks were filled with

fallen walls, stone and brick.

At that time I worked for a wholesale liquor house at Battery and Commercial Streets, and down in the produce district I saw many horses killed by fallen walls. I remember seeing a drunken derelict in the gutter, and later wondering if he picked himself up before the fire came along.

The fire was starting a few blocks away. I decided to open the office and get some of the valuable books and records to a safe place. I turned the combination on the vault, and just then the second shock came along. Some bottles and cases that hadn't fallen on the first shock toppled over, and I thought my last day had come. The manager presently came along and we took the records to his home.

San Francisco's firemen were helpless in the face of the rapidly gaining fire, for the Quake had broken most of the water mains. I saw the Palace Hotel begin to burn, and soon the fire reached the Call Building. Martial law was proclaimed and the soldiers from the Presidio took charge. Many stories were told of people killed while looting. Actually there was very little looting, no tears, wailing or despair; but a great exhibition of courage, fortitude and good humor; and a willingness to help a neighbor.

The refugees from the burned districts flocked to the parks, cemeteries, the Presidio and the Twin Peaks foothills. Many people lived for weeks in Golden Gate Park. Cooking was not permitted indoors for about two weeks. The rows of stoves on every street presented an odd sight. The Phillips family and I moved to the foothills.

(Continued on Page 6)

By LAWRENCE W. HARRIS

Put me somewhere west of East Street
where there's nothing left but dust,

Where the lads are all a-hustling and
where everything's gone bust.

Where the buildin's that are standin'
sort of blink and blindly stare

At the damndest finest ruins
ever gazed on anywhere.

Bully ruins—bricks and walls—
thru the night I've heard you call.

Sort of sorry for each other
cause you had to burn and fall,

From the ferries to Van Ness
you're a God-forsaken mess,

But the damndest finest ruins—
nothing more or nothin' less.

The strangers who come rubberin'
and a huntin' souvenirs,

The fools they try to tell us
it will take a million years

Before we can get started,
so why don't we come to live

And build our homes and factories
upon the land they've got to give.

"Got to give!" why, on my soul,
I would rather bore a hole

And live right in the ashes
that even move to Oakland Mole,

If they'd all give me my pick
of their buildin's proud and slick

In the damndest finest ruins
still I'd rather be a brick!

EDITOR—WOMEN'S NEWS SAYS:

We read a rather amusing article in one of the magazines for gals, simplifying the international situation to the point of infantility. The definition of democracy is sweeping—it's all good, no drawbacks at all; Fascism is all bad. However, it is in coming to communism that the writer is really on the spot. Her explanation suggests a very bad compromise between our before-the-war attitude towards this ideology and a determination not to say anything downright nasty about the driving force behind our Russian allies' brilliant defense against the Nazis. All leaving one with the feeling of knowing about as much as before reading the article—or maybe a bit less.

PEOPLE and THINGS

By AL BRAMY

★ **One Man's Opinion:** Stigmatized with the yellow brand of cowardice for declaring himself a conscientious objector, Lew Ayres, popular film actor, faces a bleak future of ridicule and a blasted career.

Ayres undoubtedly realized how the public would lambast him for saying his piece. To this writer's way of thinking, it took plenty of moxie for Ayres to state his beliefs, no matter how misguided we might think they are.

Charley McNamee is Naval Reserve bound and marking time . . . ditto John Buckingham. Star athlete, Bruce Heilman, anxiously waiting exam for flying cadet. Carl Moore and Roy Campbell temporarily borrowed by the Government for War Relocation . . . which is evacuation of Japanese.

Gene Wilson and his to be, made an unannounced visit to Reno. Wonder if Chuck Faye gives himself a perishable report, now that he has a Victory Garden. Chuck has been appointed Air Raid Warden for whole of north end of Fresno.

Guest to Carl Mangum: "I see your little boy is hammering some pretty heavy nails into that fine piece of furniture." . . . and Carl: "Oh, that's all right, I get my nails wholesale." J. Digby (Seattle) wants SF pals of Marshall Boyd to know he did not have things his own way against the northern Domino players.

That was Western Pacific when . . . Dan O'McKellips took out his Engine a stormy morning in March, 1907, and found Bridge No. 10 impassable. The San Joaquin River was on a rampage and the entire country around Fitzsimons to Tracy was completely under water. Dan and his crew were on the southside of the washout five weeks before they were able to get home.

Irene Schuiepbach (St. Louis) tells of fine Red Cross work of Mrs. McKenzie and Mrs. Elchinger. Irene wears a Red Cross production pin awarded for over 60 hours of training . . . Astronomical signs have Cliff Cobb, confirmed bachelor, weakening. Seems some designing female has her hooks out and Cliff is nibbling.

Reams of praise from SF Sailor about kindness of New Yorkers, and to same Sailor who will pick this up in NY Ofc (if he's not overseas) we used our "connections" to advantage as you suggested.

In addition to the USO and Hospitality House affairs now in progress, arrangements completed for several thousand service men to dance in our best ballroom to tops in dance music for free every month . . . with partners from our best circles.

Telegrapher W. U. Tait isn't worrying about too much Sunday driving. He's got five new white walls . . . Walt Lang believes in feeding his fish well . . . uses a whole worm on a little smelt hook, worms retailing at 5c each, but the fish don't swallow the hook.

Quoting Dr. Kilgore: The recent unprecedented increase in first-aid enthusiasts has made it extremely hazardous to be injured in San Francisco. More damage can be done in a few minutes of ill-advised attention on the spot, than can be undone in months at the hospital.

J. H. Leary showed us facsimile of first W. P. train order . . . dated Oroville, Nov. 3, 1909. Gil Hibson nonchalantly presented applications for 14 new members from employes of local Freight Ofc.

Twenty members of Crocker 1st Nat'l Bank deposited two and one-half gallons of Blood at Red Cross Center . . . and contrary to popular conception, their banker's blood was found to be thick, very red, and full of healthy corpuscles, and not "thin" or "icy."

Our southern belle, Betty Crosby, and Ed Spowart, were Renovated . . . And Betty, how yoaah face crimsoned when you all let slip his name. Wheaties Program in receipt of three letters from Frank Perry asking for a bomb sight . . . Florence "Butch" Sawyer receives Orchids every week from unknown(?) admirer . . . Two to One this causes a family row, but brother Clifford says Sister Eleanor Emerson played Jacks until she was sixteen, which couldn't have been so long ago.

That was Western Pacific when . . . Harry Ardley worked as a messenger prior to construction in 1904. Used to ride a horse called "Whiskey Bill" who drank the stuff straight from a tin cup. On his jaunts thru the Canyon, Harry recalls how "Whiskey Bill" affected by the liquid would plod along with his eyes closed, or sometimes even stop stock still, deep in slumberland.

Walt Conway (Chicago) showed up at the ofc in a bleary eyed condition to announce the arrival of Ann Patricia at 3:45 Ayem March 12th. The gang had no inkling the Conways were expecting . . . and Walt didn't even take the day off.

Nitem: Marge Krohn at the scrumptious Persian Room . . . Al McQuaid at Gay 90's . . . Bunny Pratt likes the warbler at Club Shanghai. Carl Rath tch tching Muff Dancer at Melody Lane.

Eyetem: Pat Tobin calling down the "Curse of Cromwell" on the miscreant who slipped an orange shamrock into his hatband on St. Patrick's Day.

Some local citizenry in a spirit of resentment have advocated the demolition of the beautiful Japanese tea garden in Golden Gate Park. We could call it the Oriental Tea Garden, and wouldn't be kidding ourselves . . . much. At any rate it is not for us San Franciscans to manifest fanatic and barbaric symptoms, gripped by war hysteria, and destroy a land mark of lasting beauty in spite of its origin.

SPORT REVIEW BOWLING

Corven, Harlan Scramble for Records

★ With the end of the second half in sight, Freight Accounts and Transportation have been staging a dog fight for the lead. With 30 games played, the Freight Accts team consisting of Harold Heagney, Tom Kearns, Vern Geddes and Arthur Petersen are clinging to a one point lead over Transportation, with a record of 20 wins 10 losses, against Transportations 19 and 11. The Auditors and Car Records are tied for third with 15 wins 15 losses. The Traffickers and Treasurers who buttoned up the first half have identical records of 14 wins against 16 losses, followed by Disbursements and Telegraph.

The Big Ten individual standings as follows:

	Games	Avg.	High
1. Harlan	33	175	258
2. Corven	72	173	235
3. Heagney	66	168	214
4. Hyland	69	166	244
5. Craig	63	162	235
6. Mittelberg	39	161	220
7. Gentry	63	158	220
8. Kearns	69	154	229
9. Lewis	60	153	234
10. Sevey	69	151	196
10. Shelmerdine	63	151	229

Gil Hibson who alternates for Traffickers for 36 games has an average of 164, high game of 223.

Best records for past month were Joe Corvens 588 series, Bob Harlan with 576 series. High game honors went to Bob Harlan with 258 followed by Vern Geddes with 250.

Rookie Hal Furtney, alternating for Transportation, surprised even his team mates his first time out with a 193 high game, 505 Series.

★ ★ ★

W. P. SOFTBALLERS ENTER LEAGUE PLAY

★ A large turnout of first class material answered Chairman "By" Larson's call for softballers.

Encouraging to Larson and Manager Spen Lewis was the appearance of two good pitchers, Hal Nordberg and Bob Runge. Competition seems to be keen for other positions with the versatile Flyers, who have ended their basketball season, in favored spots to win regular positions.

Under WP Club sponsorship, the Softball team has been entered into the 1942 Industrial Men's Softball League to be pitted against teams such as The Examiner, American Can, Anglo-California, Kraft Cheese, and others.

Both Larson and Lewis are enthusiastic over the teams chances for a successful season.

FEDERAL SPEAKER PRAISES RAILROADS

★ Attended by many industrial and railroad leaders of San Francisco, including a very fine representation from the Western Pacific and Sacramento Northern, the Pacific Railway Club held its 25th annual banquet at the Palace Hotel on the 11th of March.

A new slate of officers to serve for the ensuing year was offered by Nominating Committee Chairman (Sacramento Northern president) Harry Mitchell and unanimously endorsed by the members present. Popular Sacramento Northern Chief Engineer Richards was elected Treasurer of the Club.

Speaker of the evening was John W. Barriger, III, Associate Director, Division of Motor Transport, Office of Defense Transportation, who stated the job of the O.D.T. to be to help the railroads of the country accomplish what might otherwise be impossible; to exchange information, ideas, and suggestions with the railroads and invite their action in certain instances, which would make unnecessary direct and formal methods. Mr. Barriger added that the O.D.T. would be a vigorous spokesman for the railroads before the War Production Board to assure the supplies and materials required for such operation. He also offered it as his opinion that Federal control of the Nation's carriers would be avoided and based this primarily on the fact that "the railroads have done a magnificent job without the aid of any parallel R.F.C. Defense Plant Corporation."

His listeners thoroughly enjoyed Mr. Barriger's masterful rhetoric in presenting the present day problems of the railroads, what may be expected of them during the emergency, and how the O.D.T. is planning to function in the National scene.

SPRING STIRS SACRAMENTO CLUB

★ Social and athletic activities again come to the front with the W.P. Amusement Club planning an ambitious program.

In charge of the successful Victory Dance held at the Oak Park Club House were Herb Gillespie, Herman Schultze, Henry Madison and Henry Leo. Favors were of red, white and blue, and the many prizes given out were in defense stamps.

This was followed by a Skate Party for members and their families. The committee consisted of Herman Schultze, M. E. Rose and Wally Ramos.

The sports program of the Club was inaugurated with weekly golf tournaments between members of the W.P.A.C. Golf team. Winners of the first week of play were P. H. Williams, Walter Schmedtje, Elmer Hoffman, Larry Crockett and Tom Harris Jr.

BUILDING THE WESTERN PACIFIC

By C. L. Germann

PART SIX:

★ About the time when granted Statehood, California was found to be rich in most of those things that go for material prosperity, especially those taken from the ground, but was short one vital commodity—Coal.

Spreckels Sugar Refinery in San Francisco with its large fleet of ships transporting raw sugar from Hawaii and the South Seas needed coal to operate. Because of transportation difficulties, however, the cost of coal was prohibitive when secured from Australia or Utah.

Sixty-five miles east of Oakland over the W.P. rails is Carbona, Calif. Here in the hills of the coast range, a picturesque and heretofore lonely canyon is found. Its secluded character and natural advantages for hiding and defense made it a favorite hide-out for the early California desperadoes. Corral Hollow is located within this canyon.

A tunnel was started in 1860 to exploit the coal bodies in Corral Hollow but it was not until 1890 that John Treadwell, who once owned and developed the famous Treadwell gold mine, most valuable in the world, became interested.

After selling the Treadwell mine, John, with his brother, James, had their attention directed to the coal bodies of "Corral Hollow." To men with their experience and resources, and that of the Spreckels Sugar Refinery, nothing less than a thorough investigation would suffice. This investigation disclosed the Corral Hollow property to be a larger and more valuable "find" than the great Treadwell mine had ever been.

Coal veins were traced through a length of over five miles, resulting in the purchase of a strip of land one mile wide, and six and one-half miles long, a total of 4,200 acres. In this work \$800,000 was expended. In 1895 the San Francisco and San Joaquin Coal Co. was formed and coal mines were started. The principal undertaking, however, was the building of a railroad from the mines to Stockton, Calif.

The Alameda and San Joaquin Valley Railroad Co., a subsidiary of the coal company was incorporated, and on July 1, 1896, the laying of 36.10 miles of rail from the coal bunkers on the Stockton Channel to the mine dump at Tesla (formerly Corral Hollow) was started.

The coal bunkers at Stockton when completed were able to handle 1,000 tons a day and as many as 50 cars were able to run up the incline to the top of the bins at one time. The coal was loaded here into cars for movement to distant inland points and for movement to the Bay Area for sale to ocean vessels, or for commercial use.

The railroad also hauled great quantities of gravel from this area to Stockton, which was used in building the streets of that city. After 47 years of gravel pit operations, one of the largest rock and

(Continued on next Column)

FIRST AID INSTRUCTIONS

(Dr. Cushman please take note)

First Aider, if you find us lying

On the ground and maybe dying,

Don't attempt to bandage us,

While there's life there's life, you bet

Don't apply the tourniquet.

Don't apply for our salvation,

Artificial respiration.

Do not stretch our bones and joints,

Do not press our pressure points.

If queer symptoms—don't you fuss,

Don't experiment on us.

If we're suffering from a shock

Take a walk around the block.

If you must be busy, pray,

Help to keep the crowds away.

So, whatever our condition,

Phone "Doc" Cushman, our physician.

Let us lie—we'll take our chance,

Waiting for the ambulance.

From FIRST AID we beg release,

Oh, FIRST AIDER—let us die in peace.

—Anonymous.

MILCOR STEEL COMPANY WRITES A LETTER

★ "We very much appreciate the service you have been giving us regarding the tracing of cars destined to your territory.

"We note in all instances you spend six cents for airmail letters to give us this information, but having experience with your line with regard to service, and under present conditions, we suggest that you save these six cent pieces and buy Defense Stamps with them. If we ever need information regarding the service on our cars, we will advise you."

Yours very truly,

MILCOR STEEL COMPANY

M. M. ROSE,

Genl. Traffic Manager.

sand companies is still shipping from River Rock, Calif., a branch line station, with no evidence of the supply becoming exhausted.

The Alameda and San Joaquin Railroad when organized in 1895 had the following officers: James Treadwell, Director; R. D. Fry, President; H. A. Williams, Vice Pres.; J. D. Brown, Treas.; B. M. Bradford, Secy. John Treadwell, Gen. Mgr.; S. Johnson, Master Mechanic. The equipment owned consisted of two road and one small switching locomotives, 40 flat cars, 20 coal cars, 20 box cars and other miscellaneous cars.

The road locomotives, constructed in 1896 by the Richmond Locomotive Works, Richmond, Va., were numbered "A-1" and "A-2" and had a tractive power of 17,400 lbs.

In 1903, the Western Pacific Railroad was incorporated to build a rail line between San Francisco and Salt Lake City. The first twelve stockholders, named in

(Continued on Page 6, Col. 3)

"The Damndest Finest Ruins"

(Continued from Page 3)

That night we watched San Francisco burn. It was awe-inspiring to see the fire consume block after block, to see old familiar landmarks and well known buildings go up in smoke. I believe it was not until then that the people had a full realization of the magnitude of the disaster.

A detail of soldiers put us to work one morning. Our job was to help burn up the remains of a number of horses which had been trapped in one of the many stables. It was a nice job. When that was completed we walked further into town. I'll never forget the sight of those smoking, blackened ruins.

Old timers remember the spirit displayed by everyone. Temporary wooden buildings quickly sprang up to house offices, stores and restaurants. The first manifestation of night life was along Fillmore Street. Tent shows were erected. That's where I first saw Al Jolson.

San Franciscans talk of the fire rather than the earthquake. This is probably because the fire lasted for days and left a greater impression. Also, those who lost their possessions felt a keener sense of personal loss.

The fire destroyed 2500 square miles of homes or about 500 city blocks. Amount of insurance paid out was \$163,713,330, although the exact amount of damage or the loss of life has never been determined.


Old timers will remember the poem written right after the earthquake—"The damndest finest ruins." It was typical of the marvelous spirit displayed by the people of San Francisco.—D. C. Wilkens.

Unprepared and with no thought of impending disaster, San Franciscans then displayed the fortitude that won the admiration of the entire world.

Today as disaster of a similar nature threatens, the foe, whether it be earthquakes or Japs, will find a city mobilized and ready; and should Dame Fortune decree that the city shall be razed again, so will we rebuild it again . . . newer and greater.

★ ★ ★

BUY — WAR BONDS!

A Particular Shop		For Particular People
Mission Street near First		

CIGARS

Be American — Always!
Smoke Palacio Cigars

MAT PALACIO

256 California St.

FEMININE FREIGHT

By PAT NICKERSON

★ Bridal costumes department again: Mary McCully Milholland was lovely in a costume of two shades of blue at her recent wedding. Her two-piece pale blue crepe dress was set off by a navy-and-white lace hat and very frivolous navy suede sandals.

Little Lee Day has also chosen blue for her outfit. She'll wear a gray-blue suit with navy accessories when she goes to Reno the 28th. Her navy straw hat boasts pink feathers and a veil with pink dots.

★ ★ ★

You who don't find relaxation in Faith Baldwin's novels, or those of Mrs. Norris, should read the new novel by John Steinbeck, "The Moon is Down." Whether you consider Mr. S. the greatest interpreter of life in our day or a misguided liberal-into-radical, you'll be moved by the beauty of his writing and the strength of his message in this new book.

It's the story of a village in a small European country shortly after the coming of the invader. The awakening of the people to the fact that they have been conquered is tremendously moving; their bewilderment, their slow comprehension of what great changes the war is going to make in their lives, and finally, their anger.

One character does not stand out above the others; even the least is true and clear.

Steinbeck has again demonstrated his ability to express in the action of live characters, in the delicate sureness of his prose, the fact that free men, no matter how uneducated, unsophisticated, if you will, will put that freedom above everything, even their lives. A timely message for us who may be on the verge of losing ours.

★ ★ ★

You've all probably seen this next item in the stores a dozen times, but need to be reminded again that it's smart and practical, and makes a grand gift. The set comprises 12 coasters, 36 paper napkins, and 14 books of matches, with name printed on all. Comes in all reasonable colors.

★ ★ ★

Two bright spots in the same dull day: A supplement to the interchange report comes in marked, as a change from the more elegant (and grammatical) "omitted," simply "don't show."

And at the end of a tally sheet error so large that it required two rows of x-ing out, the night dispatcher expresses his feelings in a string of typewriter symbols that could mean only one thing.

Building the Western Pacific

(Continued from Page 5)

the order of stock issued, were:

W. J. Barnett, J. D. Brown, John Treadwell, James Treadwell, Henry F. Fortman, John Lloyd, George A. Batchelder, A. C. Kains, F. M. West, C. A. Gray, David F. Walker and John F. Howland.

In April, 1907, The Western Pacific purchased The Alameda and San Joaquin Railroad, acquiring the Engines "A-1" and "A-2" which were renumbered "WP 121 and WP 122." The WP 121 was scrapped in 1934, but after 46 years of active service, WP 122 is still in use around its original homestead territory.

Daniel McKellips, locomotive engineer on the A&SJ RR became one of the first engineers of The Western Pacific. McKellips retired in 1939 after 46 years of service with the above two railroads.

"AT THE CORNER"

... A Few Steps From
Your New Building

★

QUALITY FOODS
REASONABLE PRICES

★

The Commuter

Invites You to

Breakfast

Luncheon

★

Dinner

YUkon 1893

Pay checks cashed
for your convenience

Constructive Criticism Invited

INSURANCE

IS THE PAY CAR
IN CASE OF

ACCIDENT

OR

SICKNESS

Get Your Health and
Accident Protection

from

ORDER of RAILWAY EMPLOYEES

100 PHELAN BUILDING

San Francisco

California

DON'T SPREAD RUMORS

★ It's impossible to overestimate the danger of spreading military information—and also one of its twin brothers—gossip and rumor.

On the subject of gossip and rumor, the following resolution was unanimously adopted by the American Legion Service Club, composed of Legionnaires from all East Bay Posts. Ben Tooley is the club president; and Jesse Holmes from our Oakland office is an active member on the Resolution Committee:

A RESOLUTION:

WHEREAS, our nation has been subjected to an unprovoked attack by the Japanese forces, and Congress has declared that a state of war now exists between the United States and the Imperial Government of Japan; and,

WHEREAS, our national unity is dependent upon the individual will to resist, and that such will is best manifested by a calm and deliberate approach to war to the end that our democratic way of life shall survive to bring peace to the world and security to all free men; and,

WHEREAS, the modern technique of war includes the spreading of false rumors and reports as a means of psychologically dislocating the civilian personnel and their contribution to defense;

THEREFORE BE IT RESOLVED, that the American Legion Service Club of Oakland now appeals to all citizens to refrain from repetition of rumors and gossip; that each of them resolve that such rumors and gossip shall be challenged at their source, not only as to their truth, but as to the motive for their repetition and their objective; and,

THAT IT BE FURTHER RESOLVED, that every citizen be on the alert to detect the source of such rumors and gossip so that such deliberate attempts to disturb civilian morale shall be stopped at the very outset; and,

BE IT FURTHER RESOLVED, that this service club appeals to all citizens to report to the proper authorities any semblance of speech or action which in their opinion may in any manner contribute to the disunity of our nation and its purpose in this fight for freedom, and to refrain from any attempts to make further investigation so that such information can be properly handled and investigations therefor made by the proper authorities.

THINK before you speak—DON'T spread rumors—LET our guns do the talking!

San Francisco	California
KING GEORGE HOTEL	
All Rooms with Bath Outside Exposure	
Rates:	
Single, \$2	Double, \$2.50 per day
Mason Near Geary Street	

SATURDAY MORNING WITH THE W. P. AT CHICAGO

It's Saturday morn, a quarter past eight,
The phone starts ringing, does it never abate?

The mail is stacked high, the stenos all groan,
Another tough day, that surely is known.

The solicitors punch in for the day they all dread,
Knowing, as in the past, just what lies ahead.

The passenger gents, the traveling men,
Ready to start in all over again.

Now a quarter to nine, no longer so quiet,
A reasonable facsimile of the Haymarket Riot,

Robbins wants a steno, Gibbons a line,
All are tied-up, now isn't that fine?

Stoney wants the reports, he's a little too late,
Hanson's checking up on his weekly freight.

Riegel is here, too, brief case and all,
Then John Nolan's heels are heard in the hall.

Libbe and Duever over at the switch-board,
Five calls every minute, that their day's reward.

Long distance for Hanson, his troubles, they're real,
While Warren does browse over a perishable deal.

Ritchie wants someone to copy a letter,
No stenos, no typists, he'll have to do better,

The ticket exchanges, ah, today is the day,
And Bob Gonsalves' face is no longer so gay.

George Wenig, the C.C., is gnashing his teeth,
Praying and hoping for some sort of relief.

Tariffs and clearances, a forwarder's complaint,
His tho'ts towards his fellowmen aren't those of a saint.

And the stenos, yes, those unfortunate birds,
Trying to take down a conglomeration of words.

When they sit down to try and read their notes back,
What they see is just Greek, that's really a fact.

Now it's a little past 12, the sun bright overhead,
You'd think it was five, your body is so dead.

But we keep up the struggle, the fight must go on,
Comparable, in our own way, to the men of Bataan.

The work once stacked high, is on its way down,
"First call for all mail," says "General" Brown.

What a short time ago was unbelievable confusion,
Now that's all cleared up and not just an illusion.

(Continued on Page 8, Col. 2)

1941 A RECORD YEAR

★ American railroads shattered all previous efficiency records and set up new ones in moving the unprecedented freight traffic of the country in 1941, according to complete reports just received for that year, J. J. Pelley, President, Association of American Railroads, announced today. Summarized, the outstanding operating performance of the railroads in 1941 follows:

1. The average amount of freight carried per train was greater than ever before on record.

2. Those trains were moved over the road nearly one and one-half times as fast as twenty years ago.

3. Freight train performance per hour was approximately twice as good as in 1921.

4. Greater utilization was obtained from freight car ownership than ever before.

5. Number of freight cars in need of repair was lowest on record.

6. Average daily mileage freight locomotives were operated attained new high mark.

7. Average daily movement of serviceable freight cars highest ever attained.

8. Average load per car was greater than ever before.

9. Fuel efficiency in freight service was the highest on record.

Outstanding in railroad performance was the increase in the amount of freight that was carried per train, that average in 1941 having been 915 tons, or an increase of 41 per cent compared with 1921. In 1940 the average was 849 tons and in 1929, the year of heaviest traffic in the history of the railroads, it was 804 tons.

Freight train performance in 1941 was approximately twice that of twenty years ago. That is, gross ton-miles per train hour increased from 16,555 in 1921 to 34,684 in 1941, or 109.5 per cent, while net ton-miles per freight train hour increased from 7,506 in 1921 to 14,938 in 1941, or 99 per cent. These are new high records in both instances.

Freight locomotives in 1940 operated a daily average of 116.4 miles, which also was a new high record. The average daily movement of all freight cars, which includes time of cars being loaded and unloaded, was 42.6 miles in 1941, a new high record, and an increase of 65 per cent compared with 1921. Net ton-miles per freight car per day was 795 ton-miles, also a new record. The previous record was established in 1940, with an average of 664 ton-miles per day.

Fuel efficiency in freight service was never better than in 1941. Despite the increased weight per train and the increase that has taken place in the average speed of trains, the railroads in 1941 averaged 111 pounds of fuel for the movement one mile of 1,000 tons of freight and equipment. This average has never before been attained. For each pound of fuel used in freight service in 1941, the railroads hauled nine tons of freight and equipment one mile compared with 6 1/5 tons in 1921, or an increase of 46.3 per cent.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



RAIL ODDITIES

★ Seventy-five per cent of the 600,000 troops moved by the railroads during the seven weeks following Pearl Harbor traveled in Pullman cars.

* * *

The type of T-Rail which is used today by railroads throughout the world was designed about 1830 by an American railroader.

* * *

To highlight the importance of proper packing and careful handling in the prevention of freight loss and damage, American railroads and shippers each year observe April as "Perfect Shipping Month."

PACIFIC COAST REGIONAL ADVISORY BOARD

★ Pacific Coast Regional Advisory Board meeting in Los Angeles had in attendance from San Francisco, W.P. executives Mitchell, Roper, Curtiss, McClymonds, Barry, Leary, Spowart and Fisher. Blasphemy by Jim Leary who threatened to fly back to S. F. because L. A. Chief Clerk Ed Reel couldn't get him a lower. Leary defended himself by saying he knew there weren't any planes available.

* * *

OAKLAND TRAFFIC CLUB

★ Oakland Traffic Club celebrated "Railroad Night" at Athens Athletic Club. Colonel Robert S. Henry, AAR, was guest speaker. Tom Murphy of Northern Pacific was general chairman, assisted by Carl Mangum of W.P. who presented Malcolm Roper, W. G. Curtiss, M. E. Boyd, Frank Steele and T. P. Wadsworth.

J. H. Coupin acted officially as representative of the President of the P.T.A.

* * *

Saturday Morning With the W.P.

(Continued from Page 7)

All of the boys are pounding away. To get their work done and call it a day. The outgoing mail soon starts pouring through, Just as "General" Brown gives call Number Two.

Five minutes to one, five minutes to go, To get our work done before we can "blow."

The last letter comes off of the typing machine, A day's work is done, our slate is now clean.

We all do our job the good old American way,

With a maximum of efficiency and a minimum of play.

We're true to the W.P., so capably manned,

For God and For Country, that's where we stand.

—(Chicago author unknown)

E. M. CAFFERY

★ E. M. "Mickey" Caffery, road foreman of engines, assigned service on the western division, between Portola and Oroville for the past two years, died March 21st, in a Sacramento hospital. "Mickey" had been confined to a hospital for about two months previous to his death.

Mickey was well known along the entire line and his host of friends will miss his genial smile. He entered service with the Western Pacific in August, 1915, and was promoted to engineer in 1920. He was later promoted to road foreman of engines in 1923, and then assigned between Salt Lake City and Elko.

* * *

ROOF LOUNGE OPENED

★ Executive Secretary C. L. Droit has announced the roof lounge will be ready for occupancy this week. All kitchen facilities and furniture has been installed.

* * *

BUY BONDS

★ A recent communique from the besieged forces of General MacArthur says that the troops on Bataan have each assigned one month's pay for Defense Bonds and Stamps. To those of us safe from the machine guns and dive bombers of the Jap, this gesture by men who are bravely facing death should be an inspiration. They are offering their lives for our country. Surely, we at home can sacrifice a little for those who are sacrificing much!

We Americans are fortunate people. We have the privilege of buying Defense Bonds—providing for the future and at the same time helping Uncle Sam's war effort. In dictator dominated countries, we could be forced to support the army—but there would be no provision for the future. Let's exercise our freedom—enjoy our privilege by buying Defense Bonds and Stamps regularly.

* * *

YOUR BONDS WILL BUY

- ★ M-1 Garand Rifle—\$80
- Machine guns of various types and calibres—\$500 to \$3,000
- Heavy case demolition bombs—\$100 to \$500
- 37 MM Anti-tank guns—\$6,500
- 37 MM Anti-aircraft guns—\$20,000
- 90 MM Anti-aircraft guns—\$50,000
- 75 MM guns—\$10,000
- Light tanks—\$40,000
- Medium tanks—\$75,000
- Pursuit plane—\$55,000
- Light bombardment plane—\$210,000
- Heavy bombardment plane—\$335,000.

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