

**Give us planes!**



## THE HEADLIGHT

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★

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## WESTERN PACIFIC CLUB

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★ "GIVE US PLANES!"—our cover, is a photograph by Valentino Sarra, one of the nation's foremost photographers. Permission to reproduce it in THE HEADLIGHT was secured from the U. S. Camera Publishing Corp., who publish one of the finest photographic magazines in the nation.

## EDITORIAL

★ "GIVE US PLANES!" . . . our cover . . . is NOT a pretty picture! Neither is WAR a pretty picture. The vital message this picture drives home so effectively cannot be adequately put down with printed words.

"GIVE US PLANES!" means just that. Gone are the days when wars can be won with men alone. This is a war of equipment, and planes—bombers—fighters—pursuits—and all the other varied and essential types, are the difference between success or failure.

To preserve our very existence we have been compelled to wage war upon far-flung battle lines. To maintain these lines, the President has said THAT DURING 1942 WE MUST PRODUCE OVER 60,000 PLANES!—45,000 tanks—20,000 anti-aircraft guns—8,000,000 tons of shipping—in addition to mobilizing, training and equipping millions of fighting men.

MODERN WAR COSTS BILLIONS! To realize the magnitude of the financial problem facing us we learn that reliable estimates indicate that our government will spend 60 BILLION DOLLARS—or more—during the next fiscal year. The Revenue Act as it comes from Congress will determine how much of the money is to be raised by taxation—the balance must be borrowed by the Treasury. It is estimated we shall have to borrow upwards of 35 BILLION DOLLARS between now and this time next year.

### WAR BONDS ARE THE ANSWER!

The more WAR BONDS the people buy—the less money the Government will have to borrow from commercial banks, the less serious inflation will be. TIME IS SHORT! The ever-increasing demands of our war machine create an urgency that we cannot escape or evade. Occasional bond purchases will not win the war! Regular deductions from your paycheck for the duration will! NOW is the time to come to the aid of our country—with WAR BONDS—to provide stability to our government and security to ourselves.

Let's provide the billions necessary and send the answer—in VERY LARGE quantities—to our fighting men whose plea is . . . "GIVE US PLANES!"

THE EDITOR.

★

## WISDOM, INC.

### THAT A PEOPLE SHOULD UNDERSTAND . . . PROCLAIM "AMERICAN DAY"

★ WASHINGTON, April 8, 1942. The text of President Roosevelt's proclamation making May 17 "I Am an American Day" follows:

Whereas public resolution No. 67, approved May 3, 1940 (54 Stat. 178), provides in part:

"That the third Sunday in May each year be, and thereby is set aside as Citizenship Day and that the President of the United States is hereby authorized and requested to issue annually a proclamation setting aside that day as a public occasion for the recognition of all who, by coming of age or naturalization, have attained the status of citizenship, and the day shall be designated as 'I Am an American Day.'

"That the civil and education authorities of states, counties, cities and towns be, and they are hereby, urged to make plans for the proper observance of this day and for the full instruction of future citizens in their responsibilities and opportunities as citizens of the states and localities in which they reside"; and

Whereas it is even more essential in time of war than in time of peace that a people should fully understand the form and genius of their government and the responsibilities of citizenship:

"Now, therefore, I, Franklin D. Roosevelt, President of the United States of America, do hereby designate Sunday, May 17, 1942, as 'I Am an American' Day; I urge that the day be set aside for the recognition of all our citizens who have attained their majority or who have been naturalized during the past year; and I call upon federal, state and local officials and patriotic, civic and educational organizations to take part on that day in exercises designed to impress upon all our citizens, both native born and naturalized, the duties and opportunities of citizenship and its special responsibilities in a nation at war.

"In witness thereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

"Done at the city of Washington this seventh day of April, in the year of Our Lord Nineteen Hundred and Forty-two, and of the independence of the United States of America the one hundred and sixty-sixth.

FRANKLIN D. ROOSEVELT  
 By the President:  
 Sumner Welles,  
 Acting Secretary of State.  
 (Seal)

## RAILROADMEN'S PART IN THE NATION'S DEFENSE

By O. HOMER BRYAN, Western Pacific R. R. Co.

★ Ordinarily we discuss railroad problems as related to individual, industrial, and national well-being. Today these problems are more grim. We must raise our sights for railroad work now must concern itself with something greater than well-being; it must be a part of an arduous struggle for national survival.

We are in an era of great national peril. We are in an hour when the military success of authoritarian governments is so astounding as to bring up the question of whether democracy and our way of life can survive. We know that totalitarian government controlling the bodies and souls of men, with its ever increasing use of force and violence can have discipline but never dynamic life. But can societies of free men have that measure of discipline necessary to direct their energies into mighty currents that will stop and conquer the power of tyranny and despotism that has swept across the surface of the earth crushing the ideals and security of man? That question, is unfortunately, as yet not answered.

We, as railroadmen, can do much to add to the force necessary to crush international banditry. But to do so our resources, both in man-power and materials, must be fully employed and their direction must be both judicious and vigorous. The effectiveness of our military operations depends upon the intelligence and vigor with which we develop and use our plant, equipment and civilian man-power. We are clamoring for offensive action. That is right. But let us remember that in mechanized warfare offense must begin at home. No matter what the valor and skill of our military men may be they are all dependent upon our production and lines of supply.

Our railroads are the vital arteries leading from the sources of production to the seaboard. There are no other arteries to substitute for them. Will supplies feed through them in feeble currents or will they go surging through driven by the powerful patriotic heartbeat of railroadmen? Small volume of production and feeble currents of supply can never protect us from the Hell-conceived vortex of tyranny that we see upon the horizon.

Realism is the foundation rock of successful effort. What is the realism of our present circumstances? The problems associated with railroad operation are now more difficult than is ordinarily the case. And the consequences of failure are so much more serious as to require that they be approached with not only intelligence and diligence but also with patriotic devotion of the highest order.

Employees and officers must, first and foremost, be citizens of this great Republic. This allegiance must transcend every other consideration. Their trust must be carried with scrupulous fidelity, and with ever deepening thought as to how our responsibility can be faithfully discharged. If we, and the American people in general, are now much concerned about whether your philosophy or mine shall govern, whether your interest or mine shall prevail, we will forfeit the right to have either philosophy or interest. For there is at stake in this war everything that was handed to us from Valley Forge.

Men respond best when their full powers are challenged.

Let it be known that our full powers are challenged here and now and that our every act must be in harmony with what we profess to believe.

We are now confronted with several factors not ordinarily as difficult to deal with as they will be during the present conflict. First we have the influx of many new men in the service. With them educational work must be more constant and intense than ever before, and there rests upon experienced men in the ranks a greater responsibility to participate in this educational work as it reflects on both safety and efficiency in railroad operation. Secondly the necessity of conveying means rushing war materials to the coast when ships are ready. The resultant movement of our volume in waves will cause troublesome peaks in employment, problems of car supply and other difficulties associated with such conditions. When these peaks come all of us must expect long hours of work, difficulties of train movement and sub-normal

(Continued on Page 6)

## SO THAT WE MAY BICKER AND ARGUE AND MUTTER

By AL BRAMY, Associate Editor

★ Located in the Western Hemisphere, washed by the waters of the Atlantic and Pacific Oceans, lies that fabulous land known as the United States; the richest, most powerful and most advanced of all countries.

The United States is divided into 48 sections known as States. The people who live within the borders of these states call themselves Americans, although they have no more right to the name than the people of Mexico, or Chile, or any of the republics of the Americas.

Perhaps it is in recognition of those hardy pioneers who called themselves Americans on that July 4th day of 1775, who proclaimed that come what may, they were going to live their lives their way, that the world associates the United States as the home of the Americans.

For the United States which cannot boast of pure stock or ageless culture, can say, "We are Americans. We believe in the right of free speech, freedom of religion, freedom of the press. We believe in a Government of the people, by the people, for the people."

But as no place is perfect, neither is the United States. As we look at it through our gigantic magnifying glass, we see there is dissension, mutterings, bickerings, and the such, which only a land of freedom that allows self expression and thought could have; for every man is unto himself a king.

And as we flip the pages back on the history of this present day Utopia, we find there was always bickering and arguing, and muttering; yea e'en back to the days of George Washington and his valiant army in that dreaded winter at Valley Forge, for verily did even that continental army mutter.

But as we hastily flip the pages we see too a singleness of purpose, a unity of mind and action—a determination that no man, or power, no force shall ever take away from them their prerogative to bicker and argue and mutter.

And so we see today its manpower mobilized, its resources commandeered, its huge plants and factories producing to capacity. We see assembly lines rolling out endless streams of tanks, guns and trucks, and the countless mobile units of a fighting army. We see formidable Bombers and swift Pursuit planes that darken the sky by their numbers.

We see a mighty two-ocean Navy and a vast Merchant Marine evolving out of the morass of complacency.

We see the cumbersome mechanism of a great democracy extricating itself from the imbroglgio of politics, thus proving to the dictators that expediency fosters action—the willing action of free men, and not the forced action of slave labor.

We see the greatest nation on earth geared to an unbelievable speed—turning out the greatest striking force on earth because the megalomaniacs inhabiting it are trying to tell us that we shall not have the right to mutter, argue or bicker.

And we see the fallacy of the Facist theme that Democracies create weaklings, for we see these Americans on wide flung fronts in opposition to the forces of ruthlessness and suppression.

Weaklings? That pitiful small band of Marines on Wake Island who laughed at impossible odds and shouted, "Send us more Japs." They were Americans!

Weaklings? Those heroic men of Bataan who held out day after day on short rations, with no aerial protection, subject to relentless bombings, airplane strafing and mechanized might. In the face of unsurmountable odds they fought the greatest delaying action of the war. They taunted when they could have begged. They were Americans!

We see the fallacy of the "pure Aryan Superman myth" for who are these Americans but the descendants of Dutch, Germans, French and English. They came from Ireland, Poland, Italy, Turkey and Czechoslovakia. They are Russians, Swedes and Greeks.

They came to the United States as typed individuals, but imbued with the belief in equality and the democratic way of living. They were thrown into the huge melting pot, thoroughly mixed—and they came out Americans. They took their places in their communities, established their homes,

(Continued on Page 6)



## ARTHUR CURTISS JAMES... AMERICAN

By WALTER C. MITTELBERG

General Freight Agent, Western Pacific R. R. Co.

★ The heritage of America is a great and sturdy one; a nation carved out of the wilderness and founded on the cardinal principles of freedom and liberty. Such a heritage could not fail to produce truly great figures in each generation and one, who was very close to us on the Western Pacific Railroad for more than a decade, was Arthur Curtiss James.

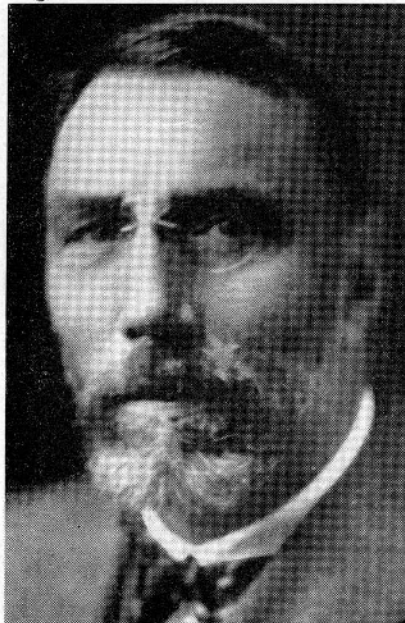
A charmingly modest and unassuming man, shunning personal publicity, Mr. James, through most of his life, was better known as a yachtsman than as an industrialist. Yet the financial world knew him as one of the wealthiest men in America and the world's largest private owner of railroad securities making him a dominant factor in the control of 40,000 miles of American railroads... nearly one-seventh of our total rail mileage.

Included in this total was the Western Pacific Railroad and his associates knew that none of his interests ranked higher in his personal regard. There is little need to tell this to the officers and employees of the Western Pacific with whom he came in contact. Known to our trainmen, enginemen and stationmen, from one end of the railroad to the other, was the always pleasant smile, the twinkling eye, the ready wit and the King Edward beard of the generous and understanding Mr. James, for many years Chairman of our Board of Directors.

To them, as to all of us who were fortunate to come within his orbit, lives the memory of a great man, alive with the democratic spirit of America, with a sincere and thorough understanding of the problems of his fellow-men... and a desire to do something to alleviate suffering and adverse conditions. Mr. James made many contributions, totaling millions of dollars, to charitable and educational organizations, as well as to individuals; one of the better known benefactions being the erection of Christodora House, a completely equipped settlement building in the Gramercy Park section of New York City, for the use of his less fortunate fellow New Yorkers.

In this liberal giving to public causes, Mr. James followed in the footsteps of his father D. Willis James... and like his father, he disliked publicity, many of his donations being made on the express condition that they be not made public.

For three generations the name of James was a distinguished one in business leadership and enterprise. The James fortune originally was made in the copper, silver and gold mines of the Southwest and Northwest by Daniel



Arthur Curtiss James

James (grandfather of Arthur Curtiss James), who helped make history in the frontier days of the Far West. In 1828, Daniel James and Anson Phelps began laying the foundation of what now stands as one of the great copper producers of the world... the Phelps Dodge Corporation. Some 25 years later, D. Willis James (son of Daniel) became a partner in that firm and a distinguishing factor in his career was his liberal giving to deserving institutions.

As a young man, Arthur Curtiss James knew the traditions of the "great empire builders" of the railroad industry... James J. Hill, E. H. Harriman and George Jay Gould. From his earliest days in business, Mr. James had been interested in the railroads of the West. When, in 1907, he inherited a large estate from his father, he was not content to permit this fortune to lie dormant. Instead, he set about building up his interests in the railroad world, steadily but quietly, rarely giving any announcements of his plans. One of the few exceptions to this rule was in 1926 after he acquired control of the Western Pacific.

In time, his own rail holdings included more mileage than had been controlled by the three "empire builders" combined... and he had interests in the pet roads of all three, controlling Hill's

Great Northern and Gould's Western Pacific and owning a large block of stock in Harriman's Southern Pacific. His investment in rail securities was estimated at \$350,000,000. Too, he succeeded where Gould had failed—in completing an independent rail system from Chicago to San Francisco by utilization of the Burlington, D&RGW, and Western Pacific.

In November 1931, Mr. James drove the golden spike at Bieber, symbolizing completion of the connecting link between the Great Northern and the Western Pacific and providing another strategic rail link between the north and south Pacific Coast. Mr. James, always a believer in a great destiny for the West, helped finance the Western Pacific portion of this line, which has since developed into a very prolific traffic producer.

He was an enthusiastic yachtsman, holding a master's license giving him the right to captain his own vessel. His devoted attachment to ALOHA, his 700-ton bark-rigged auxiliary yacht, was well known to his close friends. Three times he sailed her around the world, in addition to many cruises for scientific investigation. He greatly preferred sailing and, though ALOHA was equipped with Diesel engines of the latest design, he was proud of the fact that in 1913, ALOHA went from Sandy Hook to Gibraltar in 16 days, 22 hours, without using the engines.

His homes at Newport (Beacon Hill House), Miami (Four Way Lodge), Tarrytown, New York (Phelps Place) and his New York City town house were magnificent show-places where friends and associates were always received with the typical James warmth.

Yes, I Am an American... and mighty proud of it for many reasons, not the least of which is the inspiring life of a great contemporary American, the lovable humane and democratic Arthur Curtiss James, who will live always in the thoughts of those who knew him as long as they can see boats sail the oceans and locomotives trundling their passengers and loadings across our fair land.



**WAR BOND RALLY  
INAUGURATES DRIVE**

★ The Western Pacific System drive for 100% enrollment for the purchase of War Bonds through payroll deductions was officially gotten underway at a rally held in the General offices before 250 enthusiastic employees and officials.

While the rally was in progress subscription cards were distributed among the audience by master salesman, Cliff Norden of the Engineering Dept. At the end of the rally, Walter C. Mittelberg, master of ceremonies and chairman of the Western Pacific War Savings Committee said that the response was most gratifying.

Commendation of the war bonds program and predictions that it would be successful were expressed by Charles Elsey, president, and Col. E. W. Mason, vice-president.

The program was interspersed with patriotic and railroad songs led by Al Bramy, Operating Dept. Highlight of the rally was the appearance of "The Naturals" a smooth musical trio currently featured at The Melody Lane night club. Lovely Bettye Shaw, local Radio songstress, had the boys swinging in her direction as she sang her numbers to excellent accompaniment of The Naturals.

Other speakers were Marshall E. Boyd, assistant freight traffic manager, Thomas P. Kearns, auditor of freight and passenger accounts, Frank W. Steel, assistant freight traffic manager, and Henry E. Fegley, assist to general manager.

L. T. Davis spoke as the representative of the Brotherhood of Locomotive Firemen and Enginemen and P. J. McCarthy, general chairman of the Brotherhood of Railway Clerks, voiced support of that organization. \* \* \*

**BOWLERS CLOSE SEASON  
WITH DINNER DANCE**

★ Fifty W.P. bowlers with their wives and girl friends gathered at the smart Lido's Night Club to honor the outgoing officers and to present medals and a trophy for outstanding events during the post bowling season.

While throngs danced beneath them, the W.P. people all gathered around one long table on the upper balcony listened to short talks by outgoing prexy Spen Lewis and new prexy Jack Hyland.

The lush surroundings, sparkling floor show and dinner dance music—and the er . . . cash outlay, made it a night long to be remembered. Committee in charge were Al Bramy, Jim Drury and Jack Hyland. \* \* \*

**BOWLING CLUB ELECTS  
NEW OFFICERS**

★ By a unanimous vote of the bowlers, new officers elected for the 1942-43 season were Jack Hyland, President; Joe Corven, Vice-president; Al Bramy, Secretary; and Howard Sevey, Treasurer.

They succeed President Spencer Lewis, Vice-president Jack Hyland, Secretary E. R. McKellips and Treasurer Tim Moran.

**NEW DIESEL SWITCHERS**

★ The first of our eight new diesel-electric switch engines reported and described in detail by P. L. Wyche in the December HEADLIGHT will reach Salt Lake for delivery by May 5th or 6th.

W.P. 504 and 505 departed from Schenectady, N. Y. April 28th and when received will be a very welcome addition to our quota of available power. The six remaining switchers are expected to follow shortly. Engines 504 and 505 will probably be assigned to Oakland and San Francisco.

\* \* \*

**RED FEATHERS**

★ Club president Walter Mittelberg appealed to Company officials for funds to outfit the Softball team. The fund was over-subscribed so that not only are the ball players sporting new shirts and equipment, but the Bowlers will probably have W.P. medallions on their shirts next season.

Its Red Feathers to Messrs. Elsey, Mason, Poulterer, Phillips, Quigley, DeGraff, Post, Droit, Simmons, Englebright, Bates, Mitchell, Roper, Curtiss, Boyd, Steel, McClymonds, Fauntleroy, Emerson, Gallagher, Groom, Fegley and Mittelberg—who donated generously so we might play.

**WARNING!**

**TO WESTERN PACIFIC EMPLOYEES:**

**Along with men in uniform, every railroad employee is actively in this war. The men in uniform are trained to serve in silence. It is equally important for railroad employees to do likewise. In the performance of their duties railroad employees come into possession of, and are ENTRUSTED with confidential information of value to the enemy. It is their sacred duty, as loyal American citizens to guard that information. Do not discuss it with ANYONE . . . not even members of your family.**

**Be on your guard constantly. Work carefully and Serve in Silence.**

**E. W. MASON**  
Vice-Pres. & Gen. Mgr.

**W. P. HEADS WAR BOND DRIVE**

**W. C. Mittelberg heads committee to contact W. P. System**  
(Reprinted from The Tale Lite)

★ The campaign of the U. S. Treasury Dept. to enroll Americans in a program contemplating purchase of War Bonds and Stamps through payroll deductions represents a vital part of our "all out" war effort.

The Treasury Dept. is especially urging greater participation in these purchases on the part of the railroad industry—both employees and officers. With this in mind, the A.A.R. has asked all member roads to aid this campaign by the establishment of a General Committee with Local committees at principal points reporting to the General Commit-

**HENRY POULTERER  
ADDRESSES TRAFFIC FORUM**

★ Before one of the largest Traffic Forum luncheons of the Pacific Traffic Association ever held, H. E. Poulterer, Vice-President in Charge of Traffic, spoke of the railroads place in the national emergency and the ability of the Roads to "keep 'em rolling" despite the unprecedented volume of business.

He pointed out that the Carriers have been called upon to handle this abnormal traffic in the face of an abnormal ability to secure the materials required to meet the demand, such as motive power, equipment and essential items needed for repairs. Also that the railroads have been able to meet the demands of both government and commercial traffic without inconvenience to the latter.

Significantly, Mr. Poulterer mentioned the tremendous government funds spent to expand the industrial war plant. This has not been true, except to a very limited extent, for the railroads, who have had to dig into their own jeans to produce funds required to increase and enlarge facilities to meet the emergency demands. Railroads should be credited with an "assist" for doing the job and making the expenditures without hesitation, in spite of the uncertainty of a continuing volume of traffic.

Figures taken from 1941 showed that \$367,000,000 was spent for power and rolling stock out of an approximate \$543,000,000 net income earned by the nation's railroads. This expenditure enabled the railroads to handle the large volume of traffic in 1941 and the even higher volume moving this year; and makes it possible for the railroads to deliver their product a little quicker and a little better than any other industry.

Mr. Poulterer cited a complaint of a shipper over a 24-hour railroad delay to a shipment ordered eight months earlier! This delay occurred during the peak movement last fall. He pointed out, however, that complaints of this nature were the exception, rather than the rule, and praised the spirit of cooperation evidenced by the nation's shippers.

In his concluding remarks, he called attention to the fact that no priority rating is required to secure quick and efficient railroad service at all times and under practically any conditions.

Members of the Women's Traffic Club of San Francisco were invited guests at the luncheon; and among those present was Western Pacific's Gertrude Verberg, President of that organization, Irma Luce, Betty Clawson and Helen Decker.

Other speakers on the program included the notables Bruce Thomas and Dudley Field Malone.

tee, to personally contact all officers and employes in the solicitation of regular bond and stamp purchases through payroll deductions.

Through the Northern California Committee for the sale of War Bonds, the Treasury Dept. confirmed the selection of the Western Pacific as the Chairman Road of all Northern California railroads.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



### A MESSAGE FROM WASHINGTON

"THE HEADLIGHT" & "THE TALE LITE"  
Western Pacific Railroad Company,  
San Francisco, Calif.

Gentlemen:

An intensified War Bond Sales Campaign is being launched throughout the United States on Friday, May 1st.

The people of America must more than double their investments in War Bonds and War Stamps.

To this end, the Treasury Department is establishing a monthly quota for every county in the United States.

Labor and management are being called upon to see that at least ten per cent of every payroll goes into Bonds and Stamps.

Your assistance in the past has been a great help and in order to achieve our goal we must have your continued and vigorous support.

Sincerely,

H. MORGENTHAU, JR.

Secretary of the Treasury.

### ARTHUR C. POTTER RETIRES

★ Arthur Potter, Asst. General Agent at San Jose, wrote finis to a colorful and active career of railroading begun 44 years ago, at a banquet held in his honor at San Jose.

Art started as a messenger boy for the Santa Fe in 1892 at a salary of ten dollars a month, during which time he learned telegraphy, taking a job as an operator in November, 1898.

Retaining many vivid memories of his early railroading, Art recalls when Santa Fe Train No. 2 was wrecked at Tipton, New Mexico Territory in 1902. Art was the train baggage man and was working with J. M. O'Brien, Messenger. The train caught fire and messenger was pinioned in the baggage car wreckage, with a burro, shipped in a crate, kicking at his head. The messenger was vainly attempting to reach his pistol to kill the burro before being kicked to death, and if necessary shoot himself before being burned to death. Arthur Potter not only rescued the messenger and shot the burro but saved the baggage and express as well, for which he was presented with a gold watch charm from Wells Fargo & Company.

During a tuberculosis epidemic there was a heavy movement of corpses in baggage cars. Art says one of the first things a baggageman learned was to bed down on top of a nice comfy coffin. One night, however, Art happened to be looking at a coffin when the lid raised right up. Art claims he wasn't scared, but admits he wouldn't look inside the coffin to see if he could do anything for the occupant. Embalming wasn't done as well then as now, and escaping gas had raised the lid.

Art has seen ten presidents in the chair since Harrison's time in 1892, has seen the passing of the link and pin and the advent of the automatic coupling, has seen the passing of the oil light and the advent of the electric light on railroads, has seen the passing of unreasonable hours and the coming of the 8-hour Railway Wage Law in 1916, has seen the passing of the old baggage car platform and the coming of air conditioning, teletype and streamlined 901.

Arthur Potter has always been known as a man of many friends, a perfect host and a man ready to fight for the right and a square deal. Art will be missed by his associates in business—all of whom are wishing him the best of everything—and the entire System joins in wishing many happy years ahead.

### RAIL ODDITIES

★ P. T. Barnum's "Greatest Show on Earth" was the first circus to travel by railroad—making its first trip in 1872 in 65 special cars.

More than sixteen million tons of ice are used each year by the American Railroads in refrigerator cars, dining cars, restaurants and the like.

"Keep 'em Rolling"—every minute in 1941 the American Railroads moved an average of 904,000 tons of freight one mile—the highest average in railroad history!

### "AT THE CORNER"

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REASONABLE PRICES

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