

LET'S FLY THIS FLAG



EVERYBODY
AT LEAST
10%

IN WAR BONDS

THE HEADLIGHT

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★

Published Monthly by
 The WESTERN PACIFIC CLUB
 Western Pacific Building
 San Francisco, California

Member Pacific Coast Association of
 Industrial Editors

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**AUTHORIZE BOND PAYROLL
 DEDUCTIONS . . . Not Within
 Your Means . . . But WITHIN
 YOUR CONSCIENCE**

LIEUTENANT PAUL SHELME RDINE**HEADLIGHT EDITOR
 ENLISTS IN THE ARMY**

★ It was hard to say goodbye to Paul Shelmerdine. And after innumerable false starts we find it is even more difficult to describe with mere words the guiding inspiration he was to his staff; his co-workers in Transportation, and his many outside friends. Paul Shelmerdine did not belong to Transportation, but rather to the Western Pacific.

What better tribute of a man's character was there than those expressed by the workers dropping into the office in a continual stream; and the countless telephone calls for the weeks preceding his departure when the news had leaked out that Shelmerdine had joined up. The contemplated luncheon to be given in his honor by his department did not go through, primarily

because members of all departments not only insisted, but demanded that they be accommodated. It would have been an impossibility. What better testimonial than that of a man's standing in his business community.

How Paul Shelmerdine ever found time to be just plain Paul Shelmerdine will remain an unsolved mystery, but he literally lived by the old axiom, "Time is valuable, don't waste it." His "Headlight" duties required constant attention; his job as head of the Military Bureau required seven days a week work and subjected him to twenty-four hours a day call. Add to that his position of Post Air Raid Warden of Civilian Defense; and Chairman of the Transportation Committee for the Red Cross for San Francisco's largest district; and you've got an idea of how he spent his time.

In the Club's beginning, Paul was appointed Chairman of the Publication's Committee and permanent Editor of the "Headlight" for as long as it exists. How richly he deserved this honor only his intimates realize. We can recall those early days of "Headlighting" when material was scarce and the deadline on hand how he worked all through the night so the magazine would be issued on time. And even before that period when the "Headlight" was in the "talking state" and unnamed, Paul had said, "Our publication must start at a high standard and start improving from there . . . not with a mimeographed paper and attempt to reach the printed form." He stuck to his guns and the result was the "Headlight."

True enough those early editions were amateurish, and Paul admittedly knew nothing of editing in those days, but the job was not too big for him to take on and to lick. It will be a privilege to turn the reins back to him upon his return.

Because of "itchy feet," Paul is tackling one of his toughest jobs with Uncle Sam as his boss. With a wife and two young children plus a vitally important position he was secure from the draft; but he offered his services to the army. Fort Mason immediately processed him through as a Captain but his papers came back as First Lieutenant. Following the dictates of his heart he accepted. Lieutenant Paul Shelmerdine we salute you!

WAR'S DEMANDS BEING MET BY RAILROADERS

By LEW HECK

Travel Editor, Cincinnati Times-Star

★ From a window where this writer is stationed in the Times-Star Building there is to be seen an infinitesimal fraction of America's gigantic network of railroads—a switching yard. Men are ceaselessly at work in it. The yardmaster and his switchers, the locomotive engineers, the firemen, the yard clerks; yes, even the section hands, toiling with picks and shovels, wrenches and crowbars—nothing slows them in their railroading. Not a minute is being lost in this time of war. Railroading has a double duty to perform 24 hours a day.

Railroads must move troops and civilians; armament and food and clothing. And they are doing it with an amazing efficiency. Every railroader, no matter his degree of servitude, thoroughly realizes the great part he is called upon to play in this war. Much depends upon him individually, as well as collectively, and he knows it.

The groups in the railroad yards viewed so often from this writer's window are symbolical of what may be regarded throughout America as an industry which is outstanding in its sustained loyalty to its calling and its duty to the public, and especially so at this crucial time. Many years ago, Frank Spearman, who was a writer of railroad stories, called railroad men "the aristocracy of labor." No other industry could be so aptly named. I think of Spearman's appraisal whenever I see a train rolling by, or switchers in the yards, or brakemen on the road catfooting over the runways of the reeling box-cars. I think of "aristocrats of labor" when I see section hands mending or strengthening a rail while a rain soaks them through and through. They don't seek shelter. A war is being fought. Rails must be fixed.

Railroaders, from the road president down to hostlers, section hands and engine wipers, are proud of their calling and their efficiency, and where you find pride and skill you are looking at Loyalty itself. He's a railroad man. At work his mind is entirely on his particular job and his job is on a relentless schedule. He forms part of a great army that for intelligence, discipline, pride of calling and devotion to duty, would have been coveted by Julius Caesar, Hannibal, Alexander, Napoleon, Washington, Grant or Pershing in their historic tasks of organizing the military.

Don't be filled with wonder if ever you see a railroad president stop off in a railroad yard to greet, for instance, a yardmaster and his crew. The fact is that railroad men, even presidents, respect nobody so much as they do another railroad man who is outstandingly a railroad man. And a tiptop yardmaster, or switcher foreman as he may be in lesser title, is the fellow who has the all-seeing eyes, the all-comprehensive brain of a chess player in

moving cars hither and yon in his yards. That is just an example. But it is a highly important one in these highly important days. And it goes for top class locomotive engineers, firemen, passenger and freight conductors and trainmen and the like whose railroading efficiency wins respect of their fellow railroaders. Especially now.

"He is a good rail," in the lingo of railroading is like bestowing the accolade of knighthood, and it is not lightly given. You've got to win it in that American empire of steel rails and rolling trains. It goes for the railroaders at office desks as well as on the locomotive and trains and in the depots or the roundhouses or the maintenance of way. New-comers in the industry, and there are many of them right now, soon learn that "he is a good rail" is a description to be striven for like a congressional medal. Probably its date of coinage goes back to the time, more than 100 years ago, when American railroading got going with wood-burning locomotives and link-and-pin passenger coach and freight-car couplings.

That was when the breed of American railroaders began. It is a great breed, and when you are snuggling down in your coach seat for the night or nestling in your Pullman berth while the locomotive headlight of your train "bores a hole into the night," you may trust yourself to the care of that intelligent, efficient breed of Americans running your train or guarding your safety along the right of way over which the wheels of your train roll so smoothly.

American trains are rolling as they never rolled before in this country or across the seas. Never has there been anything even remotely comparable to it. And they are doing a double duty. They are hauling both troops and civilians on their passenger trains. They are carrying armament for the war, as well as the food for the military and the civilian population on their freight trains. They even bring to you the gasoline you are using in your cars. Railroaders not born will, in years to come, feel like doffing their hats when they read in the railroad office records the achievements of present-day railroad chiefs and workers.

The fidelity of the railroader to his job wherever it happens to be—in railroad offices, or on the trains, or in the roundhouses, or depots, signal towers, telegraph stations or maintenance of way in his far-flung Realm of Rails at this crossroad of American history, makes him collectively, creator of a tremendous war front worthy of an exalted title.

That title is "American Railroadism"!

It means "Patriotic Americanism"!

Hy-Lites

By JACK HYLAND

no complaint, as long as its not the "Goose Step."

Have learned to take our loss of men into the armed services in stride—**BUT NOW**—it's our women . . . **Dorothy Biggane** (Traffic) resigned to enroll at Univ. of California; and **Helen Breslin** (Traffic) also resigned for same purpose.

Jim Dillon (Local Freight Office) after many faithful years (with long hours) at San Francisco, has been transferred to Oakland, assisting **R. G. Harmon**.

Word from **R. E. Gonsalves** (Chicago) discloses their feminine force increased, and very nicely by a **Miss Laura Valy**, filling vacancy created by enlistments of **Bill McGrath** and **Wally Conway**. Must be the old "2 for 1" rule.

Present day solicitation is quite a problem reports **John Carroll** (Traffic), with so many sailors having "S.P." and soldiers with "M.P." upon their sleeves. I'm sure all the newspaper articles referring to action on the **WESTERN PACIFIC** can be very helpful.

Like mailmen on their day off . . . **Tim Moran** (Treasurers), now in the Coast Guard, seen talking to his former **MATES: Vanskike, Rintala and Sevey** . . . and **Charlie Vincent** (Duplicating Bureau) receiving visit from former helper **Eddie Ratto** (Petty Officer 3/c).

After working for the Western Pacific continuously since 1912—**L. W. Norris** (Oakland) retired last Jan. 1st to enjoy a well earned rest. We are sorry to learn that **Law**, passed away October 4th, and the Club, together with the boys at the roundhouse, wish to extend their condolences to **Mrs. L. W. Norris**.

We have it straight . . . **Capt. John C. Nolan** (formerly Chicago) now at Fort Hamilton is taking his duties in stride, doing many things an AGPA would not (in civilian life) think of doing, such as washing socks, sewing on buttons, etc. . . . But—the Army has a way.

Many employes possibly surprised **Hazel Wochus** and **Louise Larsen**, our PBX operators by their pleasant conversations and friendliness during recent World Series, and knowing why . . . We thank you.

In questioning **Sgt. Art. Allen** recently, find he has taken another "Oath" and in it includes the promise of "Obey." **Mrs. Allen (Laura Geick)** works in our Special Agts. Office.

After an extended leave of absence (doctor's orders), we welcome the return of **Walter Mittelberg**. He is really on the beam . . . wants to know why we haven't progressed our Bond Campaign to the "90%" figure. **Are you . . . helping, or holding us back.**

Lt. Bob Youngblood (Local Freight Office) is in charge of a Motor Transport District, Ordnance Dept. in **Bangor, Maine** (of all places!), but a fine town . . . if you're a **Republican**.

The Western Pacific RR observed Navy Day (Oct. 27th) almost officially when **Boyd Sells** and **Roland Sebring** (Traffic), and **Ted Travins** (AF&PA), visited their offices dressed in their—"blues" . . .

Letter from **Pvt. O. W. King** (formerly Twain) now stationed at Camp Adair, Ore., asking for "Headlight." Here it is—Otis, and let the other boys read it.

Signs of the times . . . **Carl Nipper** (San Jose) donning business suit in lieu of summer sport clothes. Wonder what happened to spring; don't recall anyone "springing" out with new suits around San Francisco.

If it had been **Bank Night** . . . he wouldn't have won, but **Larry Shaughnessy** (Auditors) was a winner in the "Draft Board" pool; and it will be up to him to "Win" for us.

LOST . . . one good bowler and friend, when **Gil Hibson** (Local Freight Office) resigned to accept position as Port Analyst, War Shipping Administration.

FOUND . . . one dollar bill, enclosed in letter from **Jack Boyer** (formerly Pass. Dept.) now in Canal Zone, expressing appreciation for copies of "Headlight." To answer the expected question . . . the money **HAS** been placed in the W.P. Club fund.

STOLEN . . . from our Company, our one and only feminine writer, **Pat Nickerson** (Car Record) by Dan Cupid. If it's kidnapping, Pat . . . it's a life sentence.

Too bad **Bob Runge** (Oakland) who travels to S.F. on Thursdays to bowl, picked the wrong evening to wear sport clothes. The **Mrs.** wouldn't go with Bob to the "365 Club" after recent bowling game, but the following week . . . **he was prepared.**

Latest additions to armed services—**Ralph M. Allen** (Engineering Dept.) to the Navy; **Al. McQuaid, A. (Tony) Quill** (both Car Record) and **R. E. Gregg** (Engineering) now in the Army; and last but not least . . . it's "**Lt. Paul Shelmerdine reporting for duty, Sirl!**"

Congratulations are in order for . . . **Spen Lewis** (Car Record) married 14 years and **Ernest Knox** (Oakland) observing 17th year anniversary, both on Oct. 20th.

We understand **Carl (3-A) Moore** (Traffic) celebrated his 4th week of wedded life, having joined the **Matrimonial Regiment** last October 10-11th (Carl says it was close to midnight).

Archimedes once said, "You cannot get more out of a barrel, than you put into it." Let's remember this, and put your dollars into War Bonds and Stamps to hasten the day when the men of this Nation who have taken up arms in defense of world freedom, may return to the normal pursuits of a world at "Peace."

SPORTS REVIEW

★ As predicted last month, the drain of bowlers from **OUR RANKS** to **SERVICE RANKS**, has been so great, it was necessary to revamp the previously existing "10 Team" into an "8 Team" league. In this regard, wish to express appreciation and thanks to team players of the Solicitor and Telegraph outfits, for consenting to the withdrawal of their teams. Remaining players, wherever possible have been assigned to other teams requiring replacements.

In addition, instead of a 27 week schedule, it was concluded to divide the 1942-43 season in halves, winners of the first half and second half to play-off for final standing—if necessary.

The so-called "BIG TEN" remain almost the same, although the numerical sequence has changed since our last month's issue:

	Games	Avg.	Hi Series
Corven	27	169	556
Gentry	33	166	578
Hyland	33	165	556
Runge	30	164	566
Brown	33	163	591
Heagney	33	162	561
Murphy	33	160	523
Borgfeldt	30	160	591
Sevey	30	158	522
Craig	33	157	558

High game "honors" during the past month belong to **Fred Thompson** (Exporters) who slapped over a 212 game—and boasting a 119 average. **Joe "Blood Donor" Corven** still maintains the individual high game record of 235; followed by **Bob Runge** with 232; **Lee Brown** and **Chas. Craig** with a 224 game.

With only a few more weeks remaining in the first half (ending December 10th), the Disbursement's through the able assistance of **Howard Sevey**, are clinging to first place, and the battle cry now, is "Beat the Disbursements."

So you'll know . . . the team standings after 11 weeks, are:

	Won	Lost	Hi Series
Disbursements	20	13	2405
Traffickers	19	14	2382
Auditors	19	14	2330
Exporters	19	14	2328
Car Record	17	16	2354
Freight Accounts	15	18	2302
Freight Agents	14	19	2378
Transportation	13	20	2209

The "Disbursement" team, captained by **Bill Stout**, has not only taken over First place in League standings, but also has superseded the "Traffickers" as title holders of the "noisiest outfit in the league," but it's only natural with **Capt. Bettencourt** trying to run his team by Western Union from Los Angeles. Incidentally, **Manuel's** sudden departure to L.A. had nothing to do with his bowling score of October 15th—reports to the contrary.

Spen Lewis (Car Record) has overcome his "sore thumb" trouble, or possibly **Capt. Jim Drury** gave him a pre-game pep talk, because he recently registered a 200 game and a 516 series—speaking from experience, **Jim**—you had better include yourself next time.

... Jack Hyland.

WHAT'S IN A NAME?

Romance Along the Line of the W. P.

By Thomas P. Brown, Western Pacific Publicity Manager, San Francisco, Calif.

EDITOR'S NOTE:—This is the fifth article in the series begun in the July number of THE HEADLIGHT and devoted to the derivation or meaning of places in the territory traversed by the W.P. and its subsidiary lines in California, Nevada and Utah. "Mile Post" numbers in parentheses indicate the distance on the main line east of San Francisco.

★ **HUMBOLDT RIVER**, Nev. (First W.P. crossing, M.P. 533.17; last W.P. crossing, M.P. 697.05)—Like the classic Maeander of Asia Minor, the Humboldt, Nevada's longest river, has many windings and the W.P. crosses it 26 times between Winnemucca and Deeth.

It was called **Ogden River** by some writers of the early days for Peter Skene Ogden (for whom **Ogden**, Utah is named) of Hudson's Bay Co. Sam P. Davis in his "History of Nevada" says that Ogden named this stream "**Mary River**" for the Indian spouse of one of his exploring party. But the name that the river bears today was bestowed by John C. Fremont, the "Pathfinder" in honor of Friedrich Henry Alexander, Baron von Humboldt, noted German naturalist and traveler of the 19th Century.

The Humboldt rises in Elko county from the southern slope of the same divide from which the **Owyhee** (corruption of Hawaii) bears off to the northwest to mingle its waters with the Snake River, and eventually the Columbia River and the Pacific Ocean. But the Humboldt, taking a generally southwest direction, flows for 350 miles to lose itself in the sands of **Humboldt Sink** because the water sometimes evaporates faster than the river can supply it. It is 1,000 miles from the source of the Humboldt's longest tributary to Humboldt Sink. In this distance the waters have worn their way down from an elevation of 6,000 feet to 4,000 feet.

Among the Humboldt's tributaries are the Mary's River, the North Fork, Maggie and Susie Creeks, and the Little Humboldt—all from the north; and the South Fork (at Hunter), Reese River (Battle Mountain) and Pine Creek (Palisade), these flowing in from the south.

The valley of the Humboldt is flanked by lofty mountain ranges, including the Ruby or East Humboldt Range, highest and most rugged mountain mass in interior Nevada. Some of the drainage of this river comes from elevations of 11,000 feet in this range. The long east and west pass, which the W.P. traverses, narrows west of Carlin into **Palisade Canyon** where river and railroads are hemmed in by sheer cliffs of lava, formed by volcanic eruptions at several distinct pre-historic periods. Farther west, fossil remains of the mastodon and the camel have been found high up in the former banks of this river.

The Humboldt was the chief source of supply of pre-historic **Lake Lahontan** which extended from Golconda, Nev., to a level near Doyle, Calif., and which had a maximum depth of 880 feet.

Of this physiological feature of Nevada's northern plateau, which was

traced by the Argonaut emigrant trail, Professor Josiah Royce of Yale University has written:

"As one travels by the central route farther west, one reaches the valley of the Humboldt River, that **kindly stream** whose westerly trend made the early overland migration possible."

SORENSEN, Calif. (M.P. 22.1)—For Hans Sorenson, who had a ranch here.

ALTAMONT, Calif. (M.P. 56.5)—Highest point in the Altamont Pass, between Livermore Valley and San Joaquin Valley. Name coined from two Sp. words. Means high hill.

CARBONA, Calif. (M.P. 71.8)—Originally called South Tesla Jct. There were coal mines at Tesla, 12 mi. north. Carbon is Sp. for coal.

HONCUT SLOUGH, Calif. (W.P. crossing, M.P. 190.72)—Name derived from a tribe of Maidu Indians who formerly dwelt near the mouth of Honcut Creek.

PAXTON, Calif. (M.P. 277.3)—For Elmer E. Paxton, one of the builders of the Indian Valley Railroad, which formerly operated from here to the copper mine at **Engels** (21.6) via **Crescent Mills**. Paxton was formerly called **Soda Bar** because of the soda springs there.

BLISS, Nev. (M.P. 540.5)—For the G.D. and R.O. Bliss Co., engaged in cattle and sheep ranching. Formerly called **Ganado**, Sp. for cattle or herd.

TONKA, Nev. (M.P. 650.2)—Perhaps a corruption of tonga, Sp. for ledge or stratum. There is, however, a tonca bean used in flavoring tobacco and in adulterating vanilla.

CLIFSIDE, Nev. (M.P. 780.8)—Named for A. E. Clift, one-time operating vice-president of the Illinois Central, by Harry J. Beem, former W.P. division superintendent, now general manager, Nevada Northern, Ely, Nev.

SPRAY, Utah. (M.P. 902.4)—In early W.P. days, waves from Great Salt Lake, the dying sea of America, whose shore line has been receding, dashed against the railroad's road bed. Occasionally, cars of passing trains would be sprayed with salt water, leaving incrustations on their sides.

LAGO, Utah. (M.P. 907.8)—Sp. for lake. Reference is to Great Salt Lake.

FOX, Utah. (M.P. 920.8)—For Jesse W. Fox of Salt Lake City. He was a railroad surveyor and also a general surveyor.

CROMBERG, Calif. (M.P. 303.3)—Name derived from Krimberg which was a name associated with the Langhorst family.

RED HOUSE, Nev. (M.P. 562.0)—For a ranch house one-quarter mile west which was owned by the Clover Valley Cattle Co.

A MESSAGE FROM THE TREASURY DEPARTMENT

By R. E. LARSON

★ Reports and actual letters received would indicate that there is a general misunderstanding, or lack of appreciation, among many employees as to the time and work necessary in issuing their War Bonds. With the hope that a better understanding may be had by all, let me explain the history of our efforts in connection with this service and a few details necessary before the bonds are actually ready for delivery.

In July 1941, months before Pearl Harbor was attacked, The Western Pacific Railroad Company offered to its employees the opportunity of purchasing U.S. Savings Bonds through payroll deductions. From then until February 1942 the Company furnished the Federal Reserve Bank with the names and other information necessary to issue and mail bonds to those who had accumulated a sufficient amount for the bonds desired.

To further cooperate with the U.S. Government in the program for the sale of these bonds, the Western Pacific became an issuing agent, and in March 1942 arrangements were completed for actual issuance and delivery of the bonds from our own office, thus relieving the Government of the many details and expense in connection therewith.

From the Pay Roll on which the deduction appears, the amount is posted to the Allotment Card signed by the employee. When the deductions have accumulated sufficiently to purchase a bond of the denomination previously indicated by the employee, the Pay Roll Accounting Department advises the Treasury Department to issue and deliver such a bond inscribed as shown on the employee's Allotment Card.

The Treasury Department has in advance purchased outright from the Federal Reserve Bank a supply of blank bonds, paid for from company funds at the regular issue price. To the original bond purchased is attached a duplicate and triplicate card, which must be properly accounted for to the Federal Reserve Bank, with the same information as shown on the original bond. No corrections, alterations or erasures of any kind, regardless of how minor, are allowed; consequently particular care must be exercised in typing and checking. After being written, stamped and dated, the original is separated from the copies and is then ready for mailing. The employee's full name and address must again be listed on the Post Office Registry Way Bill.

Time saving methods in the accounting and issuance of the bonds are being developed and put into effect as rapidly as possible in order to promote early deliveries of bonds to all subscribing employees.

It's a big job and an additional expense for extra clerical help. The more bonds purchased the more it will cost to issue the bonds, and yet the management wants, and is constantly urging

(Continued on Page 8)

PEOPLE and THINGS

By AL BRAMY

of impossible conditions forced upon the railroads . . . the drafting of railroaders.

We'll take the case of the influential representative of one of the largest production firms on the Pacific Coast. After waiting for days for his badly delayed cars, he one day literally "blew his top" because production would stop unless the cars came in. But his outburst was directed not against the railroads, but rather at Government bureaus who take operating men from their posts. He suggested a coalition of production plant executives with railroad officials to protest in a body against the drafting of any more railroad help. . . . "For as the railroads go, so does the country."

Freight can be kept rolling and reasonable schedules maintained if we're given half a break. We've got the power . . . but highly important freight trains are annulled daily and moved to yards or sidings because of lack of man power.

The most flagrant violators hampering the war effort are those people unable to realize that only with the railroads operating at their highest peak of efficiency can they hope to obtain the maximum results from the thousands engaged in our gigantic war machine.

Patriot: Mayor Nick Gregovich of Nicksville, Arizona, launched a double-barreled campaign to raise the town's population from its present 85, and also to keep the war effort in high gear through the sale of War Bonds. He offered a War Bond to every baby born in town. So far the plan cost the mayor one Bond.

F.D.R.: A message from Stephen Early, Sec'y to the President, tells of Mr. Roosevelt's nation wide tour by railroad saying, ". . . that never in the life of this record-breaking traveler has he moved from coast to coast, from border to border, with as much ease and comfort, rest or enjoyment."

While the president's tour of inspection was primarily concerned with production plants, we can't help but wonder what his thoughts were as he sped over the rails, undoubtedly looking out at miles and miles of rolling freight cars moving the essentials of war. Surely then, if not before, he must have realized what a significant and outstanding part we are playing in these crucial days.

Paul Shelmerdine: In civilian life he had a secretary . . . one Betty Crosby, a native of the Carolinas in the deep South. Her honied voice with its "you all" accent like "music that hath power to soothe the savage beast" when heard over the phone changed many an irate shipper to doing a bit of cooing.

But to get on with the story, Betty received many a "ribbing" from the boss about the "foreigners" from the uncivilized wilds of the Carolinas, and the hill billies, and the whiskey stills, and the Saturday night get-togethers at the general store while the natives watched the new electric meat cutter in operation.

When Lieutenant, First Class, Paul Shelmerdine smartly saluted his superior officer while reporting for duty for the first time at Fort Mason, the first words he heard were: "You will probably be permanently assigned for duties at Wilmington . . . North Carolina.

Rail Oddities . . . Western Pacific Style: So serious has the man power shortage hit our system with the drafting of essential operating men that

★ **Man Power Shortage:** Last month what constituted an annoying "gripe" has this month become a problem so serious that the life line of our country upon which our armed forces, our production plants and our civilian populace must depend, faces stifling congestion because

Traffic Solicitors from San Francisco and Oakland have been drafted into the Operating Dept. for duty at Stockton Yard to check cars and keep jumbo records.

And we're told about the switchman for a competitive line who worked 64 straight days at sixteen hours a day. It's reputed he made a fortune in salary before Company officials noticed the Iron Man program and dragged him off the job so he could rest.

Finances: (These figures are authentic and a welcome contribution). Western Pacific's operating revenues for September amounted to \$3,862,353; which was an all time record for any month in the Company's history, with October's figures as yet unknown as we go to press.

Gross ton miles of freight transportation aggregated 918 millions, nearly equal to that of October 1941; and more than 200 million above the annual peaks of the past five years which we used to think so formidable.

Transportation ratio dropped to 26% and total operating expenses down to 53.3%. Every man and woman in the organization can be proud of such a record!

Net income of reorganization trustees, excluding interest on debt in default amounted to \$1,111,685 for the month. Taxes required \$527,309 for the month, an increase of \$382,107 over September 1941, and this is "only the beginning."

Meet the Family: You'll excuse it I'm sure while I divulge a family coincidence. Brother Sam, age 23, enlisted in the Navy and sailed out of New York about a year ago. Only when his ship touched port was he able to drop us a few lines about the weather. The kid brother, Jack, age 19, enlisted in the Navy about five months ago and was headed east from San Diego the last we heard.

Then came a long silence and after what seemed an interminable time Jack wrote from Chicago saying, "he was studying gunnery preparatory to becoming a naval flyer." The following day from "somewhere on the Atlantic" came Sam's letter, ". . . Incidentally I am now studying gunnery preparatory to becoming a flyer." And neither brother had any knowledge of the other's whereabouts or his doings.

MORE HELP IS NEEDED

By J. C. HOOVER

Assistant to General Manager

★ The Management of our Railroad has for many years placed special emphasis on the responsibilities of supervisions to have full cooperation with all employees, where Safety is concerned. Without this cooperation we cannot improve our conditions. The first rule in our Book of Rules reads:

"Safety is of the first importance in the discharge of duty. Obedience to the rules is essential to safety and is required. To enter or remain in the service is an assurance of willingness to obey the rules. The service demands the faithful, intelligent and courteous discharge of duty."

At a time like the present, our ability to operate our railroad at full capacity depends upon the whole-hearted cooperation of all employees, regardless of in what department employed.

We must move men, munitions, materials and food stuffs to our front lines, as well as supplies for the subsistence of war workers and civilian population here at home. Our job is just as essential as though we were on the battle front. Not a single man can be spared from his work; each has his duty to perform. We must unite to prevent accidents; we must keep our experienced men on the job, as a disability now is a calamity. Time lost can never be regained. We have done a wonderful job; but you and I know that we can do better. We know we have had too many train accidents, too many men injured when we need them so much. We also know that we have had too many engines and cars disabled and out of commission at a time when they are so badly needed, and when damaged parts cannot be obtained to make repairs. These things are tragic. We must have your help to prevent them. Again, we all know that most of these accidents would not have happened had the men kept the thought of safe movement in mind.

We should have but one thought—that is to do all we can to help end this war—and you can do your part by cutting down unnecessary delays between terminals. This is no time to "let George do it." Each man should realize that with the limited number of engines in service, they must be kept moving. Just because someone delays you, don't lie down on the job; do your part; get the power to the terminal where it can be serviced and ready for another trip. You have everything to gain and nothing to lose. We must do our best; we cannot afford to sacrifice mileage or the tonnage of a single freight car, or the power of a single locomotive. We cannot afford to suffer the interruption to traffic, time of repairing equipment or track, which follows any accident. This is your job. Don't try to sidestep it.

AN OLD TIMER AND HIS MEMORIES

By HOWARD COULTER
Retired Conductor

★ In May 1910, I secured a position with the Western Pacific through Superintendent Katcham at Sacramento. He sent me to Portola armed with a letter to Trainmaster William Shultz, known at that time as "Whispering Willie." He earned his monicker through the ability to converse with the men in his charge without the use of a telephone for a considerable distance.

I arrived at Portola about midnight on a local freight, Conductor Charles Powars. Most of the inhabitants lived in tents or old shacks. Tom Wong was the proprietor of the local restaurant. There was no place to sleep unless you had your own blankets.

Going to the restaurant with Charley Powars and while eating I heard a familiar voice. Charley informed me it was Yardmaster Charley Updyke. He remembered me on sight. He had been yardmaster at Coffeyville, Kansas, when I was conductor on the local freight from Coffeyville to Wagoner, Oklahoma.

Upon learning I had no place to sleep, Updyke told me to wait until he returned. About the time I was through eating he returned with a roll of bedding and took me down to the Yard and Caboose 20021, which was to be my home. I never did know where he got the bedding.

I worked as a brakeman for 13 days and was then given a crew of my own. Once in a while there would be a train of commercial freight, but it was mostly train service. I think about July 1st the first fruit train was handled and on August 22nd, 1910, the passenger train service was inaugurated.

When the snow started to fall in January, 1911, it reached the greatest depth of any period up until that time. We didn't have snow plows then. We had to use shovels. Engineers, firemen, conductors and brakemen were paid 50 cents an hour for shoveling snow. The process was very slow and we all know road men are not so hot when placed on the end of a No. 2 shovel.

When Spring came and thawing started, the mountains would slide and the shoveling of mud slides was necessary. The tasks encountered were anything but pleasant.

However, conditions kept improving and now I can look back with pleasure and picture in my mind the starting point of the Western Pacific and see the conditions of today. I can look back with pleasure and recall the hardships we passed through with the cooperation of employees and officials.

★ ★ ★

BUY WAR BONDS

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★ We proudly add to the growing list of Western Pacific men in the Armed Services, the names of those who have answered the call since our last issue:

Ake, Robert A.	Maudlin, Thad Jr.
Allen, R. M.	May, William C.
Bernesque, F. F.	McCarthy, J. V.
Brumm, Walter	McFarland, J. J.
Carpenter, Lyle E.	McQuaid, Alfred
Chapman, W. P.	Parson, Frank
Davenport, O. L.	Quill, A. W.
Dennis, K. L.	Randall, R. W.
Failing, Robert A.	Reilley, K. P.
Flahive, E. M.	Royal, W. F.
Gonzales, Eliseo	Shelmerdine, Paul
Goodin, A. B.	Seaman, John P.
Gregg, R. E.	Skalsky, W. P.
Hanson, John V.	Sweeney, J. T.
Johnson, Carl	Trow, John G.
Kay, N. G.	Villa, Theodore
King, C. H.	Watson, Richard
Kluehe, Bernard	Williams, H. J.
Lavin, John	Wilson, A. G.
Lloyd, Keith	

D. J. SPOWART APPOINTED NEW SUPERINTENDENT

★ Newly created positions and shifting of personnel highlighted activities in the Transportation Department under J. P. Quigley, Superintendent, and Asst. Superintendent E. T. Gallagher.

Effective November 1st, D. J. Spowart became Superintendent of Car Service. The following changes in personnel also took effect:

O. H. Larson—Chief Clerk Transportation.

S. H. Lewis—Chief Clerk to Supt. Car Service.

E. P. Swain—Chief Clerk Manifest Bureau.

A. R. Bramy—Asst. Chief Clerk Transportation.

J. F. Drury—Asst. Chief Clerk Supt. Car Service.

W. M. Foster—Inspector of Transportation.

L. F. Delventhal, Jr.—Car Service Inspector.

W. C. Emerson—Car Service Inspector.

Miss J. L. White—Sec'y to Supt. Transportation.

ONCE UPON A TIME . . .

★ Phil Kramm, recently appointed Chief Clerk in the San Jose office received an unexpected lesson in the historical background of San Jose, the Western Pacific, and several of our railroaders.

With Carl Nipper he was just closing the office for the day when two very sweet and very aged ladies came in. The older of the two started the conversation with:

"You have moved your office. We have had a hard time finding it."

"Yes," Nipper replied, "we have been over here for some time." (Since 1926).

"I want to take your Sacramento Northern train to Oroville, and then from there I want to go to . . . to . . ." She couldn't seem to remember.

"To Chico?" supplied Nipper, recognizing an old commuter.

"Yes," the aged traveler said. She leaned heavily on the counter for support. "But how did you know? Anyway you see I can buy a ticket on the Sacramento Northern and use it back to San Jose on the Western Pacific because I like their fast flying trains. And I can come right back to 27th and East Santa Clara Street."

"Sorry," Nipper smiled, "we don't have the Sacramento Northern passenger trains any more; nor do we have the service into East San Jose. It's been discontinued for years."

"That can't be right," she said, "I used it only a short time ago—last Spring I think it was." (Discontinued 1930).

"No, it's been two or three years," contributed her friend, "and where's Mr. Curtiss (went to Oakland, 1926) or Mr. Cameron (S.F. 1933). They would know about this. They were always so nice. I remember Mr. Cameron so

well. He was born close to the Nevada line."

"Yes, and where's that nice young man who used to sell us tickets? He used to always make the ticket read from Oakland on the Sacramento Northern and we would use it back to Niles on the Western Pacific and come in here in the evening at East San Jose."

Carl Nipper, the young man who had apparently grown old, patiently explained that they would have to take a Southern Pacific train to San Francisco, then go to Oroville on the Western Pacific.

"Let's see, now which station on the S.P. do I use—the broad gauge or the narrow gauge? You see I haven't been down town much lately."

"You use the new S.P. depot on West Santa Clara, where the narrow gauge depot used to be." (S.P. line, San Jose to Santa Cruz was first narrow gauge, but has been broad gauge for more than 40 years.)

Phil Kramm wouldn't let Nipper go home until all historical explanations were made.

★ ★ ★

REPORTERS WANTED

★ The constant pressure of your job leaves little time for anything else. The same applies to your "Headlight" staff whose duty it is to fill these eight pages . . . but we also have our daily work to attend to.

As mail from our correspondents decreases so does our "Headlight" work become increasingly heavier. Take a few minutes off after hours and knock us out an item. You will be rewarded in knowing it is received with grateful thanks.

RETURN POSTAGE GUARANTEED

The HEADLIGHT


A Message from Treasury Dept.
(Continued from Page 5)

you to buy more and more bonds through this medium. No interest is earned by the Company on the employees accumulated deductions, and there is absolutely no financial profit or remuneration for the expense incurred in the issuance of these bonds. The Company is not only willing but glad to contribute this service in the interest of our country's war effort.

The aggregate total of Bonds purchased by Western Pacific employees is far below the 10% of earnings, which is the goal set for us by our Government. Let's not be guilty of buying "too little too late." If you are signed up for less than 10%, increase it now. If you haven't signed up yet see your timekeeper or department head and do so today. Tomorrow or next week may be "too late."

War always means sacrifice. Some men are GIVING their lives. Uncle Sam is asking those who stay at home on the job to LEND 10% of their earnings. Which is the greater sacrifice?

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TO ALL CLUB MEMBERS

★ It is always a difficult matter to collect dues but you all know that your dues are the life blood of your Club, and unless each of you is contacted personally the payment of dues is allowed to slide and consequently the worries of your Club officers are increasing.

Club membership, except in a few cases, expired on September 15th. Dues are now payable for the period ending March 15, 1943 (\$1.00 for six months for local members in the San Francisco Bay District and \$1.00 for 12 months for non-local members outside the Bay District).

Won't you please delegate someone in your department to collect and transmit the dues either to the secretary or treasurer of the Club? We will appreciate this and assure you that our best efforts will be continued in keeping up the standard of our official publication, "The Headlight."

C. A. NORDEN, President
Western Pacific Club

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