

The HEADLIGHT

VOLUME I

OCTOBER, 1941

NUMBER 1

Beginning...

...AN INTRODUCTORY ADDRESS...

BY THE PRESIDENT OF THE WESTERN PACIFIC RAILROAD CLUB

★ ★ Twenty-three hundred years ago, more or less, Plato said, "*The beginning is the most important part of the work.*" To those of us occupied with the beginnings of our new club and its newer voice . . . THE HEADLIGHT . . . it is as if the venerable Plato were now whispering to us his words of wisdom, for, following his admonition, most likely unwittingly, we've striven mightily to start things rolling at a fast pace and on a high plane, so that, if Plato's warning is sound, we will have accomplished much toward achieving our ultimate goal.

Each of us is carving a small niche, through our individualities and personalities, in the minds of friends and acquaintances. The efforts of the Western Pacific Club will be devoted exclusively to the creation of better understanding and closer relationship among all the members of the Western Pacific Railroad system organization. If, as a result of our endeavors, we make those little niches more numerous and filled with pleasant memories which otherwise might be non-existent, we will be happy in a job well done.

The Western Pacific Club's banners have been unfurled and hoisted. *Let's keep 'em flying!* ★ ★

Walter C. Mittelberg



THE HEADLIGHT

PAUL SHELMDINE . . . Editor
 TED WEST . . . Managing Editor
 PHIL WYCHE . . . Associate Editor
 BILL FOSTER
Chief System Correspondent
 AL BRAMY . . . Staff Reporter

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WESTERN PACIFIC CLUB

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EDITORIAL

"To Light the Way"

The first issue of THE HEADLIGHT is in your hands. Its pages contain information—authentic information of Western Pacific activities and events, important and interesting to all of us. New engines . . . when do we get them . . . where will they be used . . . new general office building . . . new San Francisco freight house . . . new coaches for the *Exposition Flyer* . . . personal news on the men and women who "*Load 'em Heavy and Keep 'em Rolling.*" These and more, all answered in these pages. And now a Western Pacific Club to further encourage and cement the good fellowship and cooperation that has always been so fine among Western Pacific employees. The measure of cooperation and encouragement given this new Western Pacific Club by every one of us will be reflected back to every one of us but with added satisfaction and accomplishment.

Our Club, our magazine, and our own general welfare will grow quickly and substantially with the Western Pacific cooperation that is sure to follow. Don't hesitate to show your approval. Clip the membership application, fill it in, attach your dues, and mail it in *NOW*.

THE HEADLIGHT, through its pages, will "*Light the Way*" for an even better understanding among all of us.

THE EDITOR



WISDOM, INC.

I like to think of a railroad, not as an aggregate of inanimate locomotives and cars and tracks and buildings, but as a virile army of men and women working together to provide an essential service. I like to think of a railroad in terms of human activity, rather than in terms of physical property. For there would be no railroad plant to begin with, had it not been for the courage, the skill, and the labor of millions of human beings. Nor could all the locomotives and cars in the world turn a wheel without coordinated human effort, ranging all the way from the mental work of planning and direction to the physical work of actual operation and maintenance. Fundamentally, therefore, the railroad is a human thing.

From this concept of a railroad stems the thought that the improvement of railroad service must concern, first of all, the men and women who comprise the railroad family. That means the fellows at the top, those at the bottom, and all those in between. That means that the starting point for improvement in railroad services must lie in the minds of railroad people . . . in their attitudes; their mental processes, and their resulting actions. That means that if we really want to improve railroad services we've first got to improve our will and our capacity to please.

Let's not kid ourselves about this . . . just because it can't be figured on a slide-rule, or measured in ton-miles. You can "improve" railroad facilities and services to the limit of your credit. You can put on streamliners galore. You can adjust schedules and rates to your heart's content. You can gold-plate your property and approach perfection in your operations. But—unless you can inspire a comparable improvement in the attitude and actions of every railroader on your payroll, you will never profit as you should from your courage and progressiveness. Not in this age of competition. Not as long as human beings continue to be human beings. Not as long as kindness and courtesy and a smile have the capacity to create good-will. (Addresses, A.A.R.R.)

OUR SYSTEM CORRESPONDENT

Bill Foster, our Car Service Inspector, is also our system correspondent. We are depending on Bill to bring in the news from points along the line from San Francisco to Salt Lake and we know he will do a good job of it. You men and women on the line who have an idea and are wondering just what to do with it, be sure to contact him. Offer suggestions, and let's see what can be done. You'll find Bill ready to help and eager to get information and news that will be of interest to all. *If our correspondent doesn't happen to be in your vicinity when you get a hot flash, don't wait, send it in to the Editor.*

Western Pacific "Firsts"

The "First" mile of newly constructed track was completed at Salt Lake City, Utah, September, 1906.

The "First" new locomotive of the Western Pacific was the No. 1, and arrived on November 11, 1906.

The "First" construction employees' time-table to take effect at 12:01 a.m., Monday, November 9, 1908, showing one train each way, No. 1 and No. 2, every other day between Salt Lake City and Shafter, Nevada, a distance of 155.7 miles.

The "First" formal employees' time-table No. 1, January 16, 1910, showed daily freight trains No. 64 and 65, running between San Francisco, Calif., and Salt Lake City, Utah.

The "First" Western Pacific through passenger trains between San Francisco and Salt Lake City, August 22, 1910.

The "First" issue of THE HEADLIGHT was published October 5, 1941.

BIRDS FLY SOUTH (?)

San Francisco, Oct. 5, 1941

Contrary to general impression birds now fly in all directions any time they feel like it. For instance, Mr. and Mrs. J. Bird and family arrived here last night aboard the *Exposition Flyer*. But let Mr. Bird peep it: "Instead of flying from Chicago as we have done in the past we now go by train and save much wing and feather wear in doing it. Any bird who thinks he can fly cheaper than he can ride on the train is cuckoo, and belongs in a wall-clock." This statement was verified in part by Joe L. Woodpecker from his bed in Canary Hospital here.

"Just look at me," squawked Joe, "I thought I'd fly as usual on my trip to the coast, and what happens? I hit two cyclones, one tornado, and a sit-down strike in Kansas. I get my bill stuck in a church steeple, so I'm laid up and can't make payments on my new tail-feathers. Next time I'll ride a train even if I gotta sleep with a brakeman."

Don't let your friends fly all around. Get in touch with Joe Wheeler and have them ride the *Exposition Flyer*.—(Editor)

BUILDING THE WESTERN PACIFIC

By C. L. GERMANN

Part One:

The History of Construction

It is instructive as well as refreshing to lift the veil of the past and learn of the trials of those who "carved the trails and laid the rails" of the Western Pacific. In this installment, first of an authentic series, Mr. Germann highlights the record, confronting the reader with actual problems of construction encountered, and then painting the vivid answers. We congratulate Mr. Germann on his excellent work of research.—Ed.

The problem of transportation is one that has taxed the ingenuity and resources of mankind since the earliest recordings of history.

As interchange of commodities and products progressed between California and other states of the Union, consequent easement of severe overland transportation methods became a necessity. When Mr. Judah, Engineer for the Central Pacific (1860-1864), made a rough study of possible routes over the Sierra Mountains, he conducted four surveys. The first was on the American River, the second on the middle fork of the Feather River, and the third on the North fork of the Feather River. Mr. Judah recommended as his choice the latter route, but was over-ruled by stockholders in favor of the fourth survey, which is the route now serving the Southern Pacific Railroad. Drainage possibilities of the Feather River had been considered by Mr. Judah when locating the Central Pacific; however, excessive, heavy construction and the time element involved undoubtedly forced the stockholders to abandon such a route.

In 1866, A. W. Keddie, for many years Surveyor of Plumas County, and later connected with the Western Pacific during its location and construction as Assistant Engineer, made a reconnaissance down the famous canyon to Oroville for a wagon road from the Sierra Valleys, which could be used in winter. He found that by following the North Fork of the Feather River he could get a low grade, and that the snow line was above the bottom of the canyons, whereas two feet of snow existed on the Middle Fork.

In 1869, a company known as the Oroville and Virginia City Railroad employed Mr. Keddie, who made a location down the North Fork, getting a grade of approximately 70 feet to the mile. This survey was being made at the time the Central Pacific was opened. Twenty-three years later, W. H. Kennedy, acting for The San Francisco and Great Salt Lake Railroad, conferred with Mr. Keddie and located a line down the North Fork, on a grade of 1.36 percent. Two of the engineers in this party were later to become Division Engineers on the Western Pacific, Mr. J. T. Williams and Mr. Oliver. The railway company abandoned the work, apparently because of lack of funds.

The year 1902 saw The Stockton and Beckwourth Pass Railroad, organized by San Francisco interests, engaging Mr. Keddie as Chief Engineer. In 1903 the veteran trail-blazer was succeeded by and associated with Mr. George L. Dillman of San Francisco, the railway company having consolidated with the San Francisco Terminal Company, and in the name of the Western Pacific Railway.

Mr. Dillman made a general location through to Salt Lake City and adopted a line north of the present route, where construction promised to be less costly, but also entailed a certain distance of prohibitive two-and-one-half percent grade. Mr. Gould then became interested, and in 1905 Mr. Virgil G. Bogue succeeded Mr. Dillman as Chief Engineer, and Mr. Gould engaged Mr. Emery Oliver, Mr. J. T. Williams and Mr. A. W. Keddie as his associates on the Western Pacific in California, and Mr. T. J. Wyche on the eastern end, or from Salt Lake City to Elko, Nevada, which latter construction district was subsequently extended west to Gerlach.

Don't miss Mr. Germann's contribution in the November HEADLIGHT, which analyzes problems of construction along the Western Pacific between San Francisco and Oroville. San Francisco itself presented a serious problem. How many of our readers know what it was and how it was overcome?—Ed.

Rainbow Room boasts best dance floor in city; beautiful indirect lighting, comfortable lounges.

PEOPLE and THINGS

By AL BRAMY

Fast freight trains roaring through the canyon, keen-eyed engineers behind the controls; firemen, brakemen, conductors on the alert. Into the yards under scrutiny of yardmasters, clerks, car toads and mud hops, switchmen and yard bulls—our people!

In the vast remoteness of our great west, our men at Timpie, Tobin, Ruby, Tobar, Salduro and other points; little heard of, little known of.

The conductors, chefs, stewards on the Exposition Flyer. The charming but mysterious hostesses . . . the hundreds of white collars in the general offices, Oakland—over the line, and off—to New York with points between. North to Seattle, south to Los Angeles . . . all members of the W. P. family. These are our people!

Foreign Digest: The picture in Dick Beltz's office of Yardbirds Johnny Skinner, Don Burgess, Art Allen . . . Hawaiian suntans, tin hats set at rakish angles, disarming grins. Pop Ralph Allen says boys expect to receive discharge shortly. Private Forrest Mote boasts of specialist rating—makes \$51 a month. Will be transferred from Ord to Stockton soon.

Idle Thoughts: Welcome appearance of Van Skike on 5th and 20th. (On 7th and 22d you wonder if he missed you.) . . . Warren Callow's numerous prize pictures . . . Oscar "Pappy" Larson "batching"—"Ain't what it used to be." . . . The two femmes from Loyalty Insurance rapturing over Bob Harlan's wavy red locks.

Siren: Limpid green eyes, a veiled promise wherein lurked imps of mischief and fun. Tumbling waves of brown hair. A smile so wistful it tugs at the heart strings . . . gay laughter, a sparkling song of sheer happiness. She captivates and enslaves, basking under the adulation showered upon her. . . . She's Howard Seavey's 3½ year-old Nancy.

Missed: Popular Ed Reel transferred to Wilkens' office. His absence keenly felt. . . . Wedding chimes for Lois Chalmers who leaves W. P. for domesticated life in Hollywood.

Trivia: Joe Corven and Frank Ferguson racking respective brains (?) for "dirt" on each other . . . general brightening up around Mills Building and keener interest in Western

WHAT IS THE STORY OF THE HEADLIGHT?

In the early days of railroading, trains ran only in daylight hours, and headlights were unknown. As railroads developed, however, night operations became increasingly necessary, and inventive minds went to work to devise ways of illuminating the track ahead. The first crude step was taken under the direction of Horatio Allen, then with the South Carolina Railroad in South Carolina. He attached a small flat-car to the front of the locomotive, covered the car with a heavy layer of sand on which he kept a bonfire of pine knots burning. In other instances, large candles protected by glass cases, fitted with reflectors, were used. Whale oil (*see note*) was extensively used in the 1840's and 1850's. After the discovery of petroleum in 1859, kerosene lamps took the place of candles and whale-oil lamps. Then came gas lights, fed from storage tanks, and finally electricity. The first patent for an electric headlight was issued to Leoidas G. Woolley, May 3, 1881, and several electric headlights were in use in 1884. Since the introduction of electric lighting, great progress has been made. Today locomotive headlights are powerful searchlights.

(Editor's Note): We may use a little whale oil too, on occasion.

Union's attractive girls delivering instead of boys . . . it ain't a California quake when windows rattle on 9th floor of Mills — just Parker Swain sneezing!

Inevitable triangle: A bowler from Treasurers, hoopster from Manifest and . . . hm-m-m. Tony Quill and his "throb" holding hands, tch, tch, and in public too.

Oh, yeah? dept.: Scaffolds in Mills Building Court answer to demands of Car Record office for more floor space. Requisition in for parachutes and anti-seagull guns.

You too can be President. Two former railroaders, James Buchanan and Abraham Lincoln.

If you wanna know where you'll sit in the new building, just bother Norm Menzies. He's got the plans.

Whoosh—the "worry wart" is off again . . . hi heels clattering. Look out! Give her the rite o'way! Now she's booming into the Manifest. "Gotta have a schedule quick!" she gasps, "have another army train—fast run, confidential movement." Passenger Department's Blanche Dewey. . . . A flurry of skirts, whoosh, she's gone!

(Continued on Page 8, Col. Three)

PIN BUSTERS

A record turn-out toed the line for the new winter season bowling tournament with eight teams of four men each vying for top honors. Mittelberg (*Traffic*) moved into the individual lead with a 188 average and 220 high game, followed by teammate Gentry with a 179 average and 209 high.

Heagney (*Freight Accounts*) perennial champ, off to a poor start with a 168 average and 173 high, to be topped by Corvan (*Auditor's*) with a 172 average in third position, Craig (*Transportation*) rounds out the top five with a 163 average.

AS THE HEADLIGHT goes to press, Con Murphy in sixth spot with 157 average, followed by Swain, 156; Lewis and Van Skike, 154, and Sevey, 148. The impending grudge match finds Jack Hyland within striking distance of Lewis with 147. (*The fur won't fly—but the wind will blow.*)

Sublime to ridiculous recorded by Tim Moran with a 184 first game to an 88 in the second.

Under serious consideration is the organization of a women's league. If enough girls are interested they will be grouped into teams; otherwise they will possibly bowl for individual high averages.

HOOPSTERS

Acting Captain Ken Reilley is enthusiastic over team's prospects. With inter-office competition over, the squad under Coach "Gin" Gallatin settled down to hard conditioning workouts and scrimmages in preparation for a strenuous schedule with leading industrial teams. No first string has been designated as yet; but Gallatin seems to favor Jack Jones and Hal Furtney in the guard positions with Hank Avilles, Bob Sawtelle and Tony Quill seeing plenty of action. Forward spots wide open with "little men" Reilley and Bramy seemingly getting the nod over Dick Patterson and Barney La Rash. Center position finds Bruce Heilman and Ray Lee battling for honors.

Sorely missed is "dead-eye" of Rintala and ball hawking over Phil McElmurray. Big games on the schedule include Loyalty Insurance for building championship, Metropolitan Life, Haas Bros., Pacific Telephone and Telegraph and Schenley Distilleries.

Rainbow Room, Market at Ninth, October 23rd.

YOUR COMMITTEE CHAIRMEN

Activities in Full Swing

In accordance with the provisions of the Club's By-laws, the president, Walter Mittelberg, has appointed the following committee chairmen, who are shown with other members of the committee selected by the individual chairmen (department identification in parenthesis), constituting the full committees to serve for the year 1941-42:

- Auditing* R. H. ALLEN, Chairman (*General Auditor*)
J. E. CORVAN (*General Auditor*)
F. O. BRIDGES (*General Auditor*)
- Educational* P. L. WYCHE, Chairman (*Executive*)
- Entertainment* AL BRAMY, Chairman (*Transportation*)
MISS JEAN McCULLOCH (*Manifest*)
J. BUCKINGHAM (*Passenger*)
- Good and Welfare* J. H. HYLAND, Chairman (*Traffic*)
- Historical and Camera* C. L. GERMANN, Chairman (*Engineering*)
R. W. COLEMAN, (*Engineering*)
R. E. SEARLE (*Traffic*)
- Membership* M. M. BETTENCOURT, Chairman (*Passenger*)
MISS PEARL JENNINGS (*Aud. Frt. & Pass. Accts.*)
J. H. HYLAND (*Traffic*)
- Publication* PAUL SHELMERDINE, Editor (*Transportation*)
TED WEST, Managing Editor (*Car Record*)
P. L. WYCHE, Associate Editor (*Executive*)
- Publicity* PAUL B. HARRIS, Chairman (*Traffic*)
- Supervisory Athletic* HAROLD HEAGNEY, Chairman (*Aud. Frt. & Pass. Accts.*)
TIMOTHY MORAN (*Treasury*)
CORNELIUS MURPHY (*Car Record*)
- Golf* W. A. BAUDIN, Chairman (*General Auditor*)
GEORGE TRIMBLE (*Aud. Frt. & Pass. Accts.*)
JAMES DRURY (*Car Record*)
- Softball* L. B. LARSON, Chairman (*Traffic*)
W. A. RACINE (*Aud. Frt. & Pass. Accts.*)
J. A. BARBEAU (*Traffic*)
- Basketball* K. P. REILLEY, Chairman (*Transportation*)
MISS M. E. PATSEY (*Car Record*)
JACK JONES (*General Auditor*)
- Bowling* S. H. LEWIS, Chairman (*Car Record*)
MISS PEARL MAYFIELD (*Car Record*)
A. PETERSON (*Aud. Frt. & Pass. Accts.*)
- Swimming* F. E. FOWLER, Chairman (*Operating*)
JOSEPHINE BEIN (*Freight Claims*)
- Tennis* D. H. COPENHAGEN, Chairman (*Traffic*)
W. C. EMERSON (*Operating*)
BERT ASVITT (*Personnel*)

We know definitely that seven of these committees are working diligently on activities in their spheres. Among the most active are the editors of the Club's publication . . . a silent testimonial being the first issue now in your possession; the golf committee, with a tentative plan for playing the second 18 holes for the handsome Swerger Memorial Trophy at the Tilden Golf Club on October 12th; the basketball group, vigorously going about the business of selecting a team from the fine available material, under the capable coaching of John Gallatin . . . who could use a few six-footers; the bowling league, which got off to a splendid start on September 23rd at the Broadway-Van Ness Bowl, with the bowling enthusiastic, if not always perfect; and the Educational, Entertainment and Historical and Camera committees are, as evidenced in these pages, really "carrying the mail." Too, Dave Copenhagen and committee are whacking the sticks looking for tennis racquetters to participate in men's doubles and mixed doubles tournaments this fall. Dave deserves full support, for he has interesting plans in mind.

OUR NEW ENGINES

By PHIL WYCHE

The first of the Western Pacific's new diesel electric freight locomotives of 5400 hp. (Engine 901) is promised for delivery in December. The other two should follow soon after the first of the year.

Our prospective locomotives are similar in general design to the diesel locomotive GM-103 which was tested on our line in May, 1940. Each is 193 feet long over couplers and is carried on eight two-wheeled trucks. Each truck is equipped with two electric traction motors, or 16 for the entire locomotive, which at starting speeds are capable of exerting the enormous tractive effort of 225,000 pounds. This is 65% greater than the normal tractive effort of 137,000 pounds possessed by our largest mallet.

The diesels are to be furnished with the lowest standard gear ratio of 62:15 which will enable them to handle a train of 4,900 tons on a 1% grade at a continuous speed of 12½ miles per hour. Despite this great tonnage capacity at low speeds, the diesel can handle no more cars than the large mallet at speeds around 20 mph. Because of the low gear ratio the top speed is mechanically limited to 65 mph.

This limitation is not because the locomotive lacks the power to travel faster than 65 mph, but because of physical limitations of the traction motors which would tend to fly apart if revolved at a rate faster than that corresponding to a ground speed of 65 mph.

To enforce this maximum speed there is an automatic governor which prevents the locomotive from exceeding the allowable speed, even when running down hill. Of course 65 miles an hour is ample to care for freight needs. The locomotive is not equipped so that it can be operated in passenger service.

A feature which will be helpful in descending long grades is the electric holding brake unit which has been specified for our diesels. This accessory enables the engineer to convert the traction motors into generators. The power necessary to generate current with the erstwhile motors is furnished by the turning of the wheels and becomes a drag on the train in the same manner in which brake shoes would, but with an entire absence of heating in the wheels. The electricity

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OUR NEW ENGINES
(Continued from Page 5)

generated is dissipated in heat through large resistance units. The adjustment is such that in descending a 1% grade a constant speed of 25 mph or of 36 mph can be maintained.

After the locomotives are received there will be an experimental period in which they will be used on various parts of the line to determine just what they will do under normal and abnormal operating conditions. There is nothing to prevent their use on a continuous run between Oakland and Salt Lake; however, it is probable that their greatest benefit will be realized in the grade territory. The remarkable ability of the diesel-electric type of motive power to run mile after mile without interruption for servicing or repair must be balanced against its greater hauling capacity in mountainous country, and to the end that it may work near capacity for the greater number of miles in a given time.

On a run from Salt Lake to Oakland we know that its monthly mileage would be gratifyingly high, but in accumulating that mileage it would be covering much valley territory over which it would be called upon to exert less than 1/3 of its potential power. At the same time some other train laboring over Wendover hill could have used that surplus power to great advantage.

The color scheme adopted is a striking green for the upper portion of the locomotive with a broad band of yellow and orange running the length of the sides and curving to a peak at the front and rear under the headlight and above the large Western Pacific medallion on the nose.

The artist's sketches are most impressive and augur that it will indeed be with prideful satisfaction that we view this latest addition to our motive power as it sweeps down the track.

WHAT DO YOU KNOW?

During the past 23 years, the tractive effort of the average steam locomotive has been raised from 33,138 pounds to 50,395 pounds. The indicated increase in general efficiency is reflected in the steady reduction in the number of power units necessary to move steadily increasing traffic. Forty-two thousand five hundred and eleven locomotives now handle 4,000,000 more carloads of revenue freight than in 1932, with 10,805 fewer units of power.

The average railway employee in 1939 was paid for 2,520 hours of work at the average rate of 74.9 cents per hour. In 1916 he put in 3,151 hours at 28.3 cents per hour.

Eleven thousand seven hundred and forty-four railway officers in the United States boss 83.1 employees each. Wonder how the one who's got that one-tenth of an employee running around his office keeps track of him?

In 1921, the payments made by railways for loss and damage to freight amounted to \$2.35 for every car loaded with revenue freight. In 1939, this average had been reduced to 53 cents, a decrease of 77 percent. And Western Pacific's Mr. P. H. Emerson had something to do with that!

Railroads use practically every commodity and nearly every manufactured article in their operations.

Thunder, the loudest common noise, is seldom heard more than 20 miles away from the flash, while the volcanic explosion of Krakatoa, in 1883, was heard over 1,400 miles away.

NIGHTMARES

If You Don't Believe It . . . Ask Our Car-Distributor!

A foreign box-car without a Home-Route card, and on a siding where weeds grow an inch per minute.

A private car on the end of your favorite Limited.

"But Mr. Twiddle . . . boo hoo . . . when you said arch-bars I thought you meant candy . . ."

"I know it was at Twump last record, but where is it now?"

Company material in a Class-A foreign box . . .

"Hello, Clangen Clunk RR? Say, shove eight or nine Class A boxes into Smith Crockery Spur right away, will you? . . . Thanks . . . No, this ain't Smith Crockery. This is the secretary of Hoboes Local No. 66 . . . Oh, yeah? Well, our delegates to the hoboes convention have gotta sleep some place, don't they?"

Forty foreign cars caught in a sit-down strike.

ADVICE TO FIREMEN

Don't Let This Happen to You
Oscawile, Ky., Oct. 5, NPUPSPWP
(Special from the Oscawile Daily News)

The line opened with a bang yesterday after being closed for three weeks by floods, cloudbursts, slides, and cattle which were brought in to munch the high grass along the right-of-way.

The bang occurred when Jasper Hemlock, fireman on No. 67 1/2 out of Oscawile eastbound, became so excited over the prospects of again tearing along the old Oscawile RR at maybe 35 miles per hour, that he mistook a bottle of kerosene for the water-jug. After gulping a half-pint or so Jasper discovered his error.

The position of Jasper's brogans in the engine cab indicates that he spit hurriedly into the firebox instead of out of the cab window.

(Steve Leary—take note!)

Plan to attend the Fall dance October 23rd . . . Rainbow Room. It's a night you will long remember.

INCOMES SOAR! (So does operating expense)

Eight months' net incomes were reported by the following railroads:

	1941	1940
Western Pacific	\$ 1,856,704*	\$ 449,761*
Great Northern	9,691,332	2,971,746
Chicago, Burlington and Quincy.....	6,580,683	1,076,252**
Union Pacific	10,783,479	6,591,574

* After trustees charges only. ** Loss.

Western Pacific paid out for car hire expense for the first seven months of 1941 \$982,870.25 as against \$838,823.25 in 1940.

Western Pacific employees who received pay during month of July, 1941, was 5,454 as compared to 4,621 in 1940, and this figure is steadily mounting.

ARE YOU REPRESENTED?

It is our desire to have full representation from all Western Pacific offices throughout the country. This publication issued and published by the employees, wishes to keep it light enough in vein and personal enough to maintain interest.

Have you in your offices any news items that may be of interest to the entire company? Have there been any recent marriages or new additions to Western Pacific families? Is there any "Man Bites Dog" news . . . any little stories about some one employee in your office?

While the heads of all outside offices are familiar names to employees in the San Francisco offices—what goes on in those offices remains a mystery. We want to hear from you, write about you.

We would appreciate it therefore if you would designate a "reporter" to keep us informed on all news, personals, and any other information you think we should have. Please help us. The sooner it begins coming in, the better. Send in your name promptly, together with your news. Your office can't afford not to be represented.

Address all mail to "The Editor, THE HEADLIGHT, care Western Pacific, Mills Bldg., San Francisco, Calif.

YOUR DUES

Local members are those living in the San Francisco-East Bay district, that can and are expected to participate in the various social, sports and business activities of the club. Dues for these members are \$1.00 for six months, or \$2.00 a year.

Non-local members are those living outside these limits whose participation in the Club is limited to contacts through THE HEADLIGHT.

Both, of course, will receive THE HEADLIGHT regularly.



The heaviest freight shipment on record was a converter weighing 367,000 pounds, which was shipped from the General Electric Works in Schenectady, N. Y., to the Potomac Electric Power Company, District of Columbia, in March, 1935. (Does anyone know of any heavier loads?)

A. F. & P. ACCOUNTS HITTING BALL By "WESPAC"

Walking slowly down the aisle of the A. F. & P. A. office, Reporter Wespac caught the undercurrent of suppressed noises synonymous with an organization busily at work. The obvious curiosity on his face prompted workers to smile inquiringly at him. He stopped before the desk of Bill Levy, Assistant Auditor.

"You were referred to as the one to give me information on the work put out by your department. My name is Wespac of THE HEADLIGHT."

"Be glad to; but why the interest in what we do?" Levy asked.

A. F. & P. ACCOUNTS BOSS One of the Gang Tom Kearns, Sr., A. F. & P. A. has always been a leader in his office's social activities. In the Rialto Building in 1930, Tom originated the Christmas party annual affair—and today it highlights the A. F. & P. A. year. He ranks among the best of the Company's bowlers and stands solidly behind the new W. P. Club.

"The department heads are familiar to our readers, but they don't know who are behind them. In your case, for example, who are the personalities behind the name of Thomas Kearns? That's the information I want."

"I see your point, Mr. er . . . ah Wespac. It's well taken." He paused for a moment as if collecting his thoughts.

"We have a total of 68 in our personnel divided into bureaus. My own, known as Miscellaneous, handles all work that does not come under the specific duties of the others. Lynn Perry is Head Clerk of the Affiliated Lines Bureau. His duties are handling

(Continued on Page 8, Col. One)

PENTHOUSE ON NEW W. P. BUILDING

Contributions to a higher level of all-around efficiency in the realm of Western Pacific will make themselves manifest when the railroad personnel now housed in the Mills Building and in the W. P. General Agent's freight departmental offices on California Street have been installed and settled in the new joint offices at 526 Mission Street in San Francisco.

Thoroughly modernized, the Western Pacific Building will afford maximum utilization of space, the latest type of indirect lighting arrangement and air-conditioning system, as well as acoustical effects in all offices, gained from special ceiling treatment.

A roof penthouse, seven floors up, will be accessible for recreational purposes by employes, and the beneficial rays of the sun will more than make this promising feature a popular one.

Regarding location, Western Pacific's new home is on the north side of Mission Street, corner of Ecker, within one-half block of First Street and the East Bay Terminal, thus making it at once accessible to commuters dependent upon the latter, and the greater part of those utilizing both "number" and "letter" cars. Peninsula commuters who may enjoy the merry, morning trek from Townsend Street will find it cut by some two blocks and the pleasure (?) of crossing Market Street.

The addition of the Western Pacific Building to San Francisco's host of superfine structures milestones the Railroad's progressive trend of 33 years.

Metronome and Down Beat music critics have rated John Wolohan as one of the greatest of modern day pianists. Hear him October 23rd.

SECRETARY, THE WESTERN PACIFIC CLUB Mills Building, San Francisco, California Attached is \$..... For { Local..... } Membership { Non-Local..... } Mail my copy of THE HEADLIGHT to: Name..... Address.....

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A. F. & P. ACCOUNTS
(Continued from Page 7)

all matters relating to freight accounts of subsidiary companies. Then there's . . ."

The jangling telephone interrupted further dissertation as Levy spoke into the mouthpiece. "O. K., I'll handle it." Hanging up the receiver, he said, "Sorry Mr. Wespac, I'll have to turn you over to someone else. . . . Hey, 'Pete.'"

"This is Mr. Wespac — Arthur Petersen! Help him out Pete. Tell him what work we do and who the boys are. I've got to see Tom."

"What are your duties Mr. Petersen?"

"I'm Head Clerk of the Statistical Bureau. We compile freight statistical data for various reports for Executive, Operating and Traffic Depts., and for reports to I. C. C. and State Commissions." Petersen looked about before continuing.

"That's the 'Snake' over there. I should say George Vedder, Head Clerk of Agents Accounts Bureau. Agents Accounts, checking Traveling Auditor's reports and the such are handled in his end. Nick Schoeplein, Head Clerk of Interline Freight Accounts, has the largest bureau with 16 workers. They handle all matters pertaining to interline freight accounts."

"That should cover the work satisfactorily."

"Not yet." Petersen answered. "Here comes Harold Heagney, Head Clerk of the Revising Bureau. Say 'Hag' what are your worries?"

"Fourth place in the individual bowling averages. Must be my hook. If you mean my work, Pete, we handle revision of waybills, render government bills, check bills in connection with freight transportation, such as drayage loading and unloading charges, switching, etc. We've got plenty to do."

"One of the boys is calling, 'Hag.' Take over with Wespac." Petersen hurried away.

"Hm-m-m. You haven't got Guy Burks, Chief Clerk of Passenger Accounting Department. He handles Passenger accounts, ticket refunds and

passenger statistics. Now let's see-e-e, that leaves 'Shep's' department. C. O. Shepardson is Chief Clerk of Overcharge Claim Bureau and handles everything in relation to overcharge. I guess that finishes off the list." Heagney concluded.

"Thank you and please express my thanks to the others. May I suggest you try a hop, skip and a jump before you let the ball go. I'm sure it would help your bowling."

THURSDAY NIGHT

October 23rd

While the swank set dance to a juke box at the Mark Hopkins, the W. P. will trip the light fantastic to the celebrated music of John Wolohan and his famed radio orchestra.

It's dance time with fun, frolicking and entertainment at the Rainbow Room, San Francisco's most beautiful ballroom, Market Street at Ninth, Thursday night, October 23rd.

Remember the date! It marks a mile post in our history for better entertainment.

In addition to securing this lovely room for our exclusive use, the W. P. Club, through arrangements to defray part of the cost, makes it possible for us to dance for the ridiculously low sum of 55 cents a couple, and for our guests, 75 cents a couple.

Plan to attend now! Line up your friends and relatives. It's a setting to be proud of, and a night you'll long remember . . . Thursday night, October 23rd.

New W. P. FREIGHT HOUSE

Our San Francisco freight agent now holds forth in a brand new building, located at the southwest corner of Eighth and Brannan Streets.

The structure, which was recently completed, is strictly modern, with steel sash for the windows and utilizing indirect lighting effects.

The accommodations include offices for the agent and assistant agent, cashier, special agent, and the general office force.

BOO, HOO AND FOO DEPARTMENT

By JOE HDLITE

Not only does THE HEADLIGHT invite criticism, especially the constructive type, but it is also very interested in the boos, hoos and foos of its readers. In fact, we trust you will boo, hoo or foo on our thick shoulder pads at the least provocation, for which, of course, there will be a slight charge.

In the interim, whilst you boil up a few qualms, we'll start this sock-and-run department with our own monthly Boo.

NOMINATED FOR THIS MONTH'S ELECTRIC CHAIR:

1. *The tax collector.*
2. *A. Hitler.*
3. *Our butcher.*

Or what's your ideas about short trains and long dresses, or do you want to start something about something else?

See how easy it is? Okay, let's have it . . . we've got our head-gear on!

W. P. Club Dance, October 23rd.

PEOPLE AND THINGS

(Continued from Page 4)

At random: Pearl Mayfield keeping the bowling scores . . . the loyalty of basketball fan Margaret Patsey . . . Pat Nickerson's keen interest in modern dance music . . . especially at Lido's Nitery. Dave Spowart's appearance in bowling fold, fully recovered from recent illness and badly in need of practice.

A memo to Jim Drury: The idea is to score as high as you can in bowling and vice versa in golf. Catch on?

If you noticed all names here seem concentrated in one building it's because from here in we hope you'll all send in the "dope" for a wider representation. We ain't so hot on manipulating the ouiji board.

Don't miss the first Fall season social October 23rd.