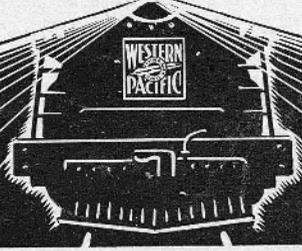


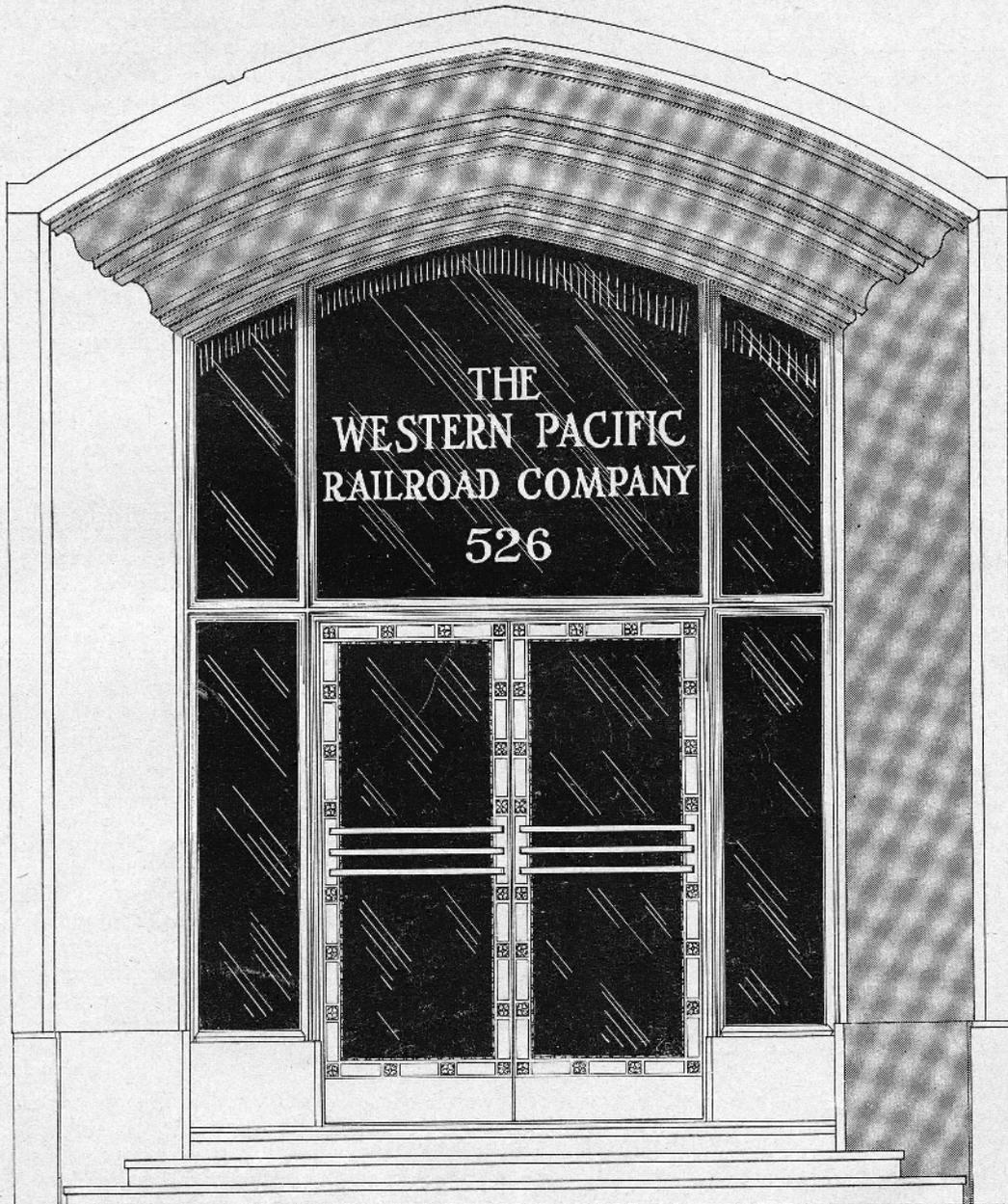
The HEADLIGHT



VOLUME I

DECEMBER, 1941

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THE HEADLIGHT

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GUIDE

	PAGE
NEW W. P. BUILDING	Cover
PROGRESS	3
PEOPLE AND THINGS	4
BUILDING THE W. P.	5
FEMINE FREIGHT	7
WORLD'S LARGEST BOMBING RANGE	7
MORE DIESEL SWITCHERS	7

EDITORIAL

December 1941 is rapidly drawing to a close. December of any year is a month when men and women, in all walks of life, pause and reflect. The wisdom of calm reflection takes note of the misjudgments and errors of the year ending, and calculates an improved course for the future.

December of this year 1941 closes one of the most turbulent years in the world's history—and yet the general attitude of a great many of our people is one of calm indifference. Dozens of other countries of the world are drenched with the blood of millions—within our own United States a mass of confusion confronts everyone everywhere. That our own United States is poised on the brink of war and suffering is generally accepted—yet only a few have recognized the significance.

Now, more than any other time since the birth of our great country is the time to prove up!

Labor, capital, individuals, who are willing to make small sacrifices to each other now, for the common good of all, will avoid great sacrifices in the immediate future. Government without the undivided support of all its people, rich and poor alike, cannot survive and prosper.

Yes, December 1941 is one year when there is very little "Peace on Earth, Good Will to Men" in most of the world. Reflection on this should drive home—hard—how fortunate we Americans are. Each and every one of us should take extra time out this Christmas season to pause and reflect, and then do something about it! Volunteer your services to the Civilian Defense Council, join the American Red Cross, buy U. S. Defense Bonds—give your loyal services wherever and whenever needed. Then set our minds and our course for the year 1942, come what may!

This country in which we live is, and always will be, the best forever. A Merry Christmas and prosperous New Year from the Western Pacific Club and THE HEADLIGHT, to you all.

THE EDITOR.



WISDOM, INC.

Our Congress and President have undertaken a program of national defense. Billions of dollars have been voted for this purpose. Battleships, machine guns, airplanes and mechanical equipment are being purchased. Our standing army is being increased. But all these plans and expenditures will be of little avail unless we realize that there are three lines to our defense. They are:

First, the fighting forces—land, sea and air.

Second, the producing forces—the economic battle line—our enterprise system.

Third, and most important, the supporting base of the moral forces—the national unity of purpose.

The importance of our fighting forces is, of course, vital, but we need be equally concerned about our producing forces.

In the stress and complexity of modern life, we may have forgotten the fundamental purposes for which our Government was set up. They are beautifully and simply and briefly expressed in the Preamble to the Constitution of the United States:

" . . . In order to form a more perfect union, establish justice, insure domestic tranquillity, provide for the common defense, promote the general welfare, and secure the blessings of liberty to ourselves and our posterity . . ."

We live today in critical times. Not only must we prepare to defend ourselves, our country, our system of free enterprise, and our property, against possible aggression from without, but we must also prepare to defend ourselves against all those within who would substitute some foreign "ism" for the American Way. The latter danger is far greater of the two. A highwayman may readily be recognized for what he is, and if faced with proper arms and skill, may be overcome before he can commit the crime. But an embezzler is seldom caught in the act; he commits his crime and makes his getaway. Rarely are the proceeds of the crime restored when the latter is caught, and so it may be with the embezzler of the American Way—we won't get it back once it's gone.

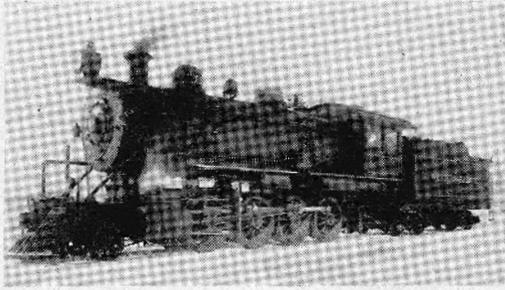
—(Excerpts from an address "Defending Our Ramparts" by Alfred J. Lundberg, President of the California State Chamber of Commerce, and Past President of the Pacific Railway Club.)

PROGRESS OF THE WESTERN PACIFIC

Three Decades of Advance

By TED WEST

Progress, inherent right of man, will be judged, not by the number of forward steps alone, but also those lost backward in order to gain them.



Our First Locomotive. Received November 11, 1906

MORE than thirty years of forward motion on the Western Pacific have witnessed a pre-calculated, tenacious advance in performance of every cog in that thundering machine-servant of "our way of life." And you may not, for the achievement of the record about to be set down, credit one man or one department—but all. For on the Western Pacific no man is a mere railroader. He is a *Western Pacific Railroader*.

From that dim day in 1906 when the first W. P.-owned locomotive was received in Salt Lake City, the record begins. From Number One, forerunner of a host of carefully specified power now flashing incessantly between that terminal and San Francisco with every manner of world goods—to smooth, voiceless monsters of 5400 horsepower, gleam and color, keynoting the modern "must" combination of efficiency plus glamour . . . from a few scattered offices in the Mills Building in the City by the Golden Gate to one of the most elaborately appointed structures, the Western Pacific Building . . . from a dingy, ill-lighted shed to spacious, streamlined freight offices . . . from cramped train yard facilities at Oakland to a multi-tracked plant shouting for more and bigger trains . . . catch-as-catch-can communications to the teletype . . . hooting, creaking "goats" to rippling Diesel switchers, without the fuss and fume . . . from crowded attic quarters to a complete new and separate division dispatcher's building at Sacramento . . . so the visible progress of a railroad is recorded.

In order to keep pace with such progress, however, administration and supervision processes must move faster, creating and applying the efficient measures demanded by increased traffic and the natural speed of flow resulting directly from each improvement, each step forward. Hundreds of such minute processes in the various departments — transportation, traffic, accounting, engineering and all of the others — require constant vigilance of supervision in the light of those progressive steps. And devolving upon each person in the entire organization is the responsibility for ways and means of better and faster methods of operation, solicitation and the many services, keeping in mind always the prudent application of economy . . . so the invisible progress of a railroad is very definitely recorded.

The year 1941 has brought to public notice all of these things, for progress is its own press agent . . . the orange, green and yellow of Western Pacific's mammoth, new Diesel electric freight locomotives shortly to be seen on the line . . . clean, noiseless

Diesel switchers, relieving many units of heavier steam power for road duty . . . the gleaming array of new structures housing the means of increased efficiency of administration; the Western Pacific Building at 526 Mission, and the new freight office building at Ninth and Brannan Sts. in San Francisco; the pert yard office structure in the middle of train operation in Oakland Yard; the queenly dispatcher's building at Sacramento . . . fast, instantly interpretive messages via teletype . . . the organization of that high-spirited body—the Western Pacific Club . . . and last, but far from least, THE HEADLIGHT.

Here is progress in all of its meaning, designed and dedicated to the service of transportation — Western Pacific's 1941 contribution, from president to office boy—to the nation.

Suggested Requirements for a Successful Freight Collector

- The Curiosity of a cat;
- The Tenacity of a bulldog;
- The Determination of a taxicab driver;
- The Diplomacy of a wayward husband;
- The Patience of a self-sacrificing wife;
- The Enthusiasm of a jitterbug;
- The Friendliness of a child;
- The Good Humor of an idiot;
- The Simplicity of a jackass;
- The Assurance of a college boy;
- The tireless Energy of a collector of past due bills.

The nearest form of transport to a universal, all-purpose, all-round system of transportation is the railroad.



. . . and One of Our new Diesel-Electric Freight Engines, received December 6, 1941 (Numbered 901)

PEOPLE and
THINGS
By AL BRAMY

The "Headlight" submits a thought: Our Feather River Route is undoubtedly one of the most beautiful scenic routes in the country, but our freight shippers do not care if their cars move through nature's wonders or barren wasteland as long as schedule is maintained.

In the shipping of freight, other factors enter. Our schedule and rates are the same as competitive lines; therefore we must sell another item . . . our Home Service and Co-operation. The countless services we render to shippers while cars are being readied for movement, or upon receipt of cars from connecting lines our co-operation and willingness to help in the interest of better business—we know about—but let's let everybody know! The creation of The San Jose Booster Club is a big step in this direction. Be a Booster . . . "Service, Inc." . . . that's the W. P.

★

Ralph Christy transferred to Terminus, the station where the boys work a split shift and go fishing in between . . . S. F. welcomes Justin Stevens who left that idyllic spot to cover the Waterfront . . . New honors for the W. P., Dick Wilkens, GA, elected to the board of directors of the Los Angeles Transportation Club.

Trafficker Charlie McNamee on a visit to San Jose called up a favorite gal friend and found she had married during his absence, but glibly talked his way out of his predicament.

E. S. O'Brien, Pittsburgh GA, a cootie! Was initiated into membership of the Ancient Order of Transportation Cooties. This club is comprised of ex-service men engaged in traffic and transportation. O'Brien is looking forward to another year when he will be in a position to "de-louse" new members.

The W. P. Club extends deepest sympathy to members Jack Hyland and Tony Quill, both of whom lost their fathers recently. Those dearest to us, though gone from this life, reap their reward in undying love and remembrance from those they leave behind.

Praise and thanks: Walter Winchell says "Orchids"; Herb Caen says "Beaucaens." We say it with our symbol, the Red Feather; and it's Red Feathers to Los Angeles and Cincinnati for being the first off line offices to boast 100% W. P. Club membership . . . and locally, the Gang at 244 California street and the Engineering Office.

Belatedly, but congrats to the Richard Benish's for their image. The Hank Aviles' are infatigating. Chicago's Ken Rank married to Violet Harriet Petzke, with Ken Stoney still yelling about a dowry. Wedding bells tolled for Clyde Janic.

Every man to his own opinion, but J. G. Wheeler take note that in the old days passenger trains provided spiritual and physical comforts not provided for today. An Illinois old timer recalls when each seat was provided with a small Bible in a metal container with the words "Read and

Return." Also in the center of each window was a much smaller sliding window intended for the convenience of tobacco-chewing passengers. Ready, Aim, Fire!

Railroad, a New York magazine, advises Oakland W. P. switchman, Gilbert Lathrop, is one of their leading fiction writers . . . William Wickander of Commissary, has railroading items and theories published in national mags, and has had great success with poetry.

Painless extraction: Received second Defense Bond from payroll deductions. Disappointingly small is number of W. P. employees who have taken advantage of this system. Your bond purchase means greater strength for your Government—and yourself.

A Gallup poll suggestion: A poll on percentage of people never contacted by their operators.

Add suggestion: Picture your favorite football stadium with a chunk 64 yards long taken out, or the halfback making a run of 64 yards, or a 64-yard punt—that's the length of our new Diesels.

Into the Army goes our Leon Borjas of Engineering Field Party and Ray Boyer of Traffic. Wings for George Terhorst of Auditor's Office, who successfully passed tests for flying cadet and ready to solo. To Robert Faling of Keddie: You're looking forward to skiing to work. Brother, you're welcome to come down here and turn on the heat before this scribbler climbs out of bed. . . Word comes to us from L. A. that Tal Kelly made the S. F. spots over the Thanksgiving holidays without his restraining influence (?).

Drama: An apparently drunken passenger boarded No. 40 at Oakland Pier, accosting the hostess-nurse on duty. A passing brakeman, overhearing his insulting remarks, ordered him back to his seat in the coach. In a sudden, towering rage, the passenger wheeled on the brakeman, pulling out a knife and swearing vehemently. The brakeman stepped in quickly with a terrific blow to the head, cutting a deep gash over the passenger's eye, considerably chastening him. A Red Feather to Brakeman Evans. With total disregard for his own safety he did not hesitate in doing his duty.

Right proudful is Ye HEADLIGHT of the growing stacks of correspondence from almost every State in the Union. Gags still pouring in . . . lotta fun. Proud, too, are we of the many congratulatory messages received, and glad to note that many of our copies after being read are sent away for wider distribution.

Germann's "Building the Western Pacific" has received innumerable mentions and is being reprinted by a Portola newspaper as each issue is published. G. W. Lindsay of the Southern R. R., Chattanooga, Tenn., avidly awaits more of these historical items to add to his collection—on advice received from Cincinnati . . . Many of our items are being picked up by other publications. The national magazine *Trains* will feature some. "Drafted" has been picked up by other roads, and copies sent to their draftees. Phil Wyche's articles are clarifying points that were always a little fogged in the minds of a great many. THE HEADLIGHT is getting around, and we're happy.

This column, too, takes this opportunity to wish THE HEADLIGHT readers the best of Yuletides.

OUR SPORT-LITE REVIEW

The bowling league, now well into the second quarter, finds the Treasurers clinging to a precarious one-game lead over second place Traffickers. With the other seven teams applying the pressure, the once comfortable lead of the Treasurers has been almost erased. Van Skike, Rintala, Moran and Sevey make up the Treasurer's quartet.

The race for individual championship continues nip and tuck, with Charlie Craig (Transportation) the new leader with a 168 average, nosing out Joe Corven of the Auditors whose average is 167 after 30 games. Ex-champ Harold Heagney (Freight Accounts) in third position with 165, with three Traffickers, Bud Gentry, Jack Hyland and Walt Mittelberg tied at 162, following.

Balance of the "Big Ten" has Lewis (Telegraph) in seventh spot with 155, Swain (Car Record) 151, Murphy (C.R.) 149, Rintala and Sevey (Treasurer) 149.

Joe Corven's brilliant 208-202-214 for a 624 continues to hold high series. An oddity has the Bowling Club Officers leading for high games, with President Spen Lewis first with 234, Vice President Jack Hyland, 232, and Treasurer Tim Moran 231. Secretary McKellips will have to better his 184 high game to make it a clean sweep for the officers.

For bowling consistency, Fox (Disbursements) bowled three games of 124 and, stranger, the Telegraph team in dropping two to the Freight Accounts bowled three games of 474 without their handicap and 538 with it.

Ferguson, Geddes and Fox are holders of "200 Club" medals with Lewis, Hyland and Moran holding "225 Club" medals. While scoring many 200 games "the big ten boys" whose average tops 150 must bowl at least a 225 to win a medal. On the record to date this seems to be as tough for them as it is for the low average group to hit a 200 game.

★

With the industrial league basketball competition ended, the once high-flying W. P. Flyers are finding games to schedule increasingly hard.

Stepping out of their class, Coach "Gin" Gallatin's five took on the high scoring, undefeated Firemans Fund quintet, losing out by a 30-23 score. The other games classed as scrimmages followed with the Flyers winning over Boimbo Bros. Boiler-makers and The Flores Smoke Shop. Record now stands at 6 victories against 2 defeats. Significantly, the Flyers have yet to taste defeat against an Industrial League opponent, although meeting the best in the lower divisions. Squad includes Capt. Ken Reilly, Al Bramy, Hal Furney, Jack Jones, Bob Salkeld, Hank Aviles, Dick Patterson, Bruce Heilman and Tony Quill.

★

The third round for the W. P. Golf Trophy was played at the Harding golf course. Chuck Faye (Fresno) who continues to hold his lead, golfed a 97, with Axel Rintala moving up with a 99 and George Trimble with a 103 round. Charlie Craig and Bill Baudin tied for low scores with an 88.

BUILDING THE WESTERN PACIFIC

By C. L. GERMANN

Part three:

"Water, Water, Everywhere, Nor Any Drop to Drink . . ."

Early in the spring of 1905 a party of Western Pacific engineers were stationed near what is now Clive, Utah, in the Salt Lake desert country, 72 miles west of Salt Lake City. Those in the party were: Wm. Gordon, resident engineer; a Mr. Twining, instrument man; Wm. Hoffman, rodman; Fred Flanders, chainman; a Mr. Gilcrest, cook, and Judson Rowderry, chambermaid of horses. Four steeds, a spring wagon, and Toots—dog of all nations — comprised transportation equipment and accessories. Toots acted as rattlesnake scout, disposed of the garbage, and during the winter was in high demand as bed foot-warmer.

Water, practically nil in quantity during dry weather, was hauled in by six-horse tank team every ten days from Grantsville, now Burmester, 40 miles from location. At camp a large wooden tank held the precious liquid, and capacity not being sufficient in the summer, several times became empty before the end of the ten-day period. Such a predicament was indeed more serious than a prairie fire, and immediately all available rags in camp were soaked with the dregs of the tank, horses harnessed, and a life's run for Grantsville would begin.

Starting off at 3 a. m., in the spring wagon with all hands, leaving camp intact, each man took five cans of tomatoes for liquid. For the first 20 miles of the trip the horses' nostrils were covered with the wet rags, and during the final lap they alone partook of the last drops of water, which was carried in close woven flax bags dipped in paraffine.

In November snow fell and the camp set up a still for melting purposes, using

sagebrush as fuel. Needless to say, this chore was thoroughly enjoyed by all hands, for plenty of showers via the five-gallon can method could be had, and much overdue laundry work could be done.

It was in May of 1906 that an attempt was made to shorten by 20 miles the original survey over Low Pass by utilizing the famous Hastings Pass and across Gosiute Valley. This cheerful landscape received its name from pioneer emigrants, many of whom perished for want of water, never knowing that just across the range to the west was water in plenty. However, one particularly hot day, the Western Pacific party had trekked over Hastings Pass and well into Gosiute Valley by noon, when to the utmost dismay of all it was found that the corks of both large water bags in the bottom of the wagon had loosened, and not one drop of water remained. Already the horses were licking the iron tires of the wagon wheels for salt moisture and no time was lost in getting under way for camp. In fact, Driver Rowderry had difficulty holding the horses in check on the way, for it is strange how animals will sense the direction of water.

During the actual construction of the railroad, water was piped 15 miles by gravity to Delle, thence along the right-of-way and over Low Pass to the construction crews. Later, when rails were laid, water tank cars were run to the end of the track. So does progress minimize even the horrors of the desert, the pioneers' mortal enemy.

Of this original heroic party of Western Pacific pioneers, but two are now living, Mr. Wm. Hoffman and Mr. Twining. Both of these men lived for 14 continuous months in the camp 40 miles from Grantsville. The remainder of the party have received their last call to duty—on the Indian Valley Railroad—which, in railroad lore, is that mythical line over the last range where all good railroaders get the ideal run, the one they have worked for.

(TO BE CONCLUDED)

"KEEP 'EM ROLLING!"

Statistics compiled in 1935, based on previous year, indicated costs of from 84 cents to \$2.80 for stopping and starting a passenger train, and from \$1.00 to \$4.80 for stopping and starting a freight train, depending on length, weight, etc. Due to present increased costs, these figures are considerably higher. "Keep 'em rolling!"

Who Was Casey Jones?

The hero of the song "Casey Jones" was not a legendary character. He was a popular locomotive engineer on the Illinois Central Railway in the 1890's and his real name was John Luther Jones.

Breakfast . . . from 7 a.m.

Luncheon 11 to 3

Dinner 5 to 7:30



THE COMMUTER OFFERS

QUALITY FOODS AT FAVORITE PRICES



A Few Steps from the New Western Pacific Building

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IN CASE OF
ACCIDENT
OR
SICKNESS

Get Your Health and
Accident Protection

from

ORDER of RAILWAY EMPLOYEES

1000 PHELAN BUILDING
SAN FRANCISCO CALIFORNIA



Girls' Bowling Teams (Center, kneeling): M. Patsey. Left to right: Gloria Thirkettle, Florence Pearce, Mary McIntosh, A. Dillon. In rear: Pearl Mayfield, Berta Harlan, Virginia Day, Mrs. Haliman, Nora Joyce, Peggy McDermott and Edna Rice.

GREETINGS to the WESTERN PACIFIC CLUB . . . The "HEADLIGHT" and EMPLOYEES

December 10, 1941.

The opportunity offered me by Editor Paul Shelmerdine to convey my Christmas Greetings to the entire Western Pacific family through the pages of THE HEADLIGHT is much appreciated.

Nineteen forty-one has been a year of record traffic for our railroad and brought with it many new problems. The manner in which those problems were overcome and the traffic kept rolling evidences individual ability and initiative of the men and women whose function is to do this job.

It is with a feeling of gratitude and renewed confidence in your loyalty, that my staff and I extend our warmest greetings to Western Pacific people everywhere for a Merry Christmas, with all good wishes for 1942.

E. W. Mason



TO THE MEMBERSHIP
OF THE WESTERN PACIFIC CLUB:

I want to take this opportunity to compliment you, both individually and collectively, upon the success you have already achieved in the development of friendship, good fellowship and understanding among the employees of your company, which spirit I believe is due primarily to the activities of your membership.

It is not only my hope, but my prediction, that the Club will prosper and develop next year far beyond your fondest expectations.

I am pleased also to take this means of extending to you and yours my sincere wish for a Very Merry Christmas, with the hope that it will be your good fortune to have a Prosperous, Healthy and Enjoyable 1942.

L. A. Mitchell



Thanks and Appreciation

As Editor of THE HEADLIGHT, it is indeed a pleasure to thank Messrs. Elsey, Mason and Poulterer, officers of the Western Pacific Railroad Co., and Mr. Mitchell, President of the Sacramento Northern Railroad, for the encouragement they have given in our enterprise. I would also like to take this opportunity to thank Mr. Walter Mittelberg, President of the Western Pacific Club, and members of the editorial staff, for their fine co-operation. Without this encouragement and co-operation, the Club or our magazine, could not survive and prosper.

My sincere thanks,

Paul Shelmerdine.

San Francisco,
December 10, 1941.

Mr. Paul Shelmerdine,
Editor, THE HEADLIGHT
San Francisco, Calif.

Dear Mr. Shelmerdine:

I thank you heartily for the opportunity of saying a few words through the columns of THE HEADLIGHT to the employees of this company who have formed The Western Pacific Club and whose spirit of co-operation is reflected in the publication of such a creditable magazine.

The organization of the Club is a worthy enterprise which is certain to prove of mutual benefit and I know the other officers of the Western Pacific join me in extending congratulations to all concerned.

With the approach of the holiday season, I take personal pleasure in wishing the Western Pacific Club, THE HEADLIGHT and all of the employees of the Western Pacific Railroad Company a Merry Christmas and a Happy New Year.

Yours very cordially,

Charles B. . .

Mr. Paul Shelmerdine
Editor, THE HEADLIGHT

December 25th, 1941, isn't just another Christmas—it is the first Christmas of the existence of the Western Pacific Club and THE HEADLIGHT.

Both of these undertakings on the part of Western Pacific men and women have unlimited opportunity for the accomplishment of great things that can only result to their benefit and to that of the company they represent and I feel confident this Christmas is the first milestone in a long, useful and happy career.

My best wishes for a Merry Christmas and Happy New Year, and may both the Western Pacific Club and HEADLIGHT live long and prosper. Yours sincerely,

W. C. Mittelberg



The Highest Rated Commodity

Just a moment! Don't let your eyes roam to the next column with the idea this is going to be a Traffic Department treatise. The writer is well aware that such a matter can be better presented by many of his associates in that department.

No, it is the writer's contention that the highest rated commodity on the Western Pacific, or for that matter any railroad, is the attitude of the individual employee toward those whose job it is to fix the policies and the conduct of management. In other words, that commodity is a harmonious employee relationship, establishment of which goes far in attaining the fullest measure of success for both the employee and the railroad.

True there was a period, lasting too long, when railroad management's interest in the problems of the employee was practically nil—and *vice versa*; but, with the end of the era of swashbuckling railroad financing, this condition gradually changed as new figures crossed the stage of railroad management and, as the years passed, the tie between employer and employee became more closely knit.

On the Western Pacific, we have been fortunate in recent years to have a management possibly more keenly interested in the well-being of its employees than has been the situation with the majority of the railroads. It is good to know that, and to feel we are working for the common good. The family spirit, which has been latent in our organization for so long, is rapidly crystallizing and, working in unison, our hope is that the Western Pacific Railroad System, which each one of us represents, shall continue to scale each new barrier.

In the spirit of the Yuletide, the officers of the Western Pacific Club extend warmest Season's Greetings to all the members of the Club, to the Western Pacific Management to the staff of THE HEADLIGHT and to all our friends and acquaintances everywhere.

W. C. Mittelberg.



The...
Season's
Greetings

FEMININE FREIGHT

We... the Women!

By PAT NICKERSON

We women have a place in the business world!

Why? Well, first and most important, we're filling a greater and varied demand in all fields; secondly, isn't it true that women have always been ready and more than willing to fill the bill when that demand occurs?

In the same vein—since no efficient railroad organization tolerates sub-par performance in any department, it follows that the increasing number of women engaged in the service of transportation refutes any argument to the effect that we're not more than doing our share toward "keeping 'em rolling." Nevertheless, women are affected by several disadvantages, foremost among them being the 48-hour law, originally designed to protect us. Many responsible, high-salaried positions are barred to our participation mainly because we are not allowed to contribute the necessary time to them. Actually there is no valid reason why this situation should exist, except in cases of physical incapability, and even this cause is minimized daily by the tremendous effort by all the women of England!

It seems that something might be done to enable more of us to take our places beside the able women handling difficult jobs on the Western Pacific—jobs requiring knowledge, energy and tact. There's many—Miss Crowder, Chief Clerk to the Chief Special Agent and Claims Agent, and also Secretary of the Western Pacific Hospital Association; Blanche Dewey of Passenger; Anne Shuster, Traffic; Miss Bagge, Executive; Mrs. Tyler, Legal; Miss Dragoo, Vice-President's Office, and Rose McGregor, Freight Office. And it's known that our women telegraphers are among the best on the railroad. To cite a few: Daisy Burk, Hayward; Julia Howard, Mason; Edna Scott, Stockton, and Lucille Peterson, Oroville.

Now is the time to give us special training against the day when it may be sorely needed! Now, not later, is the time to school us! Invention may be man's right—but resourcefulness is ours!

Buy United States Defense Bonds.

Enthusiasm PLUS!

Elsewhere in this issue, honorable mention (a Red Feather) was given our Los Angeles and Cincinnati offices for being the first off-line offices to boast 100 per cent W. P. Club membership. Now—as we go to press, a check arrived covering the entire staff of our Chicago office, another 100 per cent demonstration of cooperation.

"C. O. D."

The familiar initials "C. O. D.," meaning "Collect on delivery," originated in New England in 1841 when a shipper asked the express company to collect payment for the goods from the consignee at the time of delivery.

THE WORLD'S LARGEST BOMBING, GUN, RANGE

Commanded by
CAPT. DONALD G. SMITH, A. C.
of Boise, Idaho

By T. B. ALDRIDGE

The Wendover Bombing and Gunnery Range is the largest in the world at this time! It covers 1,800,000 acres in Western Tooele and Box Elder counties, Utah, and is served by the Western Pacific. This is an area of sand- and sagebrush-covered waste land, 63 miles wide and 9 miles long!

The construction of this unit created a considerable amount of activity in and around Wendover for over a year. The construction workers and their families lived in tent and trailer camps. It was necessary to build several miles of roads for hauling dirt, cement, sand and other material. Sand and gravel were hauled from a distance of 18 miles. A considerable portion of a small mountain was hauled by truck from east of the highway to level the runway areas. Over fifty trucks were engaged in this hauling and were operated in two shifts most of the time. Because of the extra population the business men of Wendover enjoyed a substantial increase in their business. Mail and express business also showed a proportional increase.

The airport, a part of the bombing range to the south of the town of Wendover, has two concrete runways, each 7,000 feet long, with a parking apron of 1,250,000 square feet. To build these runways and the parking apron, nearly 50,000 cubic yards of concrete were used, or enough to make a concrete road 45 miles long.

Permanent quarters now completed are adequate for 250 officers and enlisted men. There are also temporary quarters for 500 more.

This unit of the Army is wholly self-sustaining. It has its own powerhouse, with Diesel engines generating 549 kw.; a railroad spur, built on the old Deep Creek grade; a sewage disposal plant; a fire truck; telephone system; teletype; a complete hospital with X-ray and a theater showing first-run pictures. For the construction of the buildings, runways, etc., the Western Pacific Railroad Company hauled 330 cars of cement, 50 cars of steel and machinery, 30 cars of lumber, 1 car of roofing, 5 cars of automobiles and tractors, 3 cars of coal, 8 cars of explosives and 20 cars of contractors' equipment.

Temporary bombing targets are being used at the present time, but permanent targets are being constructed.

The Wendover Bombing and Gunnery Range will be used by air corps units from Spokane, Wash.; Pendleton, Ore.; Boise, Idaho and Salt Lake City, Utah, and is another "ace in the hole" for Uncle Sam.

NEW DIESEL SWITCHERS

By P. L. WYCHE

The last-minute flash in the November HEADLIGHT, hinting at more new Diesel power for the Western Pacific, became a reality November 10 when the court formally authorized the purchase of eight additional Diesel-electric switch engines. These engines are now under construction at the American Locomotive Works and delivery is planned for February and March of next year. The new engines are of the same size as our present E. M. Co. switchers, being rated at 660 h.p., and weighing 198,500 pounds.

While the engines will work at various terminals along the entire line, assignments during the heavy season will probably be two each at Portola, Stockton and Oakland, with one each at Oroville and Sacramento.

Experience with the E. M. Co. switchers has shown them to be well-adapted to yard work and also more economical than the regulation steam "goat." The greatest element of saving displayed by the Diesel switcher over its steam brother is in fuel cost. Following in order of importance are the other sources of savings: repairs, water, engine house expense and supplies. Enginemen's wages are the same, while lubricants show a slight increase. The net result is a reduction in hourly operating cost of \$1.42, in favor of the Diesel.

Fortunately, the Diesel is vested with a high degree of availability, permitting it to work continuously over relatively long periods. Thus, while the initial cost is high (\$485,000 for the eight locomotives) the hourly saving can be translated into a substantial daily saving, because of its ability to average 20 to 22 hours of service daily against 10 to 12 for the corresponding steam switcher.

Of course, the Diesel has some disadvantages. Probably the most noticeable is the rapid decline in tractive power as the speed increases. While the Diesel at the outset has nearly twice the pulling power of its steam companion (60,000 pounds vs. 32,000), by the time 5 m.p.h. is reached the steam and Diesel are on a parity and above that speed the steam is definitely superior. A Diesel cannot run at 10 to 25 m.p.h. with as heavy a cut as can a steam switcher.

This is no disadvantage in ordinary switching work where high acceleration and low speeds are desirable, but when heavy transfer cuts are to be moved over comparatively long distances, or the yard is on a grade, the Diesel is inferior to the corresponding steam switcher.

For the character of work in the locations contemplated, the eight new Diesels are eminently better suited to care for the switching than the steam engines they will displace. Their acquisition will also permit the release for road services of several consolidation locomotives which have been forced into yard service because of the small number of switching type locomotives owned.

Thus the acquirement of these new Diesel switchers will serve the dual purpose of raising the efficiency of yard operation and at the same time contribute a welcome addition to our quota of available road power.

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PROMOTIONS

Henry E. Poulterer, freight traffic manager of the Western Pacific Railroad, was promoted to the position of vice-president in charge of traffic. Mr. Poulterer's promotion took effect December 1.

At the same time other promotions and changes were announced, the effect of which will be to strengthen the officer-personnel of the Traffic Department, this being deemed desirable by the management both on account of the increased volume of traffic and the normal growth of business.

Malcom W. Roper, assistant freight traffic manager, becomes freight traffic manager.

Wilson G. Curtiss and Marshall E. Boyd, present assistant freight traffic managers, assume additional duties.

Frank W. Steel, assistant general freight agent, becomes assistant freight traffic manager.

Trusten P. Wadsworth, assistant general freight agent, assumes additional duties.

William A. Fauntleroy, chief clerk of the Traffic Department, becomes assistant general freight agent.

Due to lack of space in this issue, we found it necessary to omit the Membership coupon. Don't let this stop you from writing your name and address on a slip of paper, attach a \$1.00 check or money order, and mail to The Secretary, Western Pacific Club, Mills Building, San Francisco, Calif.

SAN JOSE BOOSTER CLUB

(Aims for Better Understanding)

Losing no time in letting the W. P. System know of its organization, the San Jose W. P. Booster Club, through this medium enlightens us with the following:

The basic idea of the Booster Club is that an employee's "gripe" or complaint should be brought into the open and the grievance registered in a legitimate meeting place where all could sit in judgment. These regular meetings are attended by all employees not working on the meeting night.

Carl Nipper, San Jose Correspondent, sums it up by saying, "We found that the things complained of, brought up and discussed, were matters most invariably of a nature which meant better understanding of the problem by the party bringing up the subject. We found also that all our men are sincerely interested in seeing that the W. P. gives the best service.

"This idea may also be adapted in other cities. In San Jose our forces are not so large that the size prevents us all becoming acquainted. We find that when a member has the feeling that he can 'sound off' with complete alacrity, that misunderstandings are chased out in the open. The subject in question is often cleared up by an explanation.

"Improved service has followed in the wake of these meetings and the member goes home with a better realization that he is an important part of the Western Pacific."

WESTERN PACIFIC NET INCOME UP SHARPLY

Net income of \$982,000, after all prior charges, but before giving effect to charges on securities in default, was reported by Western Pacific for October. This compared with a net income of \$771,792 in September and with \$739,635 in October, 1940.

For the ten months ended with October, net income on a similar basis, was \$3,610,496, as against \$1,581,955 in the first ten months of 1940.

Western Pacific invites you to visit their new general offices, 526 Mission Street, after January first.

Research into water supply and treatment has resulted in better operating and maintenance results. By having acceptable boiler water, locomotives can make longer runs, suffer fewer delays, and their cost of maintenance has been materially reduced.

Buy United States Defense Bonds.

For advertising space, telephone or write the Editor, Mills Building, San Francisco; telephone SUtter 1651.

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