



# The HEADLIGHT

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# UNITED WE STAND!

**THE HEADLIGHT**

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**EDITORIAL**

★ Tremendous production plus efficient transportation equals military might. Any one weak unit in the combination quickly destroys the force of the others. Efficient transportation has been taken for granted, and while huge subsidies have helped put most of the necessary war industries on an all out war basis—the railroads were left to their own resources. Railroads, nevertheless, have performed nobly. Senator Reed in his speech before the Senate, May 11th, said, "The railroads of the United States are today doing the most phenomenal job in their history . . . "Outside the production of essentials, no factor in our economic structure is so important as transportation. The railroads of the country have an ample supply of ability in their executives, and of efficient and loyal service from the million men who operate the trains and man the offices and yards. To all of those men who have contributed to this almost miraculous result, I pay my tribute . . ."

KEEP 'EM ROLLING! — from coast to coast — and when Victory is won, the American Railroads will be among the heroes decorated for distinguished service to the nation.

THE EDITOR.



**WISDOM, INC.**

**WHAT THEY'RE SAYING ABOUT RAILROADS**

★ "The nation's railroads, and the men who operate them, are one of the most effective fighting forces on the home front. When victory is won and the story of how it was done is written, the wartime record of the railroads will be a bright and shining monument to the memory of an army of home front soldiers who assumed the biggest transportation job in the history of mankind and who did that job efficiently without fanfare or hitch."

From the Huntington, W. Va., Herald Dispatch, April 27, 1942

"The railroads have handled their part of the country's war effort magnificently. Men, machines and materials have been moved wherever they were needed without delay. Almost alone among the nation's industrialists and government agencies, railroad managers remembered and applied the lessons of the last war to this one."

From the Council Bluffs, Iowa, Nonpareil, April 20, 1942

"The railroads of America are literally performing wonders in the transportation service they are rendering in this exceedingly critical period. But they are doing it so efficiently and magnificently that in large degree it is being overlooked or taken for granted. . . . The railroads of America deserve the thanks and appreciation of the American people for the fine manner in which they are discharging their grave responsibility to the Nation in this critical time in its history."

From the Roanoke, Va., Times, April 27, 1942

" . . . Also, careful staff planning and the efficient cooperation of the entire American railroad system permitted rapid movement within the United States of thousands of troops by rail from training areas in the central part to strategic points on both coasts."

From the joint Army-Navy Review of the First Five Months of War, issued May 16, 1942

## HELP KEEP IT SECRET!!

### ★ What is a military secret?

Broadly, a military secret is any bit of information which even remotely concerns the War Department, is of little value to the average, loyal American citizen, and may possibly aid the enemy. Because such information is usually of so little value to the civilian in his ordinary every-day life, he often finds it difficult to realize how such information could be valuable to an enemy.

It is surprising how little you have to do to help an Axis agent. You don't have to furnish him with a complete plan, showing war industries, contemplated troop movements, military establishments, a timetable and a general order. The secret operator may be one of a score or more who circulate through a large area, noting a name here and a phrase there, overhearing a word or two at a time and at the end of the day compiling all the available words, sentences, names and phrases to make a clear picture.

It isn't enough to think before you speak. The average citizen has no means by which to judge the value of the things he says to the enemy. The solution, then, is to discuss nothing that is even remotely concerned with factual information of the strength of our troops, armament, equipment, morale, state of training or tactical doctrines of our armed forces; information which may affect the morale of our own people or that of allied, neutral or enemy peoples and which may be used by the enemy for propaganda; strategic information which would lead the enemy to an interpretation of our war plans or intelligence.

Railroaders hold a special interest for Axis agents. In the course of a normal day's work, the average railroadman has access to more information sources than the agent usually finds available. It is only logical, then, that the railroads would be covered thoroughly by the enemy - interested operators. Federal Bureau of Investigation agents, Military Intelligence officers and the local police have found these human listening posts in cafes and coffee shops frequented by railroad men, sometimes working behind the counters, sometimes "just hanging around." They might rent a house in a neighborhood containing railroad families, secure a room in a popu-

lar railroad hotel or just visit the theaters and recreation areas patronized by railroaders.

What are some of the things he listens for, this enemy agent? Does he think a thoughtless brakeman will let fall a word about a shipment of trucks that came out of Blank Motors yard this morning? No, the chances are that if such a statement were overheard by the agent he would be suspicious of a trick because railroad men are too closely guarding all information about ship-

### WARNING!

#### TO WESTERN PACIFIC EMPLOYEES:

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

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

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

ments, equipment and armament, troop movements. But he does hope that Conductor Jim Jenkins will tell Mrs. Jenkins of the 500 cases of measles they told him about at Camp ..... But why? How can that be a military secret? Epidemics of measles break out all the time. And that's just why this is valuable information to the enemy. Knowing how often epidemics occur, insurance companies have made actuarial tables and the enemy agent, knowing the number of measles cases, can easily compute the population of Camp ..... by applying the same percentage figures. And he has gained another military secret.

What's wrong with showing the boys how you saw that squad of men at Camp ..... learning how to handle an unexploded enemy bomb? Everyone knows there are soldiers at that camp and the enemy certainly knows what his own bombs look like. But the chances are that when you demonstrate

what you saw these soldiers do, you would use the same hand motions. That's all he needs; future bombs will be so made that when the soldiers handle them in the manner in which they have been trained, the bombs would explode in the handling!

Trains pulling in or out of industrial areas, military establishments and factories are run by men who are in the combat zone of our second front. They are comparable to the Army's liaison officers and scouts with one exception: whenever they divulge information, they jeopardize the Army's interests rather than further them.

There is another reason why enemy agents are interested in accomplishing their work through the facilities offered by the railroader who is not on his guard. Apparently innocent, difficult to detect, this second program carried on in this country is just as dangerous as any other form of sabotage; it is the spreading of rumors. We must be just as careful today not to spread lies about our country as we are to keep secret the factual information we have. Hitler himself laid down the principle: "to aim at convincing the masses by a long term campaign of lies and exaggerated and misleading facts."

One careless railroader, eager to tell his friends along the line "the story I heard back East" may accomplish more on one trip than the Japanese or German radio propagandists can in a month. Government officials who analyze German radio broadcasts have found that there never has been a single popular doubt or fear in the minds of Americans at war that wasn't instigated by German propaganda.

A good example of how a false rumor can be spread and the damage it can do was illustrated in New York recently. Someone, a person careful to keep his identity unknown, let it be known he was going to get a job putting some of the 1,500 bodies in coffins when they came in from Hawaii. It didn't take long for a story like that to circulate. Although it was an absolute falsehood, the rumor took on authenticity with the telling. Pretty soon it was coming from "reliable sources." Imagine the feelings of families with sons at Pearl Harbor when they hear something like that! Imagine the joyful reception of such stories when

(Continued on Page 6)

## PEOPLE and THINGS

By AL BRAMY

★ San Francisco—Main port of embarkation of the Pacific war; colorful in its war time garb; with its streets teeming with men in uniform; its war plants producing to capacity, its men and women engaged in essential industries. It's a city at war—but a city that must play by night . . . spending the super abundance of green folding money from huge defense payrolls. So we come upon another type of people classified as non-essential, but vital to those who must relax, and vital to the armed services whose morale we must maintain . . . Our Night Life Entertainers!

Lee Brown took the count from li'l Cupid . . . it's a baby girl for the Roger Dreuhls . . . gratifying to his many friends is the improved health of Marysville Milt Rowe . . . Carl Moore back on the job after helping evacuate the Japs. . . . Spencer Gibbons, Chicago, new Vice-Chairman of the Pastimes Committee of the Junior Traffic Club.

Ed Reel came from L.A. with a bowling rep and proceeded to knock over Jack Hyland, one of our better bowlers, with ease, except when the chips were down for beer and sandwiches. Then Jack won. The old come on game, Ed?

Short Short Story: The setting is the smart Palm Court where a sparkling floor show is being reviewed amidst thunderous applause. While all eyes are centered on the presentations, almost unnoticed is the smart musical background of the orchestra splendidly supporting the acts.

But let us look closely at the musicians. Their faces are bronzed, but their expressions weary. Their sensitive hands upon which they must depend for their livelihood are hardened and calloused; for these talented musicians build our ships by day—and our morale by night!

Seattle's J. P. Digby getting his work all bawled up these days because of a baby daughter that sleeps all the time—except at night . . . Walt Snyder of the Diversion desk, diverted to the Army—says it's tops. John Beltz now a Navy Chief Petty Officer . . . and George Terhorst a recent visitor, handsome in his new getup of Lieutenant, Army Air Corps.

W.P. Club dance at the Ariel Club located in restricted territory—a picture of opposites with music, fun and light; while in the darkness around the lone building, armed sentries patrol the waters edge on the alert.

Congrats to Betty Droit, daughter of executive sec'y, who won high scholastic honors at Stanford U. including election to Alpha Beta Kappa. Bill McGrath was author of "Saturday Morning with the W.P. at Chicago." Gene Elchinger (St. Louis) was asked to be a judge at a beauty contest, but declined. The Mrs. was ill but is now rapidly recover-

ing. Chicago's Cy Rogers recovered from his illness . . . and from same office Bob Gonsalves was down with threatened pneumonia.

Short Short Story: You walk into a night club. You are approached by the cigarette girl, and if you've been around you wonder why her face seems so familiar. But just a few short months ago she was half one of one of the foremost dance teams of the nation; a public figure in entertainment circles. She had set the date for her wedding to her dance partner, and then he was inducted into the service. Rather than choose another partner to capitalize on her fame, she sells cigarettes while she waits . . . a headliner of the past!

Charlie Fleming has been in for lots of kidding. One of his customers loaned him his liveried chauffeur and limousine for a day and Charlie used both to make his solicitations.

Ray Boyer promoted to Corporal—and writes of swell treatment. Ex-traffic Ray DeBurgh is located at Pearl Harbor. Corporal Forrest Mote is at Stockton.

Short Short Story: They were brothers. Tony was a talented singer who kept waiting for his break while he took small time jobs and finally he was signed for a singing part in a M.G.M. production. The day he arrived in Hollywood, his draft papers were received at San Francisco.

Brother Jim was a publicity agent . . . and a good one. In his wanderings he stumbled on a quartette of musicians that knocked him "out of this world." He dropped everything to concentrate on promotion for this unknown group, and after months and months landed them a lucrative New York engagement to be followed by singing and speaking parts in a 20th Century Fox pic. The day he was to leave for New York he received his draft papers . . . Melodrama—Double Dose.

Bert Hazlett of Elko writes in on more W.P. honors. Paul Sawyer has been elected President of the Elko Junior Chamber of Commerce and his elected Secretary is Albert Manham. Both W.P. men will attend the National Convention at Dallas this month.

For Men Only: Strictly corn is "put your finger in my coffee, Sugar." The most popular femmes this season will be those who don't use sugar, so the boyfriend can have their sugar ration.

Credit in the all out war effort must be given to our entertainers who are called upon for thousands of benefits; who give of their talents in the interest of national patriotism and the sale of war bonds; who use up precious rubber of their tires to reach out-of-the-way Army camps . . . rubber that means transportation and their livelihood, that they must depend upon to move from town to town in the Show Circuit. They are the only ones who do not receive remuneration for their great work—the building and maintaining of morale. Non-essential, but Vital . . . our night life entertainers.

## SPORT REVIEW

### Craig, Vanskike, Bramy Win Class Titles

★ Immediately following the close of the 1941-42 Bowling League, an elimination handicap league was gotten underway with most of the regular bowlers participating. The bowlers were divided into three classes made up of those with an average of 150 and up in the top bracket; 135 to 149 inclusive in the second bracket; 134 and under in the lower bracket.

Charles Craig in the top bracket defeated Mittelberg, Rintala, and in the finals Howard Sevey to win his title. His average for the three series was 167.

Vanskike defeated Murphy, Travins, Drury, and in the finals Parker Swain. For the four series his average was 165.

Bramy eliminated Petersen, Stout, and Al McQuaid to win the lower bracket with an average of 153 for the three series.

All three winners compete for the Diamond medal with Craig spotting Vanskike and Bramy, 11 pins and 26 pins per game respectively.

For Headlight recording, the playoff for first and second half winners took place last month while the Headlight was going to press. The Traffickers, winners of the first half, defeated Freight Accounts, winners of the second half, three straight games. The Treasurers and Transportation, winners of second place in the two halves bowled for third position in the final standings with the Transportation four victorious.

★ ★ ★

### SOFTBALLERS END SEASON

★ After Headlight predictions of a championship team, Capt. "By" Larson's softballers literally fell to pieces, receiving successive shellackings from Metropolitan Life, 5-1; Zellerbach Paper, 5-1; and from Standard Oil, 19-3. (The last score is a typographical error!)

The boys displayed plenty of aggressiveness on the field, but could not hit in the pinches leaving men stranded on the bases. In every game W.P. errors led to runs scored by the opponents.

★ ★ ★

### W.P. HAS NO HONOR ROLL

★ With all industrial concerns of all sizes proudly displaying by figures, or by stars on a service flag, the number of their employes serving in the armed forces of the United States, the Western Pacific has no flag or no figures.

Inquiries in the Headlight, and later pleas in the Tale Lite for information on the number of W.P. service men have failed in this connection.

Jack Hyland, whose job it is to mail the monthly Headlight and weekly Tale Lite to our service men, reports but fifteen men on his lists. We know that the actual number of men in the service far exceeds Jack's figure, but what this figure is, and who these men are, will remain a mystery unless our readers cooperate by sending us the names of men inducted into the service.

Help us get our Honor Roll Flag unfurled!

## FIGHTING MAD!

★ Don't get me wrong—I'm just an ordinary guy. I'm not trying to pose as an expert on the moulding of public opinion. I'm not talking big about what I'd do if it was my job to whip up the country on the war effort.



I'm talking as an average citizen. I'm saying, not what I'd like to tell **them**, but what I'd like to be **told**. Soon.

Because I'm concerned, and I've been concerned, about my reaction to all that's been happening. Sure, I'm buying bonds. I'm paying taxes. I'm doing with less sugar.

But deep down inside, down where it really matters, something hasn't taken place yet that I feel ought to take place. I'm all a welter of confusion there. It keeps me scratching my head and mopping my brow when I know I ought to be clenching my fists.

You understand? It's like this:

I want to be told—not to buy Defense Stamps or Defense Bonds. I want to be told to buy **Victory** Stamps or **War** Bonds.

I want to be told—not about the construction of houses in Defense Areas. I want to be told about construction of houses in War Production Areas.

I want to be told—not to remember Pearl Harbor. I want to be told to take Rome, to bomb Berlin, to raze Tokio.

I want to be told—not to do my part to keep Naziism or Facism from these shores. I want to be told to do my part to spread Americanism to **all** shores.

I want to be told—not to help keep our world and our way of life from

being lost. I want to be told to help build a **new** world and a **better** way of life.

I want a positive program instead of a passive one. I want something to fight **for**—I'm sick and tired of having only something to fight **against**. I'm hungry for something to get pepped up about—I'm repelled from having only something to fear. I want something to do—not just to wait for.

It hasn't been so long since the last war that I forget what happened then. I remember the parades and the speeches and the ringing slogans. Then we fought to make the world safe for democracy. We bought Liberty Bonds. We sang that the Yanks were coming.

We set out to avenge Belgium—not just to remember it. We made a vow that we'd reach Berlin or bust. We toyed with plans to hang the Kaiser. We warned the Hun to "keep your head down, Fritzie-boy!" We girded ourselves for a crusade—we didn't close the doors for a siege.

We hated the Kaiser—we didn't laugh at him. We likened his upturned handlebars to the devil's horns—not to anything so harmless and pathetic as the famous hirsute prop Charlie Chaplin plasters on his upper lip. We saw nothing to be amused about in his vain and pompous posturings—as we do today in Mussolini's puffy strutting. We didn't pin our hopes on the defective eyesight of our enemy.

We planted war gardens. We poured our money into war chests. We had gasless Sundays and yelled "Slacker!" at anyone who dared to venture out in his Winton or Hupmobile or Stearns-Knight. We churned one pound of butter into two pounds and did it with as much will as if we were turning out ammunition.

We took the offensive psychologically long before we took it physically. And if we hadn't taken it psychologically, we'd never have developed the drive to take it physically. And don't tell me we can't do the same now.

I want to sing that today we control our own destiny, tomorrow the destiny of the whole world. I want to sail against Germany, against Italy, against

Japan. If they can sail against us and our allies, why can't we sail against them?

I want to construct a greater America co-prosperity sphere. I want to correct the mistakes of the Versailles treaty so far as they allowed all this to happen. I want to win lebensraum for the democratic way of life.

I'm fed up with singing plaintive songs—I want to sing battle songs. Don't tell me there'll be bluebirds over the white cliffs of Dover. To hell with bluebirds. Tell me there'll be vultures and a deathly silence over Berchtesgaden.

I'm bored with keeping a stiff upper lip—I want to develop a stiff uppercut.



I'm tired of being made to feel sad. I want the experience—the purging, marshaling, driving experience—of being made to feel mad. Fighting mad!

You get me?

By W. J. Weir

Lord & Thomas Advertising Agency

★ ★ ★

★ Based on various estimates of natural income for 1942, the War Bond Quota System will bring into the United States Treasury one billion dollars per month by July or about \$10,000,000,000 for the calendar year of 1942.

Compare this with our war expense, and you will agree that thousands of us will have to save more than the 10 per cent quota.

## Help Keep It Secret!!

(Continued from Page 3)

they are broadcast in Japan! That's another way to help the Axis; just repeat the lies, no matter how innocent they may sound, when you hear them.

This is a good time for railroaders, like everyone else, to do their job and do it well, taking their satisfaction from the reports of the war they see in the newspapers and hear on the radio, knowing they had a hand in the victories. Let's not be stricken with conscience when we realize we might easily have had a hand in the losses. Railroaders have a tremendous job to do in this war—but let's don't talk about the details of it until the job's done.

\* \* \*

## C. F. & I. FEATURE

### W. P. TRAILS

*One of a series of advertisements by the Colorado Fuel and Iron Corporation at Denver, Colorado, featuring major railroads of the west, the following appeared in the Railway Age, May 16, 1942, and Railway Purchases and Stores, June 1, 1942.*

### THE ROMANCE OF WESTERN TRAILS

★ Built in a new era after the fever of the fight for transcontinental supremacy had abated, Western Pacific was afforded the opportunity to deliberately select a colorful route—The Feather River Route, which entertains its travelers with a continuous flow of scenic beauty.

The roadbed, carefully planned by its builders, takes an easy grade with gradual curves which insure safety coupled with fast efficient freight service.

Feather River Canyon presents a mile-post parade of historic interest—the Mother Orange Tree, the "diggin's" of '49, still yielding pay dirt seekers a profitable living. Timber camps and power plants dot the way.

A speedy lift across the extensive desert parallels the world's great speedway at Bonneville Flats, taps the rich copper smelters at Garfield and terminates in the citadel of the followers of Moroni where direct through connections are made with the east, the north and the south.

Running a great part of its course on Colorado rails and fastenings, Western Pacific's Exposition Flyer Route has made lengthy miles both pleasant and fast—it supplies the coveted transcontinental link to two great railroads; it has dedicated itself to a reliable service; it weaves its threads of economical usefulness into the challenging pattern of nature's grandeur.

\* \* \*

★ "War is never cheap," says the Secretary of the Treasury. "But let me remind you, it is a million times cheaper to win than to lose."

## FEMININE FREIGHT

By PAT NICKERSON

★ With three weddings scheduled among our friends, we are painfully reminded that June is the month in which approximately one-fourth of our salary goes for gifts. If you're in the market for something unusual, a local store is showing a wooden salad set consisting of a large mixing bowl, four individual bowls, and a fork and spoon. Very shiny and modern, and not too expensive.

At a night club the other night we saw a dress so lovely that we wanted to snatch it right off its wearer (probably to loud applause, it being that kind of night club!). It was black chiffon, street-length, with long full sleeves. A narrow band of black lace around the hem complemented the lace-trimmed, low-cut satin slip beneath. The effect of skin under the sheer material was breathtaking. Very wicked in a nice way.

Incidentally, nothing is more alluring, or more morale-boosting for that man of yours on 48-hour leave, with a dress of this kind than a black straw straight-brimmed sailor hat with black lace veil. It has a flirtatiously Spanish look.

Knowing our penchant for pins with matching earrings, a particularly active spy reports a stunning set—strictly for dress. The pin is a largish gold horse with flowing mane and tail of fine gold threads; the earrings are tiny colts with perked-up ears.

We hope the beauty shop ads won't have the effect of making all the gals rush out and chop off their hair. The new short hair-do is smart with suits but fatal to the feminine impression one tries to achieve with date clothes. Whatever the ads may say, these haircuts are far from being universally becoming . . . and you should hear the groans they bring out from the men.

While on the subject of dressing up and having fun, we have something to get off our mind. Much has been said about closing the night clubs, cutting off our hair and taking to uniforms. We can't believe that anyone, with the possible exception of Mr. J. C. Hoover, really believes that this will win the war.

Personally, we are in favor of enjoying the dancing and amusement facilities for which San Francisco is famous as long as we can—as much as is compatible with keeping up our jobs and war work.

## WESTERN PACIFIC CHOSEN AS SUBJECT OF THESIS

★ Having chosen the history of the Western Pacific as the subject of his doctoral thesis, William C. Odisho, 2503 Regent Street, Berkeley, Calif., has won the degree of Ph.D. from the University of California. Mr. Odisho's scholarly thesis was based on two years of work, involving research into the archives of the railroad, interviews with its officers and visits to various points to contact men formerly identified with the Western Pacific.

The title of Mr. Odisho's thesis is "Salt Lake City: The Western Pacific Link in the Transcontinental Railroad System." Principal sub-divisions are: Projection of the line, construction of the railroad, financial difficulties, renewed life, and subsequent developments. The thesis embraces 155 pages of typed manuscript and is illustrated by maps and photographs. It is carefully annotated throughout so as to give authority for statements made and it includes an extensive bibliography of historical sources.

Among those to whom Mr. Odisho expresses his appreciation for aid received in his work are: Emery Oliver, formerly division engineer; Thomas L. Phillips, chief engineer; Louis H. Jones, formerly division engineer; James W. Grace, industrial commissioner; Harry M. Ardley, chief clerk to industrial commissioner; E. P. Peterson, assistant engineer; A. A. Kramm, assistant engineer; J. F. Jeffrey, office engineer; C. C. Anderson, draftsman; Edward C. Murphy, conductor, and Thomas P. Brown, publicity manager. Mr. Odisho also gives credit to Mr. W. T. Ellis of Marysville, who handled right-of-way matters when the railroad was projected, and Miss Jeannette M. Hitchcock of the Hopkins Transportation Library of Stanford University.

Copies of the thesis are on file at the University of California and at the general offices of the Western Pacific in San Francisco.

## SWITCHES

★ Charles K. Faye, General Agent at Fresno, Calif., has been temporarily assigned to service in the Operating Dept., reporting to Vice-President and General Manager.

Mr. Faye will be charged with the duty of coordinating all civilian defense activities over the entire line as they may apply to the railroad. He will continue to be in charge of the General Agency at Fresno devoting such time to its supervision as his new duties will permit.

E. S. Hedman has been appointed new Chief Clerk at Klamath Falls.

A. T. Penzel leaves Klamath Falls to become Chief Clerk at Sacramento.

Frank Wineow, Chief Clerk at Sacramento has been transferred to the Rate Department at the General Offices.

Wes Crawford left his position at Portola and is now Car Distributor in the General Offices.

Miss Jean McCulloch has been assigned to a newly created position of O.D.T. Clerk handling all military export carloads.

**WAR BOND PAYROLL DEDUCTIONS GAIN MOMENTUM**

★ At a time when most companies were boasting of large percentages of employees signed up for voluntary payroll deductions for the purchase of war bonds, the W.P. System was still floundering in the stages of organization.

On April 30th, the drive among Western Pacific people was officially gotten underway by System Chairman, W. C. Mittelberg, with a Bond Rally held in the general offices.

One month later after intensive organization, the system has responded so splendidly that over three thousand employees constituting over 52% of all W.P. people have signed the deduction cards. This is a proud record of achievement and a tribute to the committees organized throughout the System.

Since returning to his office from a tour of the line, Mittelberg expressed his conviction that the Western Pacific will reach the 100% mark. He was warm in his praise for the cooperation he received in both Eastern and Western Divisions, while organizing his committees.

Superintendent J. J. Duggan has been appointed General Chairman for the Eastern Division; and Asst. Supt. C. E. McDonald has been appointed to the same position for the Western Division.

Chairmen of Local Committees and their stations are as follows: Salt Lake City, H. L. McGlothlan; Wendover, A. H. Sinz; Elko, J. F. Lynch; Winnemucca, J. A. Hamilton; Reno, V. E. Emerson; Portola, W. G. Howell; Keddie, C. A. Oels; Chico, George Beeny; Oroville, Trever Long; Marysville, M. W. Rowe; Sacramento, E. E. Scott; Sacramento Shops, F. L. Crissey; Sacramento Store Dept., M. D. Coughlin; SN Sacramento, J. B. Rowray; Stockton, R. H. Moody; Modesto TWS, R. T. Kearney; San Jose, G. D. Keyes.

Messrs. F. A. Kelly (Western Divn.) and C. L. Ashley (Eastern Divn.) have been appointed to contact the maintenance gangs.

To handle any complaints or errors in the payroll deductions for these bonds, the General Committee has set up a clearance house for errors under the supervision of Mr. Frank King of the General Auditor's office.

★ ★ ★

**GAS MASKS DISTRIBUTED TO EMPLOYEES**

★ With the entire west coast on a constant alert, a small flurry of excitement was created in the general offices with the delivery of six hundred gas masks from the Office of Civilian Defense.

The masks were issued to all railroad employes on the ground, which include all yard forces. Masks were also distributed to Air Raid Precaution people on the first floor of the general offices; to the mobile first aid and fire fighting units; floor captains and lieutenants and A.R.P. people on the sixth floor.



**W.P. BOOTH WINS PRAISE**

★ From April 15th to 19th, the Chicago travel fraternity held the 7th Annual Travel Exposition at the Stevens Hotel sponsored by the Chicago Daily News.

This is one of the large spring events held in Chicago with railroads, steamship lines, bus lines, travel bureaus, resorts, and state travel agencies participating.

This year there were 36,432 paid admissions. The Western Pacific and Burlington booths were considered the most attractive at the Exposition. Very fine colored motion pictures produced by C. K. Faye (Fresno) were shown in the Exposition Theater and the D&RGW booth. They created much favorable comment from the public and the advertising departments of foreign lines.

★ ★ ★

**WESTERN PACIFIC DANCE**

★ Sponsored by the W.P. Club, the Company's first Saturday night activity was held at the Ariel Club with a large crowd of employees and their friends attending.

Using the trite expression "everyone had a swell time" many in attendance expressed their wishes for another such affair in the near future.

★ ★ ★

★ We are going to pay for our share of this war one way or another. The easiest way is to buy War Savings Bonds and War Savings Stamps. The best way to be sure that every man and woman is doing his or her part is by the War Bond Quota System.

Its the Selective Service method of our civilian army.

**OUR COVERS**

★ The May issue of the Headlight featured the picture "Give Us Planes." This picture caused a flow of congratulatory letters and comments to our Press office, for which we are thankful. The local Office of Production Management was so impressed with the cover they immediately sent it to Washington. Advances from the Nation's Capital are to the effect that the same picture will be used for a national poster.

This issue's cover is entitled "United We Stand" representing both the home forces and the armed forces. Washington desired that all magazines of all types feature a picture of our Flag on the cover of the issue current on July 4th, which is our June issue.

This picture is a reproduction of a painting by Ralph Iligan made for the National Manufacturers Association, and distributed by the Association of American Railroads. By superimposing the Western Pacific train on the painting before photographing, we convey the three essential links for victory . . . mass production, efficient transportation, and mighty armed forces . . . UNITED WE STAND.

★ ★ ★

★ United States army trucks resemble the prairie schooners of our pioneers for utility, not for sentiment. These motorized covered wagons "get where they are going" with men and supplies.

The 2½ ton truck costs about \$2,000, or slightly more than the purchase value of 100 of the \$18.75 War Savings Bonds. We need thousands of these trucks. You can help pay for them by buying U. S. War Savings Bonds every pay day.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



★ Our enemies are watching and listening to the Treasury's War Bond Quota Campaign. Let's give them two ears full, two eyes full, let's show them that we can do it the American Way, without a firing squad, without a concentration camp, without a winter-relief campaign.

Our soldiers and sailors can take it, let's show them we can give it.

We expect them to go over the top for us; but can they if we don't go over the top for them?

We must, or God help us.

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**REPORTS OF CHICAGO GAS  
DESTRUCTION UNFOUNDED**

**Robert S. Henry of A.A.R. Says:**

★ In the light of published reports that it had been necessary to destroy 2,000,000 barrels of gasoline in Chicago while the east was going on short rations because of insufficient transportation facilities, I believe that you will be especially interested in the following announcement from the Office of the Petroleum Coordinator for War, issued last week through the Information Service of the Department of the Interior:

"Reports that it has been necessary to destroy gasoline in the Chicago area were flatly denied today by the Office of Petroleum Coordinator for War.

"Deputy Coordinator Ralph K. Davies stated:

"The attention of the Office of Petroleum Coordinator for War has been called to reports of gasoline having had to be destroyed in the Chicago area for lack of storage space.

"Such reports are completely without foundation. The storage situation in that area is not one which would require any such action on the part of any company or individual. Furthermore, this Office would oppose, with all the power at its command, the taking of any such step.

"Supplies of motor fuel in the Chicago district have been ample, but demand has been sufficient to prevent any undue increase in storage. In fact, all the indications are that gasoline inventories will be shrinking shortly in that section.

"Irresponsible statements about gasoline destruction in the Chicago area are obviously without foundation."

**RAIL ODDITIES**

★ A basic principle for using railroad freight cars efficiently was recognized in 1862, during the war between the states, when U. S. Military authorities ordered that "All cars will be unloaded and returned immediately—they must not be detained for use as storehouses."

If placed end to end the 1,539 railway tunnels in the United States would have a combined length of about 320 miles.

American railroad trains carried an average of 915 tons of freight in 1941—the highest on record and 41 per cent more than in 1921.

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**Breakfast  
Luncheon  
★ Dinner**

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for your convenience  
Constructive Criticism Invited

**Does Your Income Stop  
When You are Sick  
Or Injured?**

**Not If You Have An  
ACCIDENT AND HEALTH  
POLICY**

IN THE

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SAN FRANCISCO CALIFORNIA

**SECRETARY, THE WESTERN PACIFIC CLUB**  
Western Pacific Building, San Francisco, California

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