



**SMASH  
THE ENEMY**



**BUY  
WAR BONDS**

Vol. II OCTOBER - 1942 No. 10

THE HEADLIGHT

Paul Shelmerdine . . . . . Editor
Al Bramy . . . . . Associate Editor
Phil Wyche . . . . . Associate Editor
Irving Lyons . . . . . Business Mgr.
Carl Moore . . . . . Advertising Mgr.

Published Monthly by
The WESTERN PACIFIC CLUB
Western Pacific Building
San Francisco, California
Member Pacific Coast Association of
Industrial Editors

WESTERN PACIFIC CLUB

Officers

C. A. Norden . . . . . President
D. T. Costello . . . . . First Vice President
G. C. Vedder . . . . . Second Vice President
Sid Hendricksen . . . . . Secretary
Pearl Mayfield . . . . . Ass't Secretary
Frank Asprer . . . . . Treasurer

Directors

R. H. Allen . . . . . General Auditor
C. C. Anderson . . . . . Engineering
James Drury . . . . . Operating
Jack Hyland . . . . . Traffic
Marge Patsey . . . . . Operating
Art Petersen . . . . . A.F.P.A.

Reporters

Wm. Foster . . . . . System Correspondent
John Weinken . . . . . New York, N. Y.
R. E. Gonsalves . . . . . Chicago, Ill.
Maurice Deely . . . . . Pittsburgh, Pa.
Irene Schuepbach . . . . . St. Louis, Mo.
Talbot Kelly . . . . . Los Angeles, Calif.
Carl Nipper . . . . . San Jose, Calif.
Charles Fischer . . . . . Salt Lake City, Utah
T. B. Aldridge . . . . . Wendover, Utah
Bob Failing . . . . . Keddie, Calif.
Paul Schulteze . . . . . Sacramento, Calif.
Hal Jensen . . . . . Sacramento, Calif.
Jesse Holmes . . . . . Oakland, Calif.
J. P. Digby . . . . . Seattle, Wash.

Women's News

Pat Nickerson . . . . . San Francisco, Calif.

Photographers

W. C. Emerson . . . . . San Francisco, Calif.
Charles Fischer . . . . . Salt Lake City, Utah



BUY - BUY BONDS.

BYE - BYE AXIS!

403

RETURNS SHOW 48 WESTERN PACIFIC MEN ENTERED ARMED SERVICES IN PAST MONTH

★ Because our Honor Roll which now totals 403 men is too large to print in its entirety, the following names are those added since our last issue:

- Allen, W. H. Gladney, W. D. Phillips, G. A.
Arnall, Asa Gladney, J. S. Reynolds, E. J.
Berche, M. Gutierrez, A. R. Richardson, Duan
Bettencourt, Jos. Hall, Floyd Rucker, Chas. B.
Bording, W. Hardiman, B. Sebring, R. O.
Brown, Jesse Johnson, J. E. Searles, Robt.
Bumps, J. E. King, Otis W. Sells, Boyd C.
Butters, J. Krien, M. R. Scully, Jas. J.
Campbell, R. Lamphere, E. E. Stapleton, E. M.
Capone, A. W. Lansdowne, K. R. Steele, Maurice
Carter, Wm. A. Laster, T. B. Thornton, E.
Coleman, L. T. Lawrence, R. J. Todd, J. W.
Corbin, C. L. Manhan, A. Uhl, Cornelius
Conway, W. F. McGrath, W. F. Walbruck, W.
Fleming, M. Mays, J. B. Ward, Neal
Fulton, D. K. Mays, J. E. Work, J. D.



CHRISTMAS MAIL RULES TO SERVICE MEN

Here are the Post Office Department's recommendations for Christmas mail to service men outside the United States. This time the saying "Do Your Christmas Shopping Early"

is a must do. Follow the recommendations carefully.

- 1. Parcels, letters and cards should be mailed between October 1 and November 1—the sooner the better, regardless of where you live or where the article is going. Delivery cannot be guaranteed if it is postmarked after November 1.
2. Gift packages should be marked "Christmas Parcel."
3. Parcels should not exceed 11 pounds in weight or 18 inches in length or 42 inches in length and girth combined. If possible, hold them to six pounds and the size of a shoebox.
4. Don't send food (except hard candies) or clothing. Service men have plenty of both. Don't send anything inflammable like matches or lighter fluid. Don't send intoxicants.
5. Wrap packages substantially but fix them so they may easily be opened for censorship inspection. Be sure that smaller packages inside the big package are tightly packed.
6. Postage must be fully prepaid. Consult your post office for Parcel Post rates. Better insure packages.
7. Such messages as "Merry Christmas," "Do Not Open Until Christmas," etc., are permitted if they do not interfere with the address.
8. Don't send cash gifts. Use money orders. Some countries have a law against importing foreign money, but money orders may be cashed anywhere.

## WE WILL CARRY ON

★ Never a day goes by that does not see more and more of our Western Pacific men being inducted in the armed services for training and eventual front line fighting in far off fronts.

These men represent a serious drain on our manpower needed to keep our company going at its highest pitch of efficiency. The railroads of the country have linked our nation into a compact fighting unit of one people; and despite the "unrecognized" status of an essential industry, we are not only essential but vital.

Without the roads doing the splendid job of transporting troops and equipment, and all types of military freight, the work of ship yards, airplane factories, munition works and all industries engaged in war work would be nullified . . . at least to such a degree as to make them impotent.

Brigadier General Ayres in discussing transportation said, "Our greatest problem is not that of training armies or of producing munitions. It is, the problem of getting the men and their weapons to the places where the fighting must be done." The General in part refers to ships and cargo vessels . . . but who brings the vital necessities of war to the ports of embarkation . . . the railroads of course.

We are doing a terrific job and we are to be highly commended for our efforts.

The entire country may have been caught napping on that fateful December 7th, but not the railroad industry. In unprecedented volume the government called upon us to move troops and equipment; and we did it . . . did it with such dispatch that the nation as a whole was unaware of the flexing of Uncle Sam's muscles.

Today despite even heavier demands and shortage of man power we are still doing our job. On transcontinental hauls we may not be making schedules as they were quoted before December 7th, but today there are no set schedules.

Trains move from origin points in unending flow and where once schedule meant so many trains arriving at destination at certain times, trains now arrive continually.

Ever increasing traffic means greater percentage of hazard and more time consumed in the making of so-called schedule. On actual running time, the railroads can maintain the pace even though engine power may be at a premium, but today because of shortage of man power, trains may be tied up for hours waiting for crews.

The railroads have no Army-Navy "E" pennant proudly waving over their offices for a job well done . . . no public recognition of our mighty efforts. We have to blow our own horn and pat our own backs.

The job ahead is even tougher. The armed services have not only taken our fighting men, they

## ARE YOU A TOKEN MEMBER?

★ There comes a time when even the most patriotic of themes or campaigns may become wearisome through endless repetition of facts that most of us have been aware of for many months.

The campaign for the purchase of War Bonds through the payroll deduction plan is one of these.

Shortly the Western Pacific System will fly the Minute Man Flag indicative that over 90 percent of us are enrolled in this plan. Today we present a proud front of our faith in our government with the Minute Man Flag hurling its defiance against Axis isms.

But behind the flag, hidden from public view, exposed in all its rankness is the startling fact that many of us are signed up for a deduction of one dollar a pay day—nine and a half months for the purchase of a single bond.

These token members are depending upon the other guy to assume their responsibility.

These token members are responsible for the reason that our System is over \$50,000 a month short of our prescribed goal each month.

These token members are responsible to our American youth who are in deadly peril of their lives their every moment.

Let these token members face our crippled and maimed youth when they return home and with a clear conscience say, "I have done my part."

These are harsh words, but these are harsh days. We can't molly-coddle or "Soft Soap" these days. The war may be remote and to some selfish people of no concern except as a means of making money in big paying jobs because of man power shortage.

But the war is real and close. To many of us with kin and dear friends at the front it strikes close to the heart.

What terrible sacrifice are we making—what horrible dangers face us—we, who stay at home in the security of our own land, doing the same things we've always done with a few slight inconveniences—like less sugar in our coffee.

Our prescribed goal is \$120,000 a month. It represents 10 percent of our earnings. Thanks to a great many who have subscribed to deductions exceeding this 10 percent, it lowers the amount others have to subscribe to meet our goal.

See your payroll clerk today and authorize a deduction not within your means but within your conscience.

---

are also taking our key men for executive duties!

Our welfare is second to that of our country and we are expected to carry on, no matter how difficult the job. We are not asking for quarter. We will carry on!

—A. R. Bramy

## Hy-Lites

By JACK HYLAND

Suppose some of our baseball fans—like **Bill Racine**, noticed "Ripley's, Believe It Or Not" on Sunday, Sept. 13th, when Sacramento and Los Angeles were tied for 1st place in the Coast League, and St. Louis and Brooklyn were tied for leadership in the National League. This situation has been taken care of to the complete satisfaction of **J. P. Quigley** (an ardent Sacramento fan.)

Speaking of ties—a few more of our boys tied up with Uncle Sam during the past month; **Everett Lamphere** enlisted in the Army, **Boyd C. Sells**, **Robt. Searles**, and **Roland Sebring** enlisted in the Navy (all of the Traffic Dept.). **Frank Ferguson** (Auditors) we understand has a "Come up and see me . . ." letter, and it's not from Mae West, but from the Draft Board.

'S'funny the way these Passenger Dept. men travel—**Talbot Kelly** (Los Angeles) seen in San Francisco during week-end of September 20th, and **Manuel Bettencourt** (San Francisco) during same period traveling to Los Angeles.

The W.P. Club extends deepest sympathy to **Edward Reel** (Los Angeles) who lost his mother recently. Those dearest to us are indeed greatly missed. Fortunately though, **Eddie—you were in the Bay area when the time came.**

A letter from **Dick Gollan** (Trf. Dept.) who is serving overseas (east or west) outlines his dislike for "tea," and "sand," and actually begs for Bay Area fog.

Adding to the list of W.P. first's we find **Car Foreman Ed Moss** (Oakland Yard) has a young lady clerk instead of the usual male. (Lady's name will be determined soon).

**Bill Jagels** is now working at Pleasanton, Calif. for Henry J. (It can be done) Kaiser. The commodity however, is not ships—but Sand, Rock and Gravel.

Understand **Ernie Knox** (Oakland) can and does bowl over "200"—at times. Our W.P. Bowling League scouts should interview him for possible participation in our league. **Spen Lewis**—please note.

The "HONOR ROLL" board now appearing in the General Office of the Freight Traffic Dept. is a contribution from **Walter Mittelberg**. The new board is done up in Red, White and Blue, and includes Agency men as well as General Office men who have entered the services.

**Byron Larson** was recently involved with the Berkeley Police—but only because his son Donald's bike was stolen . . . which has since been recovered, minus many spokes and with zig-zag wheels.

You can't rely on these women—**Grace Kerswill** (Traffic) gave her heart to the Navy, and to a Southern Calif. boy at that.

The Freight Office bowling team will miss **Miles Nuetts**, who took over the graveyard (12 to 8 a.m.) shift and **B. Kleuhe**, who will enter the Army shortly. Their places will be taken by **Fred Thompson** and **W. Bryant**.

**WANTED** . . . with tires; **W. R. Jones** of San Francisco, Salinas, San Jose, and now Lodi (temporarily) contemplates purchase of a small five-room trailer to eliminate moving problems.

Glad to hear **Mrs. J. H. Leary** is recovering nicely in healthful Santa Clara valley after recent illness.

Traffic has re-employed **John O'Connell** who left the W.P. a couple of years ago. Notice his walking speed hasn't been stepped up to meet the war effort.

When a girl tosses out money for a bowling ball and shoes, she must like to bowl, and knowing **Peggy McDermott**, she must have had a reason . . . maybe the same one the prompted **Marge Patsey** to purchase bowling equipment.

The boys at the Oakland Round-house, including **Joe Nash** (Gen'l Foreman) have lost the efficient services of **Oscar Nelson** (hostler) who recently resigned. They miss you greatly, Oscar, and the scarcity of hostlers has nothing to do with it.

Recent addition of baby daughter to **Rowe** family has **Frank** taking over the "swing-shift" at 3 a.m. . . . and so it may be with **Vernon Geddes**, our latest father of a son, born Sept. 28th.

A predominant slogan throughout every activity concerned with the War effort should be "Time is Short." Let's all do our part to short-en the length of time of the present conflict.

Beauty has no limits—**Evelyn Francis** (Seattle) in addition to her qualities as a stenographer, plays golf and smacks 'em at a 225 yard clip. Watch out **Mr. Charles K. Faye**—there may be a new name on our golf trophy.

Ain't it wonderful . . . for **Art Potter** (retired) to be able to sleep late after having arisen in the wee hours for so many years. But, there should be a law to prevent him from telling his former San Jose workers (**Phil Kramm** especially) how nice it is to give the alarm clock to the scrap metal drive.

Vacationing **Johnny Nelin**: "Sleeping in the morning is a great sport. I would enjoy it even more if I didn't have to get up so early in the afternoon." Even then he was late for Thursday night's bowling!

Have you heard about the **Air Raid Warden**, an ex-Shakespearean actor, who spotted a light shining during a blackout, and shouted—"What light from yonder window breaks"

★ In pinch-hitting for our own **Al Bramy**, who at present is overly rushed and burdened down with work—your writer is in the same spot dominated by the Brooklyn Dodgers, i.e., regardless of toil or effort, "2nd place" is the best that can be achieved, but to me . . . that's a moral victory.

## HAL NORDBERG'S SPORTS REVIEW

### Lee Brown Smashes Out 591 Series

★ At the end of the sixth week in the Western Pacific Bowling League, the Traffickers are still leading the pack but only by a very slim margin of one game over Car Record and Auditors. Car Record, made up of **Connie Murphy**, **Hal Furtney**, **Jim Drury**, **Parker Swain** and **Tony Quill**, almost dumped the Traffickers, consisting of **Jack Hyland**, **Bob Grace**, **John Nelin**, **Ken Stoney**, and alternate **Vanskike**, as coming into the last game, up to the last frame and the last ball, Car Record was leading and the game depended on whether **Jack Hyland** connected with a spare for the Traffickers to turn the tide—He made it. As we go to press the team standings are:

	Won	Lost
Traffickers	12	6
Car Record	11	7
Auditors	11	7
Disbursements	10	8
Freight Accounts	9	9
Transportation	9	9
Solicitors	8	10
Exporters	8	10
Freight Agents	6	12
Telegraph	6	12

**Lee Brown** copped the high series up to the present time with 591, which is swell bowling in any man's league. **Bob Runge** of Solicitors has wrested individual honors from **Gil Hibson** with an average of 168 for 15 games. **Joe Corven's** 235 game still holds the spotlight for high game. The standings to date:

"BIG TEN"	Games	Average	High
<b>Runge</b>	15	168	232
<b>Gentry</b>	18	166	211
<b>Heagney</b>	18	164	218
<b>C. Murphy</b>	18	164	194
<b>Corven</b>	15	164	235
<b>Hibson</b>	18	163	210
<b>Hyland</b>	18	163	196
<b>B. Grace</b>	12	163	201
<b>Sevey</b>	15	161	205
<b>Craig</b>	18	159	201

**Marge Patsey** and **Lorraine Nordberg** representing the girls have established averages and are being used regularly and it looks like more women will have to fill the shoes of the boys leaving for the armed forces. Due to the shortage of players it may soon be necessary to cut the teams to four men instead of five and perhaps cut down to eight teams instead of ten—Keep 'em rolling.

The Western Pacific Bowling League has been getting some swell publicity in the local papers as you perhaps have noticed in the bowling columns.

### FOOTBALL

"By" **Larson's** challenge in the "Tale-light" did not go unheeded as the Auditors and Transportation have both accepted the challenge and are going to see who has the better six-man football team. Hope they all come back in one piece.

## WHAT'S IN A NAME?

### Romance Along the Line of the W. P.

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

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

★ **CLIO**, Calif. (M.P. 313.9)—At this station in the Feather River Canyon, the traveler from lands afar is greeted by the Greek muse of history. The name of the station was not, however, directly drawn from mythological sources. The story, as told to the writer by Jessie M. King of Clio, is in substance as follows:

About the year 1874 a post office was established at the ranch home of Mrs. Rebecca King, pioneer resident of **Mohawk Valley**, the ranch being a convenient stopping place for stage drivers operating between **Truckee** and **Johnsville**, location of the famous **Plumas-Eureka** mine. The post office was named **Wash** for a pioneer bachelor who lived to be more than 102 years old.

In 1902, the Sierra Valley Narrow Gauge Railroad extended its line to Mohawk Valley and a Mr. Reed opened a store at the terminal. Mrs. King, due to advancing years, had turned over post office duties to her son, Fred, and for the convenience of the public he moved the post office to the store. By 1905, construction work on the Western Pacific, which runs through this point had begun, the lumber industry was expanding and likewise the mail business. Realizing the confusion he had experienced over the use of the name "Wash" on letters, Mr. King sought to have the name changed.

He submitted list after list to the Postmaster General's office in Washington, but each name was turned down. The correspondence became voluminous and the postmaster was at his wit's end to cut the Gordian knot of red tape.

But one morning, and it was winter, Mr. King chanced to glance down at a new heating stove which had been purchased from the Schwabacher Hardware Company of San Francisco. Its name was **Clio**. Its brevity struck Mr. King and he immediately submitted the name to the post office department in Washington, D.C. Approval was promptly granted. At that time Clio was said to be the only post office of that name in the U.S.A. Now, seven other states—Alabama, Iowa, Kentucky, Louisiana, Michigan, South Carolina and West Virginia have Clio's within their desmesnes.

**ALSCO**, Calif. (M.P. 106.9)—Coined from Alameda Sugar Refining Company.

**MOKELUMNE RIVER**, Calif. (W.P. crossing at M.P. 116.09)—Corruption of "Wakalumitoh," Miwok Indian name.

**ALBERT**, Calif. (M.P. 127.2)—For Albert Elliott, old-time rancher and stockman.

**AMERICAN RIVER**, Calif. (W.P. crossing at M.P. 129.79)—It was at Coloma, El Dorado county, on the south fork of this river, that James Wilson Marshall discovered flakes of gold on Jan. 24, 1848, thus precipitating the gold rush to California. The American River flows into the Sacramento River a short distance above Sacramento.

**PLEASANT GROVE**, Calif. (M.P. 156.1)—For a beautiful grove of oak trees nearby. In the days of '49 it was called **Gouge Eye** because a miner had an eye eliminated in a brawl.

**ARBOGA**, Calif. (M.P. 172.5)—For a city of Sweden, north of Stockholm. Name is said to mean "fine land." Rice fields, attracting flocks of water-fowl, come into view here.

**DAVID**, Calif. (M.P. 231.4)—For David C. Charlebois, at one time a W.P. roadmaster.

**CONSTANTIA**, Nev. (M.P. 355.5)—Named by H. A. Butters, owner of Fish Springs and lands in vicinity, for Constantia, Italy, because when he and his wife were abroad, they were reminded thereby of their Nevada home.

**DUNPHY**, Nev. (M.P. 610.0)—For William Dunphy who owned and operated a great ranch in this vicinity.

**BARRO**, Utah. (M.P. 835.1)—The word is Spanish for clay or mud. When the W.P. was constructed, this terrain was flat and muddy and so a solid plank floor was constructed as part of the roadway. The **Desert Range** lies to the northeast of Barro.

**KNOLLS**, Utah. (M.P. 845.4)—For the California Knolls, name of the adjacent hills. Under right atmospheric conditions, these sand knolls have a fanciful resemblance to a village of Indian teepees. **Wildcat Mountain** is 20 miles to the south.

**SAND PASS**, Nev. (M.P. 393.5)—So called because it was on the trail between Reno, Nev. and Oregon. Sand Pass is on the western edge of **Smoke Creek Desert** which derives its name from a haze which rises from the creek. The deserts have a lure that is unique. Here it is appropriate to quote what Charles A. Norcross of Nevada has written: "One who has lived for any length of time in sight of the ocean or of the lofty mountains will ever afterwards find something wanting in a landscape without one or the other. It is the lure of their immensity and grandeur which he misses, and the alternating moods which the face of Nature presents with every hour of the day and night.

"The morning breaks with a glory unknown to the level plains; the sun in

## ARMY HONORS S.P. MAN

### Western Pacific Friends of Kirkland Rejoice In Signal Honor

★ William B. Kirkland, railroader, died in San Francisco on August 27, 1942. And—

"in memory of him and his services, the Army Railroad Yard at North Point in the city of San Francisco is hereby officially named, and will be designated as 'Kirkland Yard.'"

So read a staff memorandum issued by Brigadier General Gilbreath, Commanding General, Port of Embarkation, San Francisco.

Thus, a short time after his death, high honor was bestowed upon Railroader William B. Kirkland. And it is a tribute that assumes ever greater significance when it is remembered that ordinarily Army facilities are named only for deceased Army men whose services to the nation have been outstanding.

In explanation of this unusual action, General Gilbreath said: "Mr. Kirkland's thorough knowledge, and his intense sense of duty to his country, expressed in wise counsel and unstinted effort, contributed much to solving the transportation problems as they confronted the Nation at the outbreak of war and continued to the last hour of his life."

A typical railroader, Mr. Kirkland early in life decided that railroading was the career for him to follow. So, forty years ago, he got a railroad job. Step by step, he advanced up the ladder. When he died, he held the important post of General Superintendent of Transportation of the Southern Pacific Company.

The naming of an Army facility for a railroad man symbolizes the close relation between railroads and the Army, and also highlights the important contribution which railroaders make to the war-winning power of the Nation.

\* \* \*

## BLOOD DONORS NEEDED

★ Through this medium several months ago we had considerable difficulty in getting our Honor Roll of men in the Armed Services in print.

Now we are experiencing the same difficulty in attempting to organize an honor roll of Blood Donors. For every man in uniform it is the duty of the civilian populace to furnish a blood donor; and we should give not once but everytime we've been "recharged."

Dorothy Jarvis leads the few donors we know of with four pints. Let us know if you've contributed.

setting paints the most wonderful of oriflammes in the sky. Peaks, crags and mountain create an ever-changing panorama, a perpetual unfolding mystery!

"And men and women grow quickly to love the influence of these far stretches of **desert**, bounded by the hills wherein is the charm of absolute freedom and the spell of eternal peace."

## I.C.C. CANCELS TRAIN LIMIT REGULATIONS

By P. L. WYCHE

★ The tremendous volume of traffic, both freight and passenger, which the railroads are being called upon to move is so far in excess of normal that many practices prevailing in normal times have been abrogated in the interest of increasing capacity and getting the traffic over the line. One of the latest instances is the I.C.C.'s suspension of train limit regulations which exist in some states, limiting the number of cars or length of trains which can be operated. This does not infringe on the full crew law which specifies the number of brakemen to be used for a given number of cars, but does permit the railroads in heretofore restricted states to run trains containing more than 70 cars or more than one-half mile long as the case may be.

The ruling does not affect the Western Pacific as the three states through which it operates have not had any limitations of this character. Trains now operated on our line rarely exceed 100 cars and most frequently are held to around 75. In our case the practical length of train is governed largely by the length of passing tracks and while some sections of the line have higher passing track capacity, through trains have to conform in general to the average capacity of sidings. Motive power is also a factor since over some of the terrain tonnage becomes the limiting element. Strangely enough, we consistently operate bigger trains on the Northern California Extension than on other parts of the system, although the grades in this section are the most severe on the railroad.

To illustrate the control exercised by tonnage and grade considerations, a Mikado locomotive would be capable of handling 175 loaded cars weighing 55 tons each (9625 tons) or around 210 empties of 20 tons (4200 tons) in the valley between Stockton and Sacramento, at 25 m.p.h. In the Canyon from Oroville to Portola, our largest type Malley engine could only pull 41 of the 55 ton cars (2255 tons) at 25 m.p.h. or 97 empties (1940 tons), and the big Diesel would do no better. Speed, however, enters into the picture. If, in the last example, you would be satisfied with an operating speed of 12½ m.p.h., the Diesel could haul 89 loaded 55-ton cars aggregating 4900 tons, and the Malley about 83 cars provided of course the latter could get them started.

So it is seen that if we were limited to but 70 cars per train in freight service it would cause some increase in train density on many parts of the railroad, which in turn would slow up train movements by multiplying the number of meets necessary, and thus impede our ability to move traffic essential to the War effort.

## FEMININE FREIGHT

By PAT NICKERSON

★ We seem to be the only one getting panicky about clothes rationing. Other people go on buying frivolities while we, like Cassandra, vainly warn them that they are speeding to their doom. Maybe they won't mind wearing that red hat for the duration, but we had one once and eventually got so sick of it that we could get the equivalent of a hangover merely by pulling it out of the closet.

And speaking of practicalities, if like hundreds of other San Franciscans (including us), you're not buying a fur coat this winter, but want to invest in something warm, durable, and good-looking, the classic camel's-hair coat is the answer. In either wrap-around or button style, it will go over everything tailored, and is the sort of thing one doesn't quickly tire of.

A few months ago we noticed an interesting phenomenon. Among our friends of different groups, all the men were taken by the Army at once. There would be enough men to go around among the girls (or are there ever really enough?), then suddenly, within a couple of weeks, they would all be gone. We thought it couldn't happen in our circle, the men belonging to a somewhat older age group, but apparently they aren't old enough, 'cause it has happened.

We are inclined to want to lie on the floor and kick and scream and protest that this is not our war, but a definite outcome of the last one, and that our generation got off to a bad start because of 1918 and the vindictive peace forced upon a conquered Germany.

However, we realize that this is not the time, nor these the circumstances, for berating that victory-drunk group who, with almost incredible naivete, saw in the armistice of 1918 the end of war. Then, too, we wonder if we will do much better in negotiating the peace, after the present conflict is won.

## YOUR HELP IS NEEDED

By J. C. HOOVER

Asst. to General Manager

★ This is a time when every American worker should become accident conscious, especially in the Railroad Department of National Defense; this department being of such vital importance.

It is necessary that we have all of our experienced men on the job; every man is needed for the safe transportation of supplies, munitions, and men for the defense of our Nation.

In order to keep our men on the job we must be SAFETY minded. In case of accidents and injuries the Railroad has not only lost the services of experienced men, but the valuable time of other employes required to care for them. While in hospitals they are taking the time of doctors and nurses, when the Government is seeking all of the doctors and nurses obtainable for needs of the Armed Forces. It is the responsibility of each individual worker to prevent accidents, not only to himself, but others as well.

Carelessness at a time like this is nothing less than a crime against National Defense. It is imperative that we become accident conscious, SAFETY minded, more alert than ever before, being extra careful at all times to see that no act or oversight on our part can cause an accident, which would result in delay to traffic or injury to fellow employes.

The necessity for safe operation is of such vital importance we must have clear heads and steady hands to accomplish the job as it must be done.

Each man should think always of SAFETY, and remind himself that: We On The Western Pacific Know What Is Needed And Will Do Our Best.

## BUY WAR BONDS

A Particular Shop



**CIRCLE  
BARBER  
SHOP**

For  
Particular  
People

**Mission Street near First**

## CIGARS

Be American — Always!  
Smoke Palacio Cigars

**MAT PALACIO**  
256 California St.

# CLIFF NORDEN ELECTED PRESIDENT W. P. CLUB

## NOMINATING COMMITTEE SELECTIONS CHOSEN UNANIMOUSLY

★ The Nominating Committee selections for Club Officers for the new Club year were officially put into office at the Annual Meeting. The new roster of officers include Cliff Norden (Engineering) President; Dan Costello (Traffic), First Vice Pres.; George Vedder (A.F.P.A.), Second Vice Pres.; Sid Henriksen (Engineering), Secretary; Pearl Mayfield (General Manager), Ass't Secretary; and Frank Asprer (General Auditor), Treasurer.

By voting to amend the by-laws, the members were able to re-elect Hendricksen and Asprer to their respective posts.

The six new directors elected to the Board were: R. H. Allen, General Auditor; C. C. Anderson, Engineering; James Drury, Operating; Jack Hyland, Traffic; Marge Patsey, Operating; and Art Petersen, A.F.P.A.

During the past year Norden was one of the most active members of the Club and is highly deserving of the presidency. He was hardly placed in office before he formulated plans for his administration.

### STREAMLINED COMMITTEES

In a general reorganization of committees, Norden dropped some entirely and combined the duties of others. Committee chairmen named by the new president are:

Auditing .....	F. O. Bridges
Program .....	F. G. Lindee
Membership .....	M. M. Bettencourt
Publicity .....	W. C. Mittelberg
Golf .....	W. A. Baudin
Softball .....	L. B. Larson
Basketball .....	K. P. Reilley
Bowling .....	Harold Heagney
Tennis .....	Vernon Geddes
Hobby .....	C. L. Germann
By-Laws .....	Leo J. Gosney

The above listed chairmen were among the most progressive of the Club members during the past year. They are confident of their ability to renew the interests of the members in the various activities and to especially initiate the many new faces into the Club's doings.

In order to boost the attendance at the Club meetings, Norden proposes to continue the dinner theme which has proven so successful; and in addition advocates the holding of informal parties in the Roof Lounge every other meeting to be sponsored by the Departments in the Building.

### A MESSAGE FROM THE PRESIDENT

★ It is with sincere appreciation of the honor which you have conferred on me that I accept the responsibility which the office of president of The Western Pacific Club entails. I trust I may be worthy of the confidence you have placed in me.

I believe that our club can, with the cooperation of all its members, achieve the purposes for which it was founded, the basic principle which you know being comradeship. First of all, we all must endeavor to attend the meetings and take part in the discussions. We should support its various activities, and—very important—we should assist the editor of our magazine, The Headlight, by furnishing to him news of general interest and personal notes regarding our fellow members, who, by a stroke of fortune or misfortune, should be remembered.

I am hopeful that we can foster more cordial relations with the Western Pacific Club at Sacramento shops, and also with the employes of the Sacramento Northern and of the Tidewater Southern. I am sure we have many common interests to which publicity can appropriately be given in our magazine.

During my term of office it will be my earnest desire to carry out the wishes of the club members. To this end please feel free to contact me, however minor the matter may seem, because, after all, if you let Bill do it, Bill is going to do it his way, or perhaps, Bill may not do it at all.

In closing, I join you in congratulating my predecessor on the splendid work that he has done for the club, and especially on the energy and courage with which he tackled the problem of forming the club. He has been attentive to his duties. He has carried on unselfishly through the Club's most critical period. He has been severe, but just, and I only pray I may do as well.

C. A. Norden

### WALTER C. MITTELBERG

★ So as we remember the Father of our Country, so will the infant Western Pacific Club remember its Father, organizer and first president—Walter C. Mittelberg.

As we go into our second year Walt steps down from his high pinnacle—and probably not without a sigh of relief—to become just an ordinary member.

Despite the excellent roster of officers and directors we fortunately have to continue on the Club's progress, the driving force and inexhaustible energy that so characterized Walt Mittelberg's every move will be sorely missed.

Mittelberg organized our Club in defiance to years of precedent that said such an organization could not be; and if it was accomplished could not succeed. But Walt carefully laid his plans and speaking in the vernacular "got things set" then moved with such decisive action that he could not be denied.

In the early days with the Club skating on thin ice financially because of heavy Headlight expense, Walt engineered us to comparative security by having the management purchase our Headlight for Traffic Agency distribution.

The countless details and minor matters that came up during his term of office all adding up to a mountain of trouble, Walt took care of. He was severe in his administration and often times lashed out against committee chairmen who were not doing their jobs and then invariably took over their duties adding more work to his overburdened shoulders.

Your press, The Headlight and The Tale Lite acting as a clearing house on all employe subjects was aware probably more so than any others of the wide assortment of jobs taken over by our president because others had failed to do so.

Walt, riding the Exposition Flyer, saw the bleak layout of our Army men at Wendover. There was nothing there conducive to good morale, located as the camp was miles and miles away from any place. With his characteristic instant decision—presto—and Wendover had an up to date U.S.O. House with complete facilities for play, including tennis courts, swimming pool, beautiful furniture in spacious quarters. Walt gave the credit to the W.P. Club.

His doings are too innumerable to mention here; and we leave the task to future historians to compile. But let it be said that without Walter C. Mittelberg there would not have been a Western Pacific Club or a Headlight.



RETURN POSTAGE GUARANTEED

The HEADLIGHT

**ODT TAKES JOHN NOLTE**

★ John G. Nolte, terminal trainmaster at Stockton, recently visited the general offices to pay his respects and say goodbye "for the duration" to old cronies.

Nolte was appointed to the post of Senior Transportation officer of the Railway Transport Division of the Office of Defense Transportation, with headquarters at Salt Lake.

Nolte long ago acquired a reputation as one of the best operating men in the business, and now becomes another in the long line of Western Pacific men given high ranking positions for the handling of specialized transportation work for the Government.

**GET THE HABIT**  
... Come to  
**SLATER'S SMOKE SHOP**  
Corner 2nd and Jessie Streets  
CIGARS · CIGARETTES · CANDY  
MAGAZINES

**GRAY'S**  
CIGARS  
DRINKS ... FOOD  
Phone SUTter 9222  
37 Stevenson St., San Francisco  
Between Market, Mission and  
First and Second Streets

**AUGUST WAR COSTS ...  
\$2000 A SECOND**

★ United States' war expenditures totaled \$5,182,000,000 for August, an increase of 8.1 per cent over July's \$4,794,000,000, the War Production Board reported.

The August expenditures were at an approximate rate of \$2000 a second. **Western Pacific Bond purchases for August totaled \$63,807.78 or about 32 seconds of the August war costs. We are approximately fifty per cent below our quota and the figures shown here give us a rough idea of why we must loan our money to the Government.**

War spending from July 1, 1940, when the national defense program began to gain momentum, through the end of August, 1942, totaled \$44,741,000,000. From August 1941, when the Western Pacific System first put into effect the purchase of War Bonds through payroll deductions, to August, 1942, our total War Bond purchases amounted to \$249,534.82 or fifty-six hundred thousands of one per cent.

During the 26-month period, the War Department spent \$23,372,000,000; Navy Department, \$13,217,000,000; Maritime Commission, \$1,370,000,000, and other war agencies, \$6,728,000,000.

Moral: Buy Bonds.

\* \* \*

**IMPORTANT NOTICE**

★ Your Club dues are payable! This means all local members and in addition, all non-local members who became members during the early days of the Club's beginning.

Please do not delay. Sign the printed coupon below attaching your money, or if you wish send us the desired information on a slip of paper.

**SWITCHES**

★ Mr. James B. Warren is appointed Assistant General Passenger Agent, with headquarters in Chicago, pending the return of Mr. John C. Nolan, who is on leave of absence to serve in the Armed Forces of the United States.

Mr. L. P. Hamilton is appointed Terminal Trainmaster, Stockton, California, vice Mr. J. G. Nolte who has been granted leave of absence.

**BUY WAR BONDS**

**"AT THE CORNER"**  
... A Few Steps From  
Your New Building  
★  
QUALITY FOODS  
REASONABLE PRICES  
★  
**The Commuter**  
Invites You to  
**Breakfast**  
**Luncheon**  
★ **Dinner**  
YUkon 1893  
Pay checks cashed  
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

**ORDER OF RAILWAY EMPLOYEES**  
1000 PHELAN BUILDING  
SAN FRANCISCO CALIFORNIA

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

Attached is \$.....

For { Local Member . . . (\$2.00 per year)  
Non-Local Member . . (\$1.00 per year)

Mail my copy of THE HEADLIGHT to:

Name.....

Address.....