



THE HEADLIGHT

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★

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 The WESTERN PACIFIC CLUB

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**INDUSTRIAL SAFETY**

★ "And the end is that the workman shall live to enjoy the fruits of his labor; that his mother shall have the comfort of his arm in her age; that his wife shall not be untimely a widow; that his children shall have a father; and that cripples and helpless who were once strong men shall not be a by-product of Industry."

Accredited to: P. B. Juhnke

MORE WESTERN PACIFIC MEN JOIN THE COLORS

622

★ We proudly add the following men to the Honor Roll of Western Pacific men in uniform.

Allgood, Raymone
 Baxter, Donald
 Boynton, James E.
 Crowell, David Wallace
 Dean, Lowell Vance
 Dunn, Edwin Lester
 Dycus, Vincent

Grace, Robert T.
 Gruver, Jacob Arthur
 Hains, James Woodrow
 Hatfield, Franklyn H.
 Hooper, James B.
 Jessiman, John J.
 Long, Victor Charles
 Miller, Harold LaVern

Otteson, Robert
 Peters, William A.
 Pritchett, Woodrow
 Reel, Ed. L.
 Rose, Robert C.
 Shaw, E. R.
 Vaquez, Manuel

OVER 2,000 W.P. TEN PERCENTERS

★ Last minute figures released by W. C. Mittelberg, Chairman of the Committee to promote the Sale of War Bonds, revealed that 2,402 Western Pacific employees are now authorizing the deduction of at least ten percent of their salaries for the purchase of bonds.

	Ten Percenters	Percentage Avg.
Eastern Division	600	61.3
Western Division	897	45.9
Mechanical Dept	497	38.5
General Office	257	41.6
Store	16	24
Sacramento Northern	105	24.4
Tidewater Southern	30	75

Ten percent departments in the General Office include Operating, Law, Tax, Sacramento Northern Executive office, and Oroville Car Department. Despite the increase in numbers of Ten Percenters due to a new drive concluded by Mittelberg last week, the System is now only 43% signed up for ten percent wage deductions.

A. P. MICHELSON

★ Light trains and plenty of speed—A. P. Michelson, Chief Dispatcher of the Eastern Division, delighted in watching his creations flash by from his office window.

Speed and more speed keyed "Mike's" career. For years operating men grinned as they watched the feuding between "Mike" at Elko and, then, Chief Dispatcher Ed Gallagher at Sacramento.

Gallagher liked speed, too, but he liked tonnage even more, and how "Mike" would rumble when he heard of capacity tonnage freight trains coming his way from the Western Division.

It seemed in keeping with Mike—the news that flashed over the system with sudden and shocking abruptness, that "Mike was gone." At 3:40 P.M. February 24th, he was talking long distance to San Francisco. At 4:05 P.M. the Great Railroad beckoned. Even in this greatest of life's dramas Mike used speed.

Mike's every moment was taken up by Western Pacific. He worked, talked and lived Western Pacific. His intimates say he even took the railroad to bed with him. Mike's heart was as big as his job. The expression "He'll give you the shirt off his back" might have been especially coined for him.

He's got a bigger job now, with double tracks in wild profusion all over his new system. What fun Mike's going to have speeding his freight over glistening rails with nary a thought about train meets.

But we'll miss him.

RAIL MANPOWER PLAN RECOMMENDED

★ Representatives of railroad management and labor, in joint conference under the auspices of the Office of Defense Transportation, agreed unanimously to recommend to railroad officers and system representatives of railway labor organizations a 13-point program for alleviation of manpower problems in the railroad industry.

The program recommended, to be applied for the duration of the war, included the following points:

1. Relaxation of yard operating rules to permit crews delivering cars to the yards or tracks of another road to haul back cars to their own road, so as to give the engine a load in both directions.
2. Continued employment of men eligible for retirement under the Railroad Retirement Act, as long as physically able.
3. Cooperation of management and workers to reduce absenteeism to a minimum.
4. Relaxation of road mileage limitations and of hourly limitations in yard service.
5. Efforts by labor and management to work present forces full straight time and to distribute uniformly such overtime as may be required.
6. Upgrading and promotion within or without any group, seniority being retained in the original group, so as to bring about fullest possible utilization of training and skills of present employees and minimize problems of obtaining and inducting new employees.
7. Transfer of shop work from one railroad to another to meet critical labor shortages. Transfer of employees from one railroad to another, with preservation of seniority rights on original job.
8. More intensive on- and off-job training, and provision for some pre-employment training. Consideration of payment of compensation during pre-employment training periods.
9. Cooperative effort to encourage return of retired employees.
10. Relaxation, so far as practicable, of age and physical examination requirements.
11. Induction of new employees, so far as practicable, into lower skilled brackets so as to minimize the need for preemployment training and to expedite on-the-job training.
12. Consideration of employment of women of railroad employees' families.
13. Relaxation of the present 16- to 21-year age limits for employment of shop craft apprentices, so as to permit training of men who will be able to remain in service.

RAILROADS LEND-LEASE LOCOMOTIVES

Western Pacific Releases Three DMIR Engines

★ More than 700 steam locomotives have been leased by railroads with a surplus of motive power to other roads in need of additional power to haul war-swollen freight and passenger traffic. A number of railroads also have made shop facilities available for repairing locomotives belonging to other roads.

Latest reports to ODT show that 469 freight locomotives, 65 passenger locomotives, 6 locomotives suitable for either freight or passenger service, and 166 switching engines have been shifted from one road to another.

The leasing of locomotives by the Duluth, Missabe & Iron Range Railway is an example of the urgency of current demands for motive power and of the extent to which the practice of interchanging power has developed. During approximately eight months of the year, heavy loads of iron ore are transported over the D.M.&I.R. from the ranges north of Duluth to Lake Superior ports. When the navigation season closed, the D.M.&I.R., which has only 539 miles of road, leased 20 locomotives to other railways, virtually stripping itself of freight motive power. Four huge engines, each of 140,000 pounds tractive effort, were sent a thousand miles west to the Denver & Rio Grande Western Railroad. The latter road also received directly from the builders, two new locomotives of the same type, which the D.M.&I.R. had on order.

The D.M.&I.R. leased four more of the large locomotives to the Great Northern, three smaller engines to the Western Pacific, and seven to the Southern Pacific. The engines will be returned in March. By that time, ODT officials said, the roads on which they are being used this winter will have taken delivery on a number of new locomotives.

★ **THIS MONTH'S COVER . . .** Reams of pages have been written about the rugged natural beauty of The Feather River Canyon by renowned travelers, and its scenic attractions have been extolled by sportsmen who travelled the famed Western Pacific Feather River Route.

The Canyon is over one hundred miles long and provides The Western Pacific with a pass through the Sierra Nevada Mountains at a lower elevation than those routes used by other transcontinental railroads.

In the Canyon is located the much talked of Williams Loop, at which point the tracks make a complete circle and cross themselves. This was done to keep the Railroad at a grade of one percent through the Canyon. Also located in the Canyon is the large P.G.&E. pipe which runs for a distance of three miles through the mountains from Las Plumas to Intake, connecting the Power Plant to the Power House. The track distance between these same points is eleven miles.

Sportsmen of Northern California have found the Canyon a mecca for hunting brown bear, deer, and for angling trout.

Hy-Lites

By JACK HYLAND

★ To the telephone operator, the handling of a trans-continental connection during January, from Peter Bowers (Army Air Corps) to Maryanna Rice (Traffic) may have seemed routine and unimportant. But, resultant events have proven otherwise . . . for the young lady recently resigned her position, traveled 3000 miles, where she became the wife of Lt. Peter Bowers, being married February 20th at St. Mary's Church, New Haven, Conn. While office associates and friends miss her greatly, they express their wish for continued wedded happiness. The bridegroom has received his orders, not from the "Mrs." but from the Government, and their new home will be in Spokane, Wash.

The bowling participants of a recent contest between W.P. and S.P. teams, desire to express their appreciation to Arthur (Pete) Petersen (AF&PA) and to Spencer (Red) Lewis (Car Record) for their volunteered scorekeeping services.

Understand Mrs. Wm. Wikander was born on the Island of Rhodes (in the Mediterranean) and speaks perfect French, Italian, Spanish, Turkish and Greek . . . and of course, English (with a delightful French accent). Bill Wikander (Auditors) also speaks, but mostly—writes.

Hamlet's immortal question: "To be, or not to be" has been answered by Ken Stoney's (Traffic) Draft Board . . . it was "2-B" but now its "3-B".

Every Magazine has been citing their "Man of the Year," and so the Headlight proudly nominates Bill Stout (Auditors) who has done a swell job as Circulation Manager, and especially so, when considering the mailing list has been increasing every month.

Lorraine Nordberg (Trans. Dept.), the little lady of Hal Furtney's heart, left the Western Pacific services last month to visit her parents in the East. My previous hunch, that wedding bells would be heard shortly after her return, has been confirmed—for Lorraine and Hal were married February 21st, in Alameda, Calif. We know they will be happy, but we wish them greater happiness in the months and years to come.

Florence Libbey (Traffic) likewise left the W.P. family for one of her own, and whether its a "boy" or a "girl," the Libbey's will be mighty happy. So all that knitting wasn't for someone else . . . or was it?

A lot of pressure is being exerted by the "Amalgamated Association of Troop Train Escorts," Frank Whiting (Colonel) to have Joseph Wheeler assign Walter Brunberg (Pass. Dept.) as escort on one of those overnight all-coach movements. Some of the boys saying he needs a rest. Maybe the job could be turned over to John (Pinky) Carroll who received an "unusual" going away gift from close office friends recently.

Letter from Dennis Mullaney (Seaboard Ry) headedly with the W.P. in Chicago around 1932: "With a flick of the optics o'er the Headlight, it is plainly evidenced, the Western Pacific is still the same swell outfit."

Accidentals: Eleanor Emerson (Trans. Dept.) has been toting around an armload of plaster-of-paris, which covers a broken wrist. It seems she was trying to ice skate in an unorthodox manner.

New faces in Pass. Dept.: Kathleen Shannon (Irish, no doubt) and Al Rountree (formerly Commissary) filling vacancies created when Robt Grace entered the Air Corps and Jeannette Johnson returned to the Traffic Dept. (with an increase in salary).

At a joint installation of officers for the Portland Trans., and Industrial Traffic Club's recently, Fred McMullin was toastmaster for the evening. Hope Fred didn't burn the toast.

"The southern fried chicken was O.K., but now its the 'Georgia Peach' I'm tasting," writes Lt. Ed. Richardson (Detroit) after his transfer from South Carolina to Atlanta, Ga.

Congratulations extended to Edward W. Englebright (Executive Office) who was recently elected Secretary of the Engineer's Club, San Francisco, Calif.

Continually growing, our "Honor Roll" increased during the month by the addition of: Robt. Otteson (Traffic), Robt. Grace (Pass. Dept.), Edward Reel (Los Angeles) and Robt. Rose (New York).

Through the efforts of Lee Brown (AF&PA), demon campaign manager, Francis Patrick Ferguson (Auditors) was elected delegate to the convention of the Brotherhood of Railway Clerks at St. Louis, Mo., representing Feather River Lodge No. 248.

Lt. Bob Youngblood (Loc. Frt. Office) asks: "Can you imagine being out in weather 30° below . . . especially a California boy?" No, I can't, but maybe that explains your address of "Summer St."

Cradle Preparing: The Clifford Worth's will be "worth" a little more . . . sometime during July. We beat Winchell on this one.

Cupid's unerring aim again finds W.P. girl: Patricia Wheeler (Car Record) left the Company last month, with positive plans to be married to Lt. Harold Klein (Air Corps) on February 27th at Chandler, Ariz. Understand Mr. and Mrs. Joseph Wheeler, also Pat's sister and aunt, accompanied her and attended wedding. Wish the newlyweds congratulations and "Happy Landings."

Lanny Alexander (Car Record) also left the West. Pac. services on Feb. 20th, and while we don't know her plans—there must have been a good reason.

In celebrating their second (month) anni- (Continued on page 5, col. 3)

HOW I FEEL ABOUT IT

★ I was like thousands of others, just waiting, putting off from day to day, weeks upon weeks, months upon months, needing that ever so small nudge, wondering if they would take me, wondering if my system could stand it, if I would pass out and if I would be able to get back to the office without falling on my nose on the street.

Well, banish the thought—there is nothing to it—except possibly the grandest feeling to find out that you are healthy, that you are strong, that the wonderful God-given mechanism is functioning as it should, and above all, the supreme satisfaction of feeling that the little that you have given will be repaid many times by the fact that a life may be saved.

I am grateful that a pledge card was furnished me; it made it easy for me to arrange for my appointment. The staff was very courteous and solicitous of my comfort; a more pleasant group of people could not be found anywhere.

Upon entering, you are handed a glass of orange juice. This is appreciated, as the walk from the trolley negotiates a slight hill. Thereafter a registry card is prepared and numbered and with this you proceed to the lady with a thermometer, a slight pin prick in the lobe of the ear, and a pulse count, and you are all set.

A pretty and efficient nurse makes you comfortable with a blanket, adjusts the apparatus, asks a few questions about your past health, a slight pin prick in the vein on the inside of the arm at the elbow, you open and close your fist a few times, and lo and behold, it is all over. It amazes you to learn it was as simple as that; you don't feel any different now than when you came in; you didn't feel anything gushing out of you; why, you haven't given up a whole pint. My goodness, a whole pint, why, I thought I would feel like I was melting away; gosh, I'll be back next week if that's all it amounts to. At this, my pretty little nurse reminds me that rules require an interval of eight weeks between times. This disappoints you for the time, but then you consider they must know best, so you vow that you will return at the proper time.

Now for a nice cup of coffee, and donuts, too; help yourself to all you want.

There are others there, all made happy by the thoughts of their performance and by the graciousness of the staff. Yes, folks, I dood it; it was a most delightful experience; I have my bronze button, and a silver one is my goal. The Red Cross needs YOUR blood for YOUR sons. Why don't you "dood" it too.

. . . Cliff Norden.

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 ninth 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.

★ **ELKO**, Nev. (M.P. 665.4)—There are several traditions as to the origin of the name of Elko. A common explanation is that it was named for elk that roamed the surrounding hills, yet old timers say, that within their memory, there never were elk in these hills. Sam P. Davis, in his history of Nevada, says that the name is due to Charles Crocker, one of the builders of Central Pacific. Crocker, it is said, was fond of animals and carried a list in his pocket notebook. And so, when asked what name should be given to this point, consulted his list and finding that "elk" was the next in line, thereupon coined the word "Elko."

A third tradition has it that Elko is an Indian word signifying "beautiful." The legend, as related by Professor Lester W. Mills of Elko, who has made extensive historical researches in that area, is in substance as follows:

In 1850 a train of six emigrant wagons, trekking west along the Humboldt River, stopped below the Hot Springs near Elko, where an Indian lad lay starved and dying beside the trail. It was evening and camp was made. The emigrants tenderly cared for the Indian boy and placed him in the same bed upon which lay a golden-haired white boy who was dangerously ill.

On the third day of camp a small band of Indians approached, led by their chief who proved to be the father of the Indian lad and who said that his son had been stolen by the Paiutes a week before. When the chief was made to understand how the emigrants had cared for his son, he gravely took his pipe, filled it, and after a few puffs, passed it to the white man as a sign of peace—a peace which this band of Indians never forgot.

On the following day the white boy died. That night the Indians gathered around the grave and chanted their death songs until morning. "Elko! Elko!" cried the chief again and again. At sunrise, when the emigrant train moved on westward, the Indians escorted it until the high Sierra was reached, whereupon they returned to their tribal lands.

Five years later, when the father of the golden-haired white boy returned, he found that the grave had been marked with many curiously carved stones. Then it was that he learned that Elko was the Indian word for beautiful.

GOLCONDA, Nev. (M.P. 548.7) — Golconda was the capital of the Kingdom of Nizam, India, famous for diamonds, whence the metaphorical use of the

name to signify a mine of great wealth. A smelter and concentration mill were formerly operated here to treat copper ores from the Adelaide mine in the Gold Run district. Justice E. A. Ducker of the Supreme Court of Nevada states that in the 1890's there was a branch line of railroad extending from Golconda to the mine, about ten miles to the south. The railroad was owned by the Adelaide Mining Company.

WELLS, Nev. (M.P. 717.2)—The name is derived from deep, inconspicuous pools, a short distance west of Wells, objective of emigrants in covered wagon days.

SHAFTER, Nev. (M.P. 765.9)—Named for Gen. William R. Shafter who captured Santiago, Cuba, in the Spanish-American War. Shafter is in **Steptoe Valley**, one of the longest valleys in the West, which was named for Col. Edward J. Steptoe, Indian fighter.

BLACK ROCK, Utah (M.P. 910.06) — This is an outstanding landmark, on the eastern division of the W.P. Black Rock rises abruptly from Great Salt Lake, the "dying sea of America." To the north, and not far distant may be seen **Antelope Island**, one of the nine islands of the lake which was made a refuge for a herd of buffalo a number of years ago.

TERMINOUS JUNCTION, Calif. (M.P. 105.3)—A branch line is operated from here to **Terminus** (7.8 mi.) which is on **Little Potato Slough** near its junction with the south fork of the **Mokelumne River** (M.P. 116.9). Terminus was so named by John Dougherty who had a saloon at this place about 45 years ago, because it was at the terminus of the highroad at that time.

PORTOLA, Calif. (M.P. 321.4)—Named for Gaspar de Portola who discovered San Francisco Bay and who was California's first Spanish governor.

BECKWOURTH, Calif. (M.P. 327.0) — For James P. Beckwourth, Indian scout and guide who discovered the pass between **Chilcoot** (M.P. 339.6) and **Reno Junction** (M.P. 341.7) during the "days of gold," when the rush to California was at its height. Beckwourth established a trading post on the emigrant trail at this point. He also is noted for his rescue of Ina Coolbrith, subsequently California's first poet-laureate, and the members of her family, who had lost their way. **Mount Ina Coolbrith**, Sierra County, is directly south of Beckwourth.

HY-LITES (continued from page 4)

versary Mrs. Betty McCord (Traffic) and hubby, Robert, were interviewed by Art Linkletter (heard over K.P.O.) while dinner dancing at the **Sir Francis Drake** on Feb. 14th. Betty acknowledged over the radio, she doesn't cook his breakfast nor kiss him good-bye in the morning, but explained it by saying "He works afternoons and evenings."

It is rumored—the butchers are all subscribing to the "Racing Form" these days. After all, when he picks a horse now, he has to please a lot of people.

Report from **George Mayberry** states: The Sacramento Shops haven't time for sports . . . yet, continues by mentioning "Golf" fued between **Tom Harris** and **Tom Hannigan** (two Irishmen), which is saving **Foster Crissey** the expense of attending theatre for amusement.

That "never give up" spirit of **Jasper Guareno** is prominently displayed by untiring efforts to get one good clean shot at a certain "Jack Rabbit" who manages to always be a few jumps ahead of him. But, there will come a day—when there will be meat on the table.

Coming in on the night shift, **Bob Green** was seen smoking a big cigar. Boys in the Shops would like to know if he held out on the wife. (Better watch out Bob, in case of a black-out the Air Raid Warden might see you.)

The "Home Fires" are kept burning by **Charlie Connolly** and his boys in the Blacksmith Shop.

Jimmy Gibson has something for a rainy day now—it's a new roof over the lye vat which he handles.

Statistics and records to the contrary—**Robert Booth** says: "We have some good bowlers here." Let's hear more about these good bowlers, maybe we can arrange a contest with our general office keglars.

Income Tax problems relieved by **L. L. Lowell** of Mech. Dept., who has worked several years as public accountant, with "Tax" Returns being his specialty.

The recent two day holiday afforded **M. L. Bodion** and **Gladys Morton** an opportunity to visit their husbands who are in the Armed Services.

Roster of Mech. Dept. includes feminine additions of (Miss) **Bertha O'Kelly** and **Katherine Lanphier**.

Peter Del Moro writes: Clerical force is going to start playing Tennis and will, after the war, be in condition to do some "challenging." Let's not wait until after the war to do our challenging tennis or otherwise.

Pierre Mondine (Machinist) should receive EIGHT (10%) buttons, for he is subscribing 80% of his salary, which makes our deduction look rather small. **J. Meirs** (with 9 youngsters) is on the list for 10% as is **G. N. Torres** (with 8 kiddies) and we extend congratulations.

PEOPLE and THINGS

By AL BRAMY

then takes us to the loading of a mixed troop and freight train. There's a certain feeling of pride on seeing the immense tanks, trucks, jeeps, cycles and other equipment of an entire armored division being loaded into one train; and in realizing that despite the talk of mammoth trucks and cargo planes, only the railroads could move such a tremendous load.

But not once were railroaders portrayed. There was nothing to show of the intricate railroad mechanism . . . the white collars and line men . . . that made the train possible; of the problem of supplying the necessary type of freight cars; of the scurrying around for pullman equipment and baggage cars; of the switching involved, of the Dispatcher's worries of right of way and making of scheduled running time in the face of the greatest traffic ever borne over the tracks. It didn't tell of railroaders out there in miserable downpouring rain, or freezing snow, guarding against landslides and washouts so that the trains could get through. It didn't tell of the necessity of their almost daily sixteen hour shifts because of manpower shortage; of the code they so rigidly adhere to . . . Serve in Silence.

What the public saw was only the finished job. But to ourselves there's a warm feeling of accomplishment in knowing we're doing our job as best it can be done.

* * *

Ernst Gommer, Chief Clerk of the Passenger Department, is naturally an authority on anything pertaining to passenger travel, hence this story:

Ernie protested vigorously to his Mrs. against attending a Burlingame wedding party; so they went . . . boarding a train for the short trip south to Burlingame. On the returning trip, Ernie was authoritative and decisive in leading his wife to the train and to their seats. About the time he figured they were reaching San Francisco, Ernie discovered with dismay they were actually speeding towards Los Angeles. They eventually reached home in time for Ernie to leave for work. And later at the office he wailed plaintively.

"If she had only said something—anything—even something sarcastic, but she didn't say a word all the way home."

* * *

One of the most original themes in the fiction field written by George Jennings Gale of Elko, Nevada, was sent to this writer for Headlight publication. Its excessive length prohibits publishing in these limited pages.

Entitled "The Boomer Box Car," Gale's characters are not humans but old, worn-out, run down box cars of various railroad ownership. They've run their last mile and are on the scrap track waiting for dismantling into scrap to be sent to Japan.

They are a disillusioned bunch, but they forget their woes in the excitement of reliving their early youth. If mere mortals were able to understand they would have gloried in the tales of snow drifts at Hudson Bay; of timber wolves and moose leaving tracks across a snowed-in flat car; of a captured train by Pancho Villa's rebels; of the great buffalo hunts and Buffalo Bill; of a marooned car in a forgotten Florida siding with alligators crawling about it. There were tales of Chicago gang wars in the railroad yards; of the opening of the oil fields of the Southwest. You would have heard tales of Indian traders, husky dog teams of the North and the birth of great cities.

As you read on, you feel yourself thinking of these old cars not as chunks of impersonal wood and steel, but rather of living, vibrant friends. And they weren't scrapped—for their reprieve came with Pearl Harbor and the immediate need of all railroad equipment.

* * *

For services rendered . . . in the relief of pain, anxiety, hunger, loneliness and poverty . . . for the continuation of the same services during the next year.

The words are those of the Red Cross. It's the same old story but a different setting, for the background is war with its horrible butchery, death and famine.

Our American soldiers stationed along battle fronts throughout the world can tell us of these unsung and heroic workers who face constant peril in the performance of their great humanitarian work for all creeds. That once hazy impression of always doing something for the other guy is gone in the clear vision of stricken Yanks lying helpless and mortally wounded waiting for the Red Cross worker.

Their lives may slowly be ebbing away and death their reward for manning the battle fronts while we serve in the comforts of home. A pint of blood given by you might be the difference between their grasping hands with the Grim Reaper or returning to their loved ones at home.

They are asking so little of us . . . just a pint of blood now and then . . . when it should be compulsory and mandatory that we give. As civilians we outnumber our fighting armies more than ten to one—and we should be compelled to give our pints of blood in the same ratio.

★ A ray of hope that at last railroaders were going to be acclaimed to an uneducated public proved to be a forlorn fizzle upon viewing the Office of War Information screen release captioned, "Troop Train." The picture shows a few shots of Washington offices, probably the AAR.

SPORTS REVIEW

By Jack Hyland

★ This issue finds the Western Pacific Bowling League in its last crucial month of play, as the 1942-43 season is climaxed on April 1st (no fooling). The winners of the Second-half will tangle in a play-off contest with the Disbursements (1st Half winners), unless of course, they also win the last half schedule. The teams are nicely bunched together and anything may happen, so you had better start cheering for your favorite.

New faces to Officers Staff: H. Heagney appointed Vice-President; Manuel Bettencourt, Secretary; and Bill Stout to the Rules Committee—occasioned by departure of Joe Corven and Connie Murphy to Armed Forces.

The bright spot of the month was "Bud" Gentry's 597 series (games of 187-207-203) until overshadowed a week later by Jack Hyland who topped the pins for a 601 series, composed of 210-227-164 games.

The League score sheet lists the team standings as:

	Won	Lost	Hi Ser
Freight Agents	19	8	2398
Traffickers	17	10	2454
Auditors	16	11	2394
Car Record	16	11	2345
Freight Accts.	14	13	2405
Disbursements	13	14	2348
Exporters	13	14	2324

With Joe Corven's departure, he took along his "171" average and a mighty nice percentage for 57 games, thus we find "Big Ten" bowlers with new names:

	Gms	Avg	H.G.	H.S.
Brown	75	165	224	591
Hyland	75	165	227	601
Gentry	66	164	211	597
Heagney	69	160	218	561
Sevey	69	159	267	627
Craig	63	158	224	558
Borgfeldt	69	156	204	591
Rintala	48	153	210	510
Lewis	69	152	200	516
Kearns	72	149	206	509

Dorothy Burrell, Lou Jean Keller, Muriel Belfs and Anne Kenney (Treasurers) together with "Sis" Dillon, Lee Stewart and Ruth Stone (Car Record) are making weekly jaunts to Downtown Bowl evidently preparing for a contest with the Frt. Agts. girls. Peggy McDermott, Marge Patsey and Mae Syar are already ably substituting on the men's Teams.

The W. P. General Office keggers defended their mythical "SYSTEM" title by downing the Company's Stockton Freight Yard bowling team by a 2420 to 2229 score, Sunday Feb. 14th. The Stockton boys making the trip were: Gill, Warrell, Neri, Rauwolf and Houghtaling, being opposed by Mittelberg, Hyland, Lewis, Heagney and Brown. Frank Rauwolf was high series man for the visitors while Lee Brown was tops for the winners. Manuel Bettencourt (our new Secretary) headed the welcoming committee and the Stockton boys were taken on a sightseeing tour through the new Western Pacific Bldg. A return match is to be played in the near future at Stockton, Calif.

G. I. MARTIN — AMBASSADOR OF GOOD WILL

★ George Irving Martin, better known as "G.I.", Western Pacific general agent, with headquarters at Reno, Nevada, has ample room in which to demonstrate his talents as an ambassador of good fellowship and good business.

His territory embraces western Nevada and part of Northern California, bounded by Shafter and Elko on the east, and Colfax, Bidwell, and Bieber on the west.

This includes the Reno Branch—and thereby hangs a tale, in that this branch of the Western Pacific is known wherever G. I. Martin goes, as "Martin's Short Line Railroad." This has been confirmed many times by prominent residents of the Sagebrush State. In one instance, Publicity Mgr. Thomas Brown was being introduced to the then governor of Nevada, Richard Kirman, by G.I. The Governor said:

"I see that you are in good hands. You will get along very well if the "president" of Martin's Short Line Railroad takes you around."

When the new station on the Reno Branch was established at the point where the government railroad leads off to the Reno Air Base, it was named "Martin" in favor of G. I. Martin. And the telegraph call for the station was established as "GI" at the direction of J. P. Quigley, Supt. of Transportation.

That G. I. Martin is recognized as being one of Nevada's most prominent and popular citizens was evidenced by the fact that during January, prior to the opening of the session of The Nevada State Legislature, the Reno Evening Gazette carried a half-page cartoon of leading lights of the Legislature, with a play-up also of G.I.

G. I. started his colorful career with the Western Pacific on April 23rd, 1910. Of his 33 years continuous service with the company, 21 years have been spent in Nevada.



NEW PASSENGER SCHEDULES

★ Joseph G. Wheeler, general passenger agent, announced that effective Monday February 15, the schedule of the Western Pacific's "Exposition Flyer," operating between San Francisco and Chicago over the Western Pacific, Denver and Rio Grande Western and Burlington railroads, was revised, the change being necessary on account of the large volume of military traffic, both freight and passenger, which the railroads are handling.

Under the new schedule, the "Flyer" will leave San Francisco at 5:00 p.m., and Oakland at 5:55 p.m., arriving at Salt Lake City at 6:30 p.m. the following day, at Denver at 12:50 p.m. the second day and at Chicago at 11:55 a.m. the

JANUARY TRAFFIC

★ January total Operating Revenues amounted to \$2,898,578, an increase of nearly 30% over January of last year, and a new all time peak for the month.

Operating Expenses, plus taxes and rents, required expenditure of \$2,383,654 to "keep 'em rolling" on the Western Pacific.

third morning. Westbound, the "Flyer" will leave Chicago at 12:35 p.m., as at present, arriving at Denver at 8:20 a.m. the following morning, at Salt Lake City at 7 o'clock the second morning, at Oakland at 7:32 a.m. and at San Francisco at 8:20 a.m. the third morning.

The schedule of the "Feather River Express" operating between San Francisco and Portola, in the Feather River Canyon, was changed to provide a fast daylight service between the San Francisco Bay district and the various military establishments located at Stockton, Sacramento, and Marysville.

On the new schedule, the "Express" will leave San Francisco at 1:00 p.m., and Oakland at 1:55 p.m. Returning, the "Express" will arrive at Oakland at 4:53 p.m., and San Francisco at 5:50 p.m.

* * *

NEW TRACKAGE

★ In order to handle the tremendous increase in the volume of traffic experienced on the Western Pacific it was necessary to install 26 miles of additional tracks during 1942—an all time high over any similar period of time in the past.

This additional mileage consisted of extensions to passing tracks at seven locations, one new passing track at Hammer Lane, near Stockton, fifteen miles of new yard tracks at Oakland, Stockton, Sacramento, Oroville and Portola. Industrial spur tracks also increased proportionately.

The construction of this large amount of trackage was not without difficulties, the labor situation in particular being a serious problem. . . . C. A. N.

DEDICATED TO THE TRAFFIC DEPARTMENTS (OR TAKE A TIP BOYS)

A SHIPPER'S WARTIME PLEA

By I. Josephs and Ralph Randolph

If you run into a congestion
And you find there is a question.
That your transportation system
isn't sound.
Then you show your love of nation.
By your self subordination.
And route your cars some other
way around.

Don't forget there's a hereafter.
When the world comes back to
laughter,
And the victims of the turmoil
check the scores.
With some smart solicitation.
You can stop the aggravation.
And some foresight now will save
a lot of sores.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



LEND-LEASE FOOD SITUATION EXPLAINED

★ Lend-Lease food is helping to win the war—food for the Russian Army's smashing blows at the retreating Nazis—food for the British Eighth Army driving into Tunis—food for the munitions workers back in England.

We sent a lot of lend-lease food abroad in 1942. To sustain the United Nations offensives of 1943 we shall need to send more this year—about twice as much. The food we sent last year—and the food we are sending now—is important in terms of battles won. Yet it has been relatively small in terms of our total supply of food, smaller than many people have believed.

Of the five meats soon to be rationed—beef, veal, lamb, mutton and pork—we exported over a billion pounds under lend-lease. That's a lot of meat, but it was only five per cent of our supply. Out of every twenty pounds of meat, American civilians and U.S. armed forces took nineteen pounds. One pound went to our allies.

We lend-leased a lot of cheese and dried and evaporated milk. It took over two billion quarts of fluid milk to make these and other milk products exported under lend-lease. But the grand total was less than four per cent of our total fluid milk supply. We kept for our own needs over nine and a half quarts out of every ten quarts of milk we produced, and we produced over 58 billion quarts in all.

Among the milk products, lend-lease took a large share of cheese—almost one quarter of each pound the United States produced was exported to our allies.

Lend-lease exports of butter, however, were less than one per cent of our total supply. Out of every six pounds of butter less than one ounce went under lend-lease. What butter we sent went to the Russian Army. We are sending more this year.

It took four and a half million dozen eggs to make the egg powder that was exported under lend-lease. This was one egg out of every ten that went to the markets. Egg production increased enough to take care of these lend-lease shipments and still leave more than before for Americans to eat.

We shipped seven per cent of our canned and frozen fish under lend-lease but only one per cent of our canned vegetables, fruits and fruit juices. Ninety-nine out of every one hundred cans produced in this country went to the U.S. armed forces and to American civilians.

As a matter of fact, the total demand for American food is greater than the supply because of the heavy need for food for the United States Armed Forces, as well as for our fighting Allies, and American civilians are able to, and want to, buy more food than ever before.

* * *

STOP KIDDING YOURSELF

★ Buy more Bonds than you think you can. Hitler and Hirohito are not fooling; they are making an all-out effort to destroy freedom and democracy all over the world. We must make an all-out effort to defeat them, or we will lose. So, stop kidding yourself, buy Bonds. It is Bonds today, or bondage tomorrow.

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