

# The HEADLIGHT

VOL. III.

APRIL - 1943

NO. 4



**WILLIAMS LOOP**— A striking shot of the much talked-of Williams Loop in the Feather River Canyon. Here the Western Pacific, to maintain the ruling grade of one per cent, makes a complete circle nine-tenths of a mile in circumference. A not uncommon sight in these days of mile long freight trains is to see a section of No. 61 completely encircling the loop with the caboose emerging from the tunnel with the engine directly overhead.

### YOUR RED CROSS NEEDS YOU

#### THE HEADLIGHT

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 Phil Wyche . . . . . Associate Editor  
 Carl Moore . . . . . Advertising Mgr.  
 Wm. Stout . . . . . Circulation Mgr.



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 The WESTERN PACIFIC CLUB

*Association of Employees of  
 The Western Pacific R.R. Co.,  
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 Tidewater Southern R.R. Co.*

Western Pacific Building  
 San Francisco, California  
*Member Pacific Coast Association of  
 Industrial Editors*

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#### PERFECT SHIPPING MONTH

★ Secretary of Commerce Jesse H. Jones considers the nation-wide perfect shipping campaign which began April 1st and continues through this month as "imperative."

The purpose of the campaign is to protect America's production by the promotion of good packing, secure loading and careful handling of all freight shipments.

Secretary Jones said: "The survival of our nation depends upon the realization of maximum production. Loss and damage, through careless or defective packing, handling and related operations, more than nullify production—they result in the cumulative waste of material, manpower and transportation."

★ Despite the greatest barrage of publicity ever given to any cause, with all-out aid of the newspapers, radio and screen, our American Red Cross continues to appeal for your pint of blood. They want our blood for our boys. But are they getting it? They are not!

They ask for a few paltry million pints when there are a hundred and thirty million of us. They wouldn't have to set a goal if we responded as it is our humane duty to. Their goal is an insult to our loyalty to our boys. It's an insult to our personal patriotism to our flag.

If we all gave on an average of only three times a year we would have three hundred and ninety million pints of blood . . . good American blood to take care of the needs of all our boys and the boys of the United Nations. It would take care of the helpless victims in Schicklgruber's Europe and might even be enough to purify and humanize the Schicklgrubers themselves.

Over all the lands and seas on earth the Yanks are fighting the forces of oppression. How many untold thousands will claim their little plots of "American soil" in foreign lands, never again to see our shores or their loved ones. How many thousands upon thousands will come home maimed and crippled. It's the sordid side of this great struggle, but the price we must pay.

We must give our blood to save a life.

—Editor.

#### MORE WESTERN PACIFIC MEN JOIN THE COLORS

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



Cottle, Francis M.  
 Downer, Alvah Donald  
 Duncan, Frank H.  
 Ferguson, Lewis M.  
 Furtney, Hal R.  
 Holt, Robert Lee

Jackson, Lloyd Erin  
 Jessiman, John J.  
 Johnson, Kenneth W.  
 Knapp, Douglas  
 Kraft, George W.  
 Lukin, Fletcher A.

Milliken, Elmer C.  
 Murphy, Cornelius  
 Nickelson, Paul F.  
 Phoibl, John  
 Tuggle, Thomas Q.  
 Turner, Carl Gordon

#### NOT AN AMERICAN RACE?

★ In five generations we have produced on this continent a race. You think there's not an American Race? It's funny. Here we are made up of every stock in the world, and yet you can tell an American if you see him on the streets of Berlin, or Vienna, or Paris. What is an American? An American is a fellow whose grandfather was a German forty-eighter who settled in Wisconsin and married a Swede, whose mother's father married an Englishwoman, whose son met a girl at college, whose mother was an Austrian and whose father was a Hungarian Jew and their son in the twentieth century right now is six feet tall (we are perhaps the tallest race on earth), goes to a state college, plays football, can't speak a word of any known language except American, and is doubtful whether he ever had a grandfather.

This American has several characteristics. He doesn't like to take orders. If you speak to him in a friendly way, he will do almost anything you ask him—inside reason. If you once get him into a war, he is a very good fighter, but he has a very low opinion of war, and, except when he is dressed up for a festival of the Elks or the American Legion, a pretty poor opinion of uniforms. He doesn't like to commit himself to stay forever in one place. He is restless, and an inveterate traveler in his own country or elsewhere if he can afford it. He is incredibly ingenious. He can devise more ways to save himself work than any other known race of human beings; that's probably why he has invented so many gadgets. He will wear himself out playing golf, or tennis, or football, but he won't walk to get to the golf links. He is enormously inventive. This is one of the greatest races of inventors ever produced. He was born free and he shows it by the way he moves.

—from "Let the Record Speak," by Dorothy Thompson.

## J. J. PELLEY PROTESTS TRUCKERS' ADVERTISEMENT AS DISCREDIT TO RAILROAD PERFORMANCE

**FIGURES DISPROVE TRUCKING ASSOCIATION CLAIMS** ★ In a sharply written letter of protest to T. V. Rodgers, President of the American Trucking Associations, J. J. Pelley, A. A. R. President, took exception to the current

Trucking advertisements, claiming they were an obvious attempt to discredit the railroads.

The following is a quotation of Pelley's letter to Mr. Rodgers:

"Both the trucks and the railroads have a big job on their hands now and both of them, so far as I know, are doing it well. It seems most unbecoming, therefore, that the trucking industry at this time should engage in an attempt to discredit railroad performance by advertising, especially when the statements made are as far from the facts as those in the current advertisement, 'This Is a Motorized War.'

"It is my thought that what counts most today is for the railroads and trucks to do their transportation job to the best of their ability and that it is no time for competitive bickering. For this reason, I do not understand why your Association should spend the time and money to present through newspaper advertising such inaccurate and misleading statements as are appearing under the title, 'This Is a Motorized War,' in an obvious attempt to discredit the railroads, and especially when such statements are not based upon facts.

"I can see no value in publishing such erroneous statements and I shall be glad to hear from you as to the purpose you have in mind in doing so. That the statements are not true in fact is, I think, demonstrated by the attached memorandum. (Below.) If the figures as we have them set up are not correct, I shall be glad to have your comment on them."

### MEMORANDUM

The newspaper advertising put out by the American Trucking Associations, Incorporated, under the title "This Is a Motorized War," undertakes to establish the formula that "with one-twentieth of the railroad capacity, trucks haul one-fourth the load—in less than half the time."

This statement is made up of three different propositions and all of them are in error.

#### "One-Twentieth the Capacity"

Motor Truck Facts, 1942 Edition, pages 38-9, contains data for 1940 showing that 600,000 for hire trucks carried an average load of 5.34 tons. If this is taken as a measure of capacity, then the capacity is 3,204,000 tons. The private trucks numbered 4,291,000 and carried an average load of 2.37 tons. If this is taken as a measure of their capacity, then the total is 10,169,670 tons. Total capacity is 13,373,670 tons.

In the same year 1940, there were 1,853,681 freight cars in service on the railroads that carried an average load of 27.6 tons. Their capacity on the basis given above was 51,000,000 tons.

The ratio of truck capacity on this basis to freight car capacity is 1 to 4.

#### "One-Fourth the Load"

The annual report of the I. C. C., 1942, page 7, containing figures for the latest available year, shows that—

—Railroads created 481,766,000,000 ton miles of freight.

—Public and private trucks created 57,123,000,000 ton miles of freight, as estimated by the Public Roads Administration.

The ratio of truck ton-miles to railroad ton-miles is less than 1 to 8.

The 600,000 trucks for hire in 1940 created 26,674,000,000. The railroads created 373,253,000,000 ton-miles in the same year. The ratio of truck ton-miles for hire to railroad ton-miles is 1 to 14 or 7 per cent.

If reference in the ad is to the 250,000 trucks in intercity operation, the ratio of truck performance to railroad performance is obviously less than 7 per cent.

#### "One-Half the Time"

The figures contained in the newspaper ad are not accurate as to the time required by railroad for freight delivery. There may be an occasional car, or an occasional truck, that has been delayed. The figures given do not represent in any way the normal service of the railroads.

It may be further pointed out that one important fact has been omitted. It is that for what the trucks do carry, on the basis of reports to the I. C. C. by Class I carriers, they receive an average revenue of 3.936 cents for hauling one ton of freight one mile. This is in sharp contrast with average receipts per ton-mile by railroads of 0.945 cents. The cost of truck service to the shipper as compared with the cost of railroad service is 4 to 1.

### "REMEMBER BATAAN!"

★ Those stirring words rang throughout the nation on April 9th. A great country muddling in the morass of complacency stood by and watched helplessly—but proudly while its ill-equipped soldiers stood off the onslaughts of Nippon hordes. General MacArthur said, "I will be back!" We can help him by buying War Bonds.

## RAILWAY OPERATING BATTALION

★ With an estimated 4,500 years of actual service to their credit before entering the Army, veteran railroad employees are playing a prominent part in the training and organization of a Railway Operating Battalion at Fort Sam Houston, Texas, according to the War Department. This is one of several similar battalions that are now in training throughout the country as part of the Army Transportation Corps.

Although other lines of civilian activity are represented in the unit, more than 90 per cent of the officers and members of the Fort Sam Houston battalion are former employees of the nation's railroads, coming from all over the country. Their commanding officer is Lieutenant Colonel R. F. Williams, a former trainmaster of the Southern Pacific at Lafayette, La.

"Once a railroad man, always a railroad man," is more or less an aphorism, but certainly it is borne out in the railway personnel in this unit. The battalion includes former brakemen, conductors, engineers, firemen, dispatchers, telegraphers, yardmasters, maintenance men and others. Continuing at their regular occupations but working for Uncle Sam in the uniform of the Army, they are carrying out the vital function of moving troops and supplies within large and important military areas.

Some day, too, they may find themselves pretty close to actual combat zones. Like other soldiers, members of this Railway Operating Battalion are being prepared to go anywhere. With their training based on actual experience, these Army railroaders make up trains, switch cars back and forth in the yards, lay tracks, operate the roundhouse and car repair shops, and otherwise ready themselves for taking over, expanding and completely operating any railroad system to which they may be assigned.

## Hy-Lites

By JACK HYLAND

★ Among the recent new-comers to the West. Pac. is **Eddie Davis**, now employed in our Engineering Dept., who hails from Los Angeles—that little community just south of San Francisco (at least the City Limits). We understand Eddie is quite shy about it all, but it has leaked out that he is, or was, quite a Jitterbug dancer, having won the West Los Angeles Championship. He is the holder of several Gold Cups and was an exhibitionist at one of the larger Los Angeles theatres, making a two weeks' appearance at a lucrative salary, with a lovely little red-head as a partner.

Letter to **Carl Rath** (Telegraph) from **Air Cadet Bruce Heilman** (formerly Car Record) tells of his first "SOLO" on March 5th, saying it's quite a sensation being up there alone, knowing there isn't any instructor with you. **Congratulations Bruce**—the "5th" was pay-day to us at home in the General Offices, but to you . . . it really WAS a "Red Letter" day.

**Roger Druehl** (formerly Chief Clerk-Stockton) resigned from the W.P. to accept position as Traffic Manager, **Pollock Stockton Shipbuilding Co.** effective March 1st. We extend congratulations and when routing traffic . . . don't forget your old "Alma Mater."

**C. L. Droit** and **Logan Paine** (Executive offices) were overheard recently discussing the length of their socks. It seems the laundry has not only reduced the number of calls to their houses, but has also REDUCED their socks.

**Frank Sell** is now Chief Clerk-Los Angeles, succeeding **Edward Reel**, who has reported for duty in the **Army Air Corps**. While his departure has put a "hole" in **Ed Millfelt's** W.P. bowling team, Reel will now be **bowling 'em over for Uncle Sam**.

**Ernest Landward**, formerly of the W.P. Traffic Dept., and for several years Manager of the Industrial Dept. of the **Stockton Chamber of Commerce**, has resigned that position to become **Executive Secretary** of the **United Community War Chest of Stockton**. Didn't know they needed someone to unite the community, but if they did . . . they picked the right man, Ernest.

**Mrs. LaRash** telephoned recently saying she had a letter from her son, "**Barney**" **LaRash** (AF&PA), the first letter in many months, and that he is recuperating in a **Southwest Pacific** hospital after active duty as a Marine in **Guadalcanal**. He particularly mentioned receiving the **W.P. Service Kit** and was very happy in knowing he was still remembered. We'll never forget our boys **Barney**, and we hope . . . as does your Mother, that you are fully recovered.

The **Pacific Railway Club** held its 26th annual meeting-banquet at the Palace Hotel on March 18th . . . with **Henry R. Fegley** (Asst. to G.M.) being installed as the Club's Treasurer. Best of luck **Henry** . . . and at last I have a friend who is really in the money.

**Arrivals:** The smile that **Lt. Everett Lamphere** (Traffic) is now wearing is result of being a "Father." **Master Lyle Stephen Lamphere** was born March 7th, tipping the "Fairbanks" at 8½ lbs. (P.S.—Didn't see any cigars or candy coming this way . . . Did you forget?)

**Departures:** **Patricia Cooley** (Manifest) and **Charles Orrett** (AF&PA) exchanged nuptial vows at **The Little Chapel of the Flowers** in Berkeley, Cal., on March 21st. The newly married couple promptly departed on their honeymoon, which will include **Carlsbad Caverns** and **Los Angeles**. Extend our best wishes for continued happiness.

**Richard (Dick) Patterson**, RM 3/c (Transportation) visited the General Offices recently and looked very well. Dick bid his former co-workers a "Bon Voyage" as his new home is the "**U.S.S. Pruitt**."

Our former Trainmaster at **Keddie, Cal.**, is now **Capt. Henry E. Stapp** and recently he reported to **Camp Stoneman, Pittsburg, Cal.**, where he will receive special TRAINING before being transferred to (he hopes) **India**. Lots of luck **Henry** . . . but watch out for slides in the canyon.

**Cliff Norden** (Engineering) received a very complimentary letter from the Red Cross, praising his last month's article, "**How I Feel About It**," relative blood donations. They were particularly impressed by the step-by-step outline. Suppose **Cliff** will be going again to donate blood and at the same time, to **double-check on his story**.

**Honor Roll** further increased: **Douglas Knapp** (Auditors), **Hal Furtney** (Manifest) and **G. T. Coffey** (Chicago).

**Has what it takes:** **H. P. (Heine) Wold**, formerly timekeeper on **Extra Gang No. 7**, who some time ago had an unfortunate accident with result that his neck was broken, has returned to the West. Pac. services and is clerking in the **Stockton Freight Station**, despite a very uncomfortable brace. **We are proud of you, Heine**.

**Dave Sarbach** is now **Round House Foreman** at **Portola**, succeeding **George Heintz**, who was transferred to **San Jose, Cal.**, as **R.H. Foreman**. Looks like **George** got the best of the deal, unless the salary is different, but **Dave** can still make that short trip into **Reno's Bank Club**.

With reference to money, **Phil Baker** of **Eversharp** radio program had a good one, when he said: "**Don't fail to donate your dollar (or dollars) to the Red Cross, as your 'Buck' will help to 'Bring 'em back alive'.**"

## C. W. CARPENTER RETIRES

★ After over thirty-three years' continuous service with the Western Pacific, **Charles Carpenter**, Telephone and Telegraph Engineer, terminated his long career with the Company due to illness. His retirement date was **March 31st**.

Carpenter takes with him vivid recollections of a railroad in its infancy struggling against seemingly unsurmountable odds and heartbreaks; and the joys of accomplishment of duties performed, as the Company passed each milepost of progress toward its goal of a first class transportation system.

The words are those of **Mr. J. P. Quigley**, Supt. of Transportation, who in a letter to **Mrs. Carpenter**, expressed the regret of his department, in being unable to visit **Oroville** to tell her husband personally of the Company's loss by his retirement.

★ ★ ★

## PAYROLL WAR BOND DEDUCTIONS

February, 1943

	Deductions	Quotas
Eastern Division . . .	\$ 21,781.00	\$ 26,435
Western Division . . .	21,939.00	44,798
Mechanical Dept. . .	20,089.00	24,807
General Office . . .	10,273.00	15,289
Store . . . . .	617.00	920
Sacramento Northern . .	4,676.10	7,500
Tidewater Southern . .	667.63	900
Dining Car & Hotel . .	532.61	1,138
Cash Sales . . . . .	4,725.00	.....
	<hr/>	<hr/>
	\$85,300.34	\$122,400

Eastern Division estimates additional 10% deductions effective **March 1st** or later will increase deductions approximately \$4,000 monthly, which would bring their deductions up to 9.7%.

Western Division estimates similarly their deductions will be increased approximately \$8,000, bringing their deductions to about 6.5%.

Sacramento Northern deductions in **March** will increase about \$500, which will bring their standing up to 6.9% of the average payroll.

"They Give Their Lives . . . You Lend Your Money." This is the official government slogan for the **Second War Loan** drive which started **April 12th**. You can make heroes of our boys in uniform, or you can make them martyrs. You can send them to battle with guns and tanks, planes and ships, or you can send them with bare hands to face **Axis** bullets. Take your pick. They give their lives. You lend your money.

## 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 the tenth 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.

★ **HERLONG**, Calif. (M.P. 371.8)—This place has an interesting name history, illustrating the fact that names do not always remain fixed from generation to generation but are subject to change by the Fates—perhaps as a result of the request of a wife of a railroad president, or perhaps due to the tidal impact of a global war.

Originally known, perhaps, as Liegan, although the archives supply no explanatory data, this place was also in former days a station on the old N-C-O (the Nevada-California-Oregon narrow gauge railroad which operated between Reno, Nev., and Lakeview, Ore.), and which eventually was dismembered, one section being abandoned, another becoming part of the broad-gauge Reno Branch of the W.P., and a third section being part of the Alturas line of the S. P.

For a period, this point was called **Rayl**: then it became **Hackstaff**; and when the Sierra Ordnance Depot was established at this point, the name was changed, at the instance of the War Department, to **Herlong** in honor of the first ordnance officer to lose his life in World War II. Authority for this statement is contained in a letter written by Lieut. Col. E. A. Cryne, commanding the Sierra Ordnance Depot, to Mr. G. I. Martin, W. P. general agent, Reno, Nev., which reads in part as follows:

"Capt. Henry W. Herlong (0-19229), Ordnance Department, was born in Florida, Aug. 27, 1911. He was graduated from the U. S. Military Academy at West Point in 1933, at which time he was commissioned a second lieutenant. In Sept., 1936, he was transferred from infantry to field artillery and was detailed to the ordnance department on Dec. 27, 1939.

"After pursuing a four months' course in aviation ordnance at Aberdeen Proving Ground, Md., early in 1940, Capt. Herlong was assigned as a student to the 51st Ordnance Proving Ground at Langley Field, Va., where he remained until Oct., 1940. At this time he was transferred to Savannah, Ga., for duty with the 5th Air Base Group.

"While stationed at Savannah, Captain Herlong was killed in line of duty in an air plane accident at La Grange, Ga., June 22, 1941."

It is of historical interest that in 1917—during World War I—an extensive report was made to the War Department as to the availability of this place as a site for a military establishment—the report having been made by Mr. Stanley G. Rayl, now of the Standard Electric Signal Company, Oakland, Calif.

Prior to 1914, Mr. Rayl held considerable acreage in Lassen County and about this time plans were formulated and under way for the development of a town site at what is now Herlong, with extensive improvements in which Mr. Rayl was to play a leading part, along with the railroads concerned. At that time a petition was circulated to name the post office **Rayl** and that name was so established.

Then another event took place — some time afterward—which brought about the change in name to that of **Hackstaff**. The story, as related by Mr. Rayl, is that on one occasion, when Mr. Charles Moran, president of the N-C-O, was making an inspection trip along the line, he was accompanied by Mrs. Moran who had come west from New York. Their private car was held at Rayl while mail, express and passengers were being transferred from the N-C-O to the W. P.

Mrs. Moran had had an uncle by the name of Hackstaff and she expressed the desire that the name of Rayl be changed so as to honor the memory of her uncle and so that letters, written to relatives, could be postmarked Hackstaff. The request, made to the general manager of the N-C-O, who was in the party, was granted. So the name of **Hackstaff** came into being—a name which has held its place in railroad nomenclature for many years, i. e. until the recent change to **Herlong** which now goes down in history with World War II.

### RENO BRANCH

Here follow some names on the **Reno Branch of the W. P.** which extends from Reno Junction (M. P. 341.7 on the Main Line, to Reno, Nev., 33.1 mi.):

**PLUMAS**—Named for the Plumas River, also Plumas County.

**PEAVINE**—Named for Peavine Mountain, which in turn was so-called by prospectors because of wild peas which grew on the slopes of the mountain.

**COPPERFIELD**—For copper deposits near this point.

**ANDERSON**—For Henry A. Anderson who owned a large sheep ranch at this point.

**MARTIN**—(Lemmon Valley Air Base)—For G. I. Martin, Western Pacific general agent with headquarters at Reno. The telegrapher's wire call for this station is two letters: "G. I."

**PANTHER**—For the Black Panther Mining Company, which had properties near this point.

**RENO**—Named in 1868 for Jesse Lee Reno, West Point graduate who fought under Gen. Scott at Vera Cruz, Mex., and who was killed while leading his men at the Battle of South Mountain, in the Civil War. Perhaps the naming was due to John R. Scupham, chief clerk in the company, in which Charles Crocker, one of the "Big Four" was interested. Also said that the name was conferred by Dudley Haskell who auctioned off the first lots in Reno. Others say that the name is due to Darius Ogden Mills, noted banker, friend of Gen. Reno. (This data taken from an editorial in the Reno Evening Gazette).

In the days before the advent of the Central Pacific (now S. P.) Reno was called Lake's Crossing—reference being to the Truckee River.

## W. P. REORGANIZATION

★ At high noon of Monday, March 16, the United States Supreme Court handed down its first two decisions involving reorganization of certain railroads. The first one read was that concerning the Chicago, Milwaukee, St. Paul and Pacific; the second was that affecting The Western Pacific Railroad Company, which had applied for reorganization under Section 77 of the Bankruptcy Act nearly eight years ago—August 2, 1935.

The decisions of the Supreme Court, which in the main uphold the procedure and policy of the Interstate Commerce Commission, are highly important and set far-reaching precedents affecting all railroad reorganizations. Altogether, twenty-seven railroads

### FEBRUARY TRAFFIC

★ February total operating revenues amounted to \$2,836,933, which was an increase of nearly 29% above the same month last year—again an all-time peak for the month.

Operating expenses plus taxes and rents required expenditures of \$2,346,043 to "keep 'em rolling" on the Western Pacific—an increase of nearly 26% over February last year.

have had reorganization proceedings pending before the I. C. C. and the Supreme Court.

In its decision in the Western Pacific case, the Supreme Court approved, without qualification, the so-called "Western Pacific Plan", this being really the I. C. C. plan which had been incorporated in the decision of the court of the first instance—namely the United States District Court—Northern District of California.

It is not to be expected that reorganization of the Western Pacific will be effected immediately. The law requires that the plan be submitted by the I. C. C. to the various security holders entitled to participate in the reorganization and that two-thirds of each class of such security holders shall approve. This and other details will necessarily require considerable time before the Committee charged with carrying the plan into full effect can complete its duties.

★ ★ ★

### BOWLING LEAGUE ELECTS OFFICERS

★ By a unanimous vote of the bowlers, held at Downtown Bowl's Club room, new officers for the 1943-44 season were: Harold Heagney, President; Bill Stout, Vice-President; Manuel Bettencourt, Secretary, and "Peggy" McDermott, Treasurer.

They will succeed President Jack Hyland, Vice-President Harold Heagney and Treasurer Howard Sevey. M. Bettencourt, because of his excellent work, was re-elected Secretary.

Incidentally, the 1943-44 season, which starts in August, will be the Bowling League's fourth year of existence.

## PEOPLE and THINGS

By AL BRAMY

ing moon-entrapped waters until it, too, is lost in the thousands of tiny twinkling lights of the East Bay. Once a mass of surrealist color catching the reflection of myriads of neon, but now hardly discernible in the darkness far off to the left, a gentle rolling fog crosses the Golden Gate to poke tentative, apologetic fingers toward the austere Marina. Even in dim-out, San Francisco presents a picture of unsurpassing magnitude.

It's a new San Francisco . . . one that amazes the native with its strangeness. Once again it's "Frisco," the proud King of Pacific ports, that plays host to teeming thousands of uniformed men . . . and to more thousands upon thousands of war workers. It's a Frisco reliving again the throbbing tempo of the Gay Nineties.

A city that in peacetime comfortably housed its own, finds itself unable to handle the terrific influx of new people, for, for every native son that has answered the call, two have stepped in to take his place, while a third packs his bags to move in for a week-end visit. Transportation systems threaten to collapse; housing accommodations are overtaxed, but still more and more seek to crowd within its borders. Bewildered City nabobs in increasing confusion discard impractical plans looking for a solution, and that once friendly smile of welcome seems slightly strained. Even the Armed Forces find themselves unable to cope with a situation growing steadily worse. The boy on furlough wants his fun and relaxation, but he doesn't want to walk the streets all night. The Navy has taken over large buildings and stores, converting them into Receiving Ships. The hotels with every available room taken and hundreds on the waiting list have offered the Army their large dining and ballrooms in which to line up rows of cots. The U. S. O. organizations strive to provide more room, but all collectively do not make a dent in the demand for bed space . . . so the boys walk the streets or sleep in hotel lobbies and station depots.

Once when the San Franciscan locked up for the night, he could reasonably figure the rest of the City locked up with him and the sidewalks taken in for the night; but now a Swing Shift and a Graveyard Shift keep the steady rumble of traffic roaring twenty-four hours a day.

Famed Market Street, the hub of San Francisco, renowned for its smart shops, and great department stores, marking its way through the heart of commerce and shopping and amusement centers; with its four lanes of street cars and endless lines of automobiles has always been a sight to warm the heart of even the most cynical cosmopolite. But it, too, has changed. Now interspersed among the Shops are Cheap Souvenir stores, fly by night Carnival side show spots; ugly looking "three for a quarter" photo shops; Bars and Juke Boxes, Sportoriums and Penny Arcades. Located any place else in town . . . even just off of Market Street . . . they'd be o. k. and perhaps a welcome sort of a diversion. On Market Street their presence is blasphemous.

Another tangible change . . . most depressing to the native male element . . . are the women. (James! The Body Guard quick.) Once we proudly boasted our women were the most beautiful in the world. Their complexions were unmatched in softness, color and clearness. Their eyes sparkled from the invigorating climate. Their coiffures were masterpieces of artistic excellency and their smiles were that of the warm, friendly, San Francisco style. Other communities might vigorously protest these claims . . . But no City could dispute the proud San Francisco statement—"Our Women Are the Best Dressed In the World." Even Los Angeles conceded that point. Smartly dressed, sophisticated and well groomed, our women had no equals. Then came the war and the migration of femmes from all the States. We'll admit for beauty and clean, healthy faces they matched our own. But that's not surprising inasmuch as it is a known and accepted fact that American women top all other nationalities. (Call off the Guard, James!)

But their dress . . . Horrors! First there are the kids in their early teens prancing down the street with a bright gash of paint where the lips are supposed to be. They don't really count. Some good old-fashioned soap and water and an old-fashioned tanning would eliminate them. Then there are the "Sweater Girls" with their Silver Foxes and Skunks, wearing sandals and short socks. Strictly a Hollywood Blvd. and Vine Street influence and never popular here. Then there are those women who are—er . . . α . . . slightly on the portly side, who insist on wearing slacks. Ye Gads, if they could only see themselves from behind. In all fairness to themselves, the once-upon-a-time-weaker-but-now-you-and-me-are-equal-Bub-sex should appoint inspectors to okeh such purchases and anybody having resemblance to a Rhino should be blackballed.

Women and Uniforms—together they make up our most visible change. Perhaps it's because the majority of our civilian male populace work in war industries on the outskirts of town, that our downtown streets seem to be so completely predominated by women.

You see them driving the huge passenger busses; collecting change on the street cars; driving trucks and speeding through traffic on motorcycles. You see them in their shipyard clothes, proud as punch of their grimy clothes and sharply tilted helmets . . . as proud as the nattily attired Waacs and Waves are of their uniforms.

It's a new San Francisco . . . one that combines the color of the old with the excitement of new. It's a typical picture of the American home front that stands facing the Nippon threat across the Pacific, alert and ready, grasping hands with the thousands of uniformed men of all branches in a picture of unity and confidence.

★ From the moonlit heights of Twin Peaks, San Francisco, in all its wondrous beauty spreads out in cascading waves of street lights sloping gradually until they lose themselves in the amber brilliance of the Bay Bridge. There as if suspended from the heavens, a necklace of awesome beauty spans the shimmering moon-entrapped waters until it, too, is lost in the thousands of tiny twinkling lights of the East Bay. Once a mass of surrealist color catching the reflection of myriads of neon, but now hardly discernible in the darkness far off to the left, a gentle rolling fog crosses the Golden Gate to poke tentative, apologetic fingers toward the austere Marina. Even in dim-out, San Francisco presents a picture of unsurpassing magnitude.

## SPORTS REVIEW

By Jack Hyland

★ By a margin of three games, the Freight Agents team bowled their way to victory in the second half of the 1942-43 season, achieving first place by consistent bowling. The team composed of Borgfeldt, McDermott, Cathcart, Potter and Capt. Hatfield will bowl the Disbursements, winners of the first half under Capt. Bill Stout's management—the victors to be acclaimed W. P. 1942-43 Bowling Champions and presented with the "Perpetual Trophy." Final standings of the first three teams in each half were:

First Half		
	Won	Lost
Disbursements . . . .	30	18
Trafficers . . . . .	29	19
Car Record . . . . .	26	22
Second Half		
	Won	Lost
Freight Agents . . . .	29	13
Auditors . . . . .	26	16
Trafficers . . . . .	25	17

Lee Brown and Jack Hyland were high in individual standings, both with a 166 average for 90 games, although Joe Corven (now in the Army Air Corps) deserves special mention—holding a 171 average for 57 games prior to his departure. Howard Sevey romped off with Hi-game and Hi-series honors with a 267 game and 627 series. The Auditors team won Hi-team series with a 2522; the Exporters topped other outfits with an 891 game. Most improved bowler during the season was Bill Hatfield, who started with a 107 on opening night, concluding with a 143 average (on the last night hitting a 234 game and a 598 series). Final standings of the "Big Ten" bowlers are:

	Gms.	Avg.	H. G.	H. S.
Brown . . . . .	90	166	224	591
Hyland . . . . .	90	166	227	601
Gentry . . . . .	81	163	213	597
Heagney . . . . .	84	162	236	561
Sevey . . . . .	78	160	267	627
Craig . . . . .	75	158	224	558
Borgfeldt . . . . .	84	157	207	591
Mittelberg . . . . .	21	155	203	520
Rintala . . . . .	60	153	210	561
Lewis . . . . .	84	152	200	520
Vanskike . . . . .	81	152	230	567

### BASKETBALL

With games so difficult to arrange late in the season, the W. P. Traffic Dept. basketball team has been limited to playing games with St. Catherine's C. Y. O. and the Residential Cleaners quintets.

Although frequently beaten, the Traffic five have been in every battle to the very end, which is conclusively shown by the close margin of their losses, namely: 48-44 and 32-29 to the Residential team; and 29-28 to the C. Y. O. boys, against a 40-33 victory over the same outfit.

Hal Nordberg and John Nelin have accounted for the bulk of the scoring, but credit must be given to Ken Stoney and John O'Connell for their backboard control, feeding many passes to make possible the scores made by the "Swishing Swedes." Most reliable scorer for the W. P. five is O'Connell, who practically has guaranteed the team 1 point per game (his average is 1.6 points per game).

Praise is also extended to the seven loyal rooters who faithfully cheer—to the often occurring fatal end.

## FREIGHT CAR EFFICIENCY FROM RAILROAD VIEWPOINT

By D. J. Spowart, Superintendent of Car Service

★ January 1st, 1942, the railroads of this country owned approximately 1,840,000 freight cars of all types.

The Association of American Railroads, realizing the demand that would be made on the railroads for freight cars of all types, lost no time in pointing out to its members the necessity of immediately reducing the number of cars requiring heavy and light repairs.

The railroads did comply with this request and are daily keeping cars moving promptly from rip tracks and shops.

As time passed on, other improvements were made for the prompt movement of freight cars. One of these was the handling of the preponderance of loaded movement west-bound. About 40% is handled on flat and gondola freight cars. Past practice required the trunk line receiving the road haul to move the empty back to origin or the gateway at which load was received. Loaded cars from Ogden and Salt Lake destined to points below the Tehachapi, when made empty were returned for movement to Ogden or Salt Lake. The same was true of cars received through Southern gateways, which, when made empty in the Bay Area, were returned for movement through the Southern gateways. To overcome this cross haul of empties over the mountains, cars made empty north of the Tehachapi are delivered to trunk lines for movement to Ogden and Salt Lake gateways. Those made empty south of the Tehachapi are returned through the Southern gateway on a car-for-car basis.

There are many activities going on daily with the one thought on the part of the railroads, to maintain a sufficient supply of freight cars to meet all the requirements of shippers.

So much as to the part the railroads are endeavoring to do. Shippers and receivers of freight moving in freight cars are contributing greatly in helping to maintain an adequate car supply.

Experience indicates that the majority of shippers and receivers cooperated; however, there were among them some who would not do their part. On that account, Car Efficiency Committees were formed in the various cities on the Pacific Coast to police the loading and unloading of cars through their various trade committees. Through reports furnished by the Association of American Railroads to the chairmen of the Car Efficiency Committees, offenders are quickly contacted for improvement on their part in releasing cars. Reviewing the summary report for the months of January and February of this year, it is noted that of the total cars of domestic freight reported, 30.8% were held over 48 hours. It behooves all shippers or receivers to load or unload cars promptly, even to the extent of not taking advantage of the 48 hours free time allowed by tariff.

Two orders issued by the Interstate Commerce Commission are No. 112, applying to Refrigerator cars, and No. 113, applying to Flat cars. The latter is the more drastic, requiring payment of \$15.00 demurrage per day on flat cars over 151,000 lbs. capacity and \$11.00 per day on flat cars of lesser capacity. The railroads are not in business to the extent of deriving revenue from demurrage charges. These charges are necessary to curb the use of freight cars as warehouses. The orders mentioned are only a forerunner of what can result in other orders being issued, or embargoes being placed against shippers and receivers if they do not load and unload cars promptly.

There has been a decided improvement on the part of receivers to remove dunnage, strapping, etc., from cars. The reports for January and February indicate a total of 188 firms that did not remove dunnage from a total of 293 cars. Although the number of cars involved is not large—5 per day—the time lost in switch engine hours and by rip track forces to condition these cars could have been used to a much greater advantage.

It has been noted that receivers of freight are not always responsible for delays in unloading cars. They are handicapped by shippers not following shipping instructions, resulting in forwarding more cars than receivers have spur track available to handle.

The work of the Car Efficiency Committees is not only a commendable one, but figures released by these various committees illustrate that the great majority of shippers and receivers are earnestly endeavoring to do their part in conserving car days.

## PROMINENT W. P. MEN ATTEND P. C. T. MEETING

★ Western Pacific lines were well represented at the 61st regular meeting of the Pacific Coast Transportation Advisory Board meeting, held at the Palace Hotel, San Francisco, March 18-19, the theme of the meeting being "Transportation On the March to Victory."

At the speaker's table at the luncheon Friday were President Charles Elsey; Mrs. Gertrude Verbarq, president Women's Traffic Club of San Francisco; John H. Coupin, president Pacific Traffic Association of San Francisco, and Carl W. Mangum, vice-president, Oakland Traffic Club.

In addition to Mr. Mangum, three others from out of town points were present, they being J. B. Rowray, general manager, Sacramento Northern, Sacramento; G. I. Martin, Western Pacific general agent, Reno; and Martin C. Kidd, Western Pacific general agent, San Jose.

Others attending the luncheon from San Francisco were: Vice President Henry E. Poulterer, T. B. Barry, M. E. Boyd, Ralph A. Branham, Thomas P. Brown, Peter Citron, Dan T. Costello, P. H. Emerson, W. A. Fauntleroy, Charles E. Fleming, W. M. Foster, Ed T. Gallagher, Paul B. Harris, Irving F. Lyons, Jr., J. W. McClymonds, Paul E. Meyer, Walter C. Mittelberg, Carl R. Moore, M. W. Roper, David J. Spowart, P. R. Tobin and T. P. Wadsworth.

Walter S. Johnson, president American Box Corporation, San Francisco, and General Chairman of the Board, was toastmaster, and Col. J. Monroe Johnson, member of the Interstate Commerce Commission, was the guest speaker. Other speakers who appeared at the panel meetings were M. J. Gormley, executive assistant to the president of the Association of American Railroads, Washington, D. C., and Judge G. H. Shafer, general traffic manager, Weyerhaeuser Sales Company, St. Paul, and president of the National Association of Regional Advisory Boards.

D. J. Spowart, W. P. Supt. of Car Service, gave a short and enlightening speech of Freight Car Efficiency at the sessions which included meetings of the Freight Claim Prevention and Car Efficiency Committees.

New officers for the ensuing year are S. E. Gates, manager General Electric Co., Los Angeles, general chairman; Harold D. Weber, general manager, Oakland Chamber of Commerce, vice-general chairman; and Kenneth Smith, president California Redwood Association, San Francisco, general secretary.

The purpose of the Regional Advisory Board is to form a common meeting ground between shippers, consignees, and the public at large and the railroads as a whole for a better mutual understanding of transportation and other related problems.

H. A. Huckaba is district manager of the Car Service Division of the Association of American Railroads, with San Francisco headquarters at 85 Second Street. Elmer L. Roewe of his staff acts as the secretary of the Pacific Coast Transportation Advisory Board. W. C. Griffin, Assistant Manager, Port Traffic, A. of A. R., has his offices at the same headquarters.

★ ★ ★

## FEMININE FREIGHT

By IRMA PIVER

★ In your Victory Garden that for love of country (and appetite) you are struggling to make produce, do you dip your hands deep into mud and weeds dyeing your nails a morbid black and green? And then, do you scrub and use lemon, and scrub some more but only succeed in wearing down the brush? Let fashion come to the rescue. Two coats of even medium shade of cream nail polish applied on the nail from moon to very tip covers every stain and gives your hands a smart appearance. Incidentally, a small bottle of that same shade in your desk handy to apply when you nick that polish in typing or filing, will save the wear and tear of your good disposition.

★ You've probably all ready bought your Easter Outfit, a suit in soft pastel with a lacy blouse, or maybe a costume for which you splurged on a simple fur scarf, but instead of the usual lapel pin, this Easter wear a corsage made up of that flower your best b. f. used to bring before he went into Service and write and tell him about it. He probably isn't seeing flowers in his Easter Parade.

★ With gas rationing keeping you closer to home games are becoming more popular again. Keep Monopoly and Tripoly and a few really good jig-saw puzzles around. If conversation lags after working long hours, your friends will welcome this diversion.

★ Are you hoarding that precious No. 17 coupon for a dressy pair of shoes, then you'd like the new slack sox-shoe. This is a sock and sandal all in one, bright-colored yarn tops sewn to a sturdy sole so that you can wear them in the house, to the neighborhood show or to Aunt Susie's. The better department stores carry them.

RETURN POSTAGE GUARANTEED

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**THE WESTERN PACIFIC**

From the Mormon State to the Golden Gate  
Shall reach the new steel band.  
When the W. P. from the inland sea  
Rolls into the silent land.

Its course it will take by the old Salt Lake  
(But a dream is the trail of old),  
And westward glide through the desert  
wide  
To the far-famed land of gold.

Where the Humboldt springs from the soil  
and brings  
New life to the sagebrush land,  
And the coyotes prowl all night and howl  
At the sheepman's lonely band.

Where the hills are high and the alkali  
On the barren plain lies white,  
The whirr of the wheel on the railway steel  
Shall ring through day and night.

The falls, so grand, where the rivers blend,  
And canyons deep are seen,  
And frowning cliffs seen through the rifts  
Where the pine-clad hills are green.

By a river wide to the flowing tide  
Of the nation's western gate,  
Bearing the wealth of hills and mills  
And the fruits of the Golden State.

When the road is laid with its easy grade  
And the engines built for speed,  
In the fight for the best of the traffic west  
The W. P. shall lead.

—Unknown.

From "Daily Paper," by Assistant Engineer, too modest to give his name. Copied from pages 307 and 308 of "Literary California," Poetry, Prose and Portraits, gathered by Ella Sterling Mighels (John J. Newbegin, San Francisco, 1918).

**MYSTERY OF PULLMAN CAR NAMES**

(From United Press item; datelined Chicago)

★ When a sign-painter steps up to a new Pullman and carefully letters "The City of Philadelphia" on the side of a Pullman car, it is not a simple whim.

According to the Pullman Company, naming of cars is a carefully devised system that enables railroad men to identify quickly some 7,000 parlor and sleeping cars scattered throughout the country.

Cars of the "City" series, for example, have an 18-roomette capacity. Cars in the "Lake" series have 10 sections, one drawing room and two compartments. Other series include "Tower," "Imperial," "Cascade," "Clover"—each denoting a certain capacity.

Without the system Pullman yardmen would have to count the number of sections, drawing rooms, roomettes and single rooms in order to determine the accommodations of each car.

In last minute rushes the system permits Pullman car specialists to check through car distributions and rapidly figure where to obtain cars of the type required.

☆☆☆

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