



THE AMERICAN FLAG

*Flag of the free heart's hope and home!
By angel hands to valor given;
Thy stars have lit the welkin dome,
And all thy hues were born in heaven.
Forever float that standard sheet!
Where breathes the foe but falls before us,
With Freedom's soil beneath our feet,
And Freedom's banner streaming o'er us?*

—Joseph Rodman Drake.



MAKERS OF THE FLAG

*Then came a great shout from The Flag:
"I am what you make me, nothing more.*

"I swing before your eyes as a bright gleam of color, a symbol of yourself, the pictured suggestion of that big thing which makes this nation. My stars and my stripes are your dream and your labors. They are bright with cheer, brilliant with courage, firm with faith, because you have made them so out of your hearts. For you are the makers of the flag and it is well that you glory in the making."

—Franklin K. Lane.



THE HEADLIGHT

Al Bramy Editor
 Jack Hyland Associate Editor
 Bill Stout Managing Editor



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MAY TRAFFIC

★ Total operating revenues for May soared above all previous marks for that month by reaching \$4,000,095.

Maintenance and operation costs, plus taxes of \$754,297 and various rents, amounted to \$2,957,990.

Miles of freight cars filled with war materials and hundreds of cars with armed forces were speeded on their way. Berlin and Tokyo papers please copy.

HE GAVE HIS LIFE

★ A small golden star has been placed on our Honor Roll Flag—for one of our men, Sergeant Leroy Bording, has made the supreme sacrifice. He died believing that his beloved parents, and his wife—and all of us—have the inalienable right to live as we choose to . . . without persecution, fear and hatred. Yes, he died for us!

Because the Second War Loan drive is ended—does that mean our fighting is over? Is there ever an end to our fighting and sacrificing on the Home Front as long as a single man in our armed forces is in peril of his life?

"You Loan Your Money—They Give Their Lives"—it's a Government slogan, but how much more poignant it seems now that we have suffered a loss so close to home. We have no facilities at our command to tell us of others whom we hold dear who may have given their lives; but our answer is clear. We must buy Bonds and continue to buy Bonds until we have crushed the hated Axis—and we must buy not within our means but within our conscience! —Editor.

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★ We proudly add the following men to our Honor Roll of Employees serving with the Armed Forces of our country:

- | | | | |
|------------------|-------------------|---------------------|----------------------|
| Allen, G. E. | Nyrehn, D. E. | Smith, J. T. | Vekander, J. D. |
| Allured, W. G. | Phipps, W. L. | Sprowl, H. E. | Vincent, C. |
| Ashley, Millard | Rohdenburg, H. G. | Stapp, H. E. | Vizina, N. M. |
| Berlin, Theodore | Rose, B. A. | Starr, E. H. | Wacholtz, C. E. |
| Beydler, M. G. | Rowe, L. M. | Steeley, J. T. | Wadell, E. A. |
| Castro, W. A. | Royer, L. H. | Steinmetz, J. R. | Walker, C. W. |
| Cook, J. A. | Rudofski, H. J. | Story, M. | Walker, E. R. |
| DeMille, G. S. | Rund, V. E. | Studebaker, F. G. | Walther, G. E. |
| Elsholz, Frank | Runge, J. P. | Stumpf, B. | Watson, E. M. |
| Gehrig, J. C. | Ryder, E. C. | Sullivan, F. J. | Watts, D. I. |
| Hall, O. G. | Sailsbery, F. | Sundahl, C. H. | Webinger, L. P. |
| Hansen, Harvey | Sapp, Donald | Swinney, R. R. | White, R. P. |
| Harrison, R. K. | Schultze, H. F. | Thomas, C. | Wilson, P. H. |
| Hernandez, J. L. | Scully, J. V. | Tilbury, G. W., Jr. | Witherspoon, G. E. |
| Long, C. M. | Semenza, F. | Tomassetti, J. P. | Woolverton, A. |
| Lucero, A. B. | Shepard, R. L. | Toomey, W. E. | Yerman, J. A. |
| Matus, G. | Shuetter, A. A. | Travis, J. H. | Zelwick, E. L. |
| Nusse, L. A. | Simpson, W. A. | Tussey, W. A. | Zimmerman, W. J. |
| Nusse, V. A. | Smith, C. | Vance, C. E. | Zitzelsberger, F. J. |

CASEY JONES IN TEHERAN

★ It took two eighty-ton locomotives to get her over the mountain. Howard Blair of Breckenridge, Minn., who used to fire on the Great Northern line, held the throttle of engine number one, and Chester Clark of Muscatine, Iowa, kept the steam up. The bells rang and the whistles blew, and there were Yankee brakemen running along the tops of the cars and a Yankee conductor sitting at the top of the caboose, with his head out of the window, and, we hope, chewing tobacco and spitting clear over the right-of-way.

And we think Casey Jones was there, too, visible to the faithful, and quite a crew of railroad men older and deader than Casey Jones—that is, not dead at all in the grand traditions of the iron road. They'd run trains on both sides during the Civil War. They remembered the linking of the rails at Promontory Point, and when buffalo were a menace, and when you coupled cars by hand and didn't feel like a real railroad man if you had all your fingers, and they had known trouble from snow and washouts and grasshoppers and forest fires, and some had gone to glory in a wrestle of steel moguls meeting on curves on single-track lines.

So they rode with Sergeant-Engineer Howard Blair, and with Corporal-Fireman Chester Clark, and the whistles blew and the bells rang half the time when you couldn't see who was doing it. And this was how, a few days ago "the first all-American train carrying United States war supplies to Russia" steamed into Teheran. Take her from the Persian Gulf to Teheran? Why, that crew would have taken her through hell if they had been ordered to, and brought her in on time. Now she's lugging stuff for the Russians, with a Russian crew, but maybe Casey is still aboard—for Casey doesn't ask what language a man speaks or what his politics are. If he can keep that freight rolling, and loves the click of the rails, and the rhythmic whoosh of steam, and the reel of the high cab, and fire in the box and wind in the eye, Casey is his friend and will go along.

—From the New York Times.

IMPROVED HOME ROUTING

By W. M. Foster, Inspector of Transportation

★ Now when much effort is being put forth by the Car Service Division of the Association of American Railroads to curtail circuitous routing—thereby making equipment available for loading sooner, plus the saving in per diem and many empty car-miles to individual lines by short-routing—the thought occurs that much could be accomplished in short-routing foreign empty freight cars on all lines, if a universal change in home cards were put in force, so that the home route cards would show not only the line from which car was received, but also the entire home route beyond line from which received, back to the date and junction by which the car originally moved off its home rails.

The following is the general present practice of most roads: Upon receipt of a foreign car from a connection, a home route card is made for the car showing initial, number, road received from, interchange point at which received, date received and agent or other designated person's name or initials—to indicate who made the card. Some railroads include spaces for billing of the car when empty.

Such information places the home route of the car only as far as that individual road's connection from which the car was received, but no further. To be of the most general benefit, the home route should go beyond that first connection—in fact it should go to the second, third, fourth and all the way back to the original junction and date when car first left its home rails.

This can be done—with perhaps much less clerical time and expense than is necessary with present methods—and at the same time have added information for shortest routing available to each and every person on any line who may have the car and home route card in his possession.

This method of handling would include sending home route cards with cars when delivered to connections in switch movements, as well as when delivered to connections for line haul—in other words, have the home route card always in possession of the road which has the car.

To accomplish this, let the Car Service Division, A. A. R., establish a universal home route card that would be identical for all lines' use. The only difference to such cards of other lines would be the name of the home or issuing line's name printed across the top of the route card, after which the balance of card would be the same for all railroads, with spaces for initial, number, etc., and the remainder of the card, front and back, provided with blank squares of a size suitable to take impressions from junction stamps, such stamps being about the same size and form throughout the country.

The average-size home route card would accommodate approximately sixteen of such blank squares, front and back, and supplementary cards having only blank squares on both front and back could be added to any original card that may have all squares filled

—merely by stapling or pinning it to the original. Such home route card would be made by the home line for its system cars sent to any connection, loaded or empty, even if only for a switching movement to the connection. The home route card should preferably be made by the billing agent at the time when the regular waybill or switch bill is made for a car moving off-line loaded, or empty for return loading.

This in itself would have the effect of speeding the passing of cars through yards having interchanges with one or more railroads—where time and clerical detail are often a big factor in the prompt handling of trains from yards after crews have been called, based upon the reported arrival of cars from a connection. With a home route card prepared as herein suggested, the clerical detail of making home route cards by yard office forces would be reduced to almost nothing. About the only home route cards needed to be made at junction points would be for the occasional empty moving from yard to yard for connection's return loading.

As the junction stamp is applied to waybills, it would likewise be applied to space #1 of the home route card; the next connection would stamp in the proper delivery space to its connection or space #2, and so on in proper order. Such passing stamps provide time and date, junction point and name of railroad.

Let us take a specific example:

A Western Pacific car is being billed from San Francisco, Cal., to Jersey City, N. J. Say, for the purposes of example only, that it is billed via W. P. - D. & R. G. W. - C. B. & Q. - Erie. When the car arrives at Salt Lake City (D. & R. G. W. connection), the D. & R. G. W. makes a home route card for this car showing initial, number, kind of car, etc. When the car arrives at Denver (C. B. & Q. connection), it likewise makes its home route card, very similar to the one made by the D. & R. G. W. for use over its (C. B. & Q.) line. When the car reaches Chicago (Erie connection), the Erie in turn makes another home route card similar to those of the two preceding roads.

Now, after the car is made empty at Jersey City, let us assume that it is loaded either through error or the convenience of some shipper to Tampa, Florida—routed via any of the various lines, each of which issues its particular home route card for use while the car is on their respective lines.

Arriving at Tampa and again made empty, it receives a load for some point in the South, East or Middle West, and so on until at some later date it again reaches a direct connection of the Western Pacific, or actually reaches its home rails with a load. All during this period many individual home route cards are made by the various lines handling the car.

With the suggested plan in effect, when car was billed to Jersey City by the billing agent at San Francisco, he would also make the home route card for this W. P. car filling in only initial and (Continued on page 8)

Hy-Lites

By JACK HYLAND

being slightly less than \$300.00. Ross Kelleher was the guiding genius in this, as well as other war bond activities at the Sacramento Shops, and without detracting from other war bond workers, Ross is simply indefatigable in his efforts and "No" is not in his lexicon. Later, when the bonds reach maturity value, there will be many who will be grateful to him.

Traffic Department Arrivals: On May 25th, a daughter weighing 6 lbs. 3 oz., to Clifford Worth household; June 7th found Coast Guardsman Jay Barbeau becoming a father to a 7 lb. 6 oz. son; and on June 14th little James A. McNamara Jr. (6 lbs. 4 oz.) was the reason for cigars. (P.S.—Still haven't seen any cigars or candy from Lt. Everett Lamphere.)

Although an article appears elsewhere in this issue concerning the fatal airplane crash involving Sgt. Roy Bording, wish to express our deepest sympathy to his wife, Donna Bording, and to his father, J. C. Bording (retired lineman). To Mrs. C. L. Hawkins (Winne-mucca), whose brother was fatally injured while in the armed services; to Mae Franklin (Auditors), who recently lost her 15-year-old son; to James Gladden, petty officer 1/c (formerly fireman—Oakland), whose mother (the wife of the late L. R. Gladden, Chief Clerk—Tele-graph) passed away June 17th; and to Charles E. Brandt (Supt.'s office—Sacto), who lost his wife May 21st, we wish to extend additional condolences.

Carl Rath (G.O.—Telegrapher) received a very "Emily Post'y" engraved card announcing the graduation and commissioning of 2nd Lt. George E. Owens (formerly 4th trick operator at Keddle). Congratulations George, and keep 'em flying.

Doing his part: A recent arrival from Missouri, Scott Alcorn (brakeman—Portola), has a family which is really assisting in winning the war. He has five sons in the Army; his wife and three younger sons operate the family farm at Elsinore, Mo. (producing more food); his daughter is the wife of a war plant employe in St. Louis, Mo. Really an all-out effort.

With the retirement of Louise Larson (PBX—Operator)—my memory dashes back some 17 years or so, and recalls a "birthday cake" she baked and presented to me, when I was hustling telegrams for G. A. Bradley, "Si" Vetter and D. Elkins. Thanks again, Louise, and hope you enjoy the life of ease.

Dots and dashes from Sacramento: The secret is out—Chief Clerk Frank Fowler is a "daddy" to young Stephen (age 2 months); Harvey Hansen reported to Camp Monterey; Anita Young was married around June 1st, but no further facts divulged, except Marcia Whitlock succeeded her as Victory Tax clerk. Asst. Supt. C. E. McDonald can now dictate a few letters, 'cause smiling Agnes Welch (Sect.) returned from her vacation; ditto for Mildred Wingate. Bill Kenney, Asst. Accountant, left the W.P. fold on June 25th (reason was not disclosed). Understand Sam and Louis Nervik (SNRy) did a swell black-face act, and Jack Radonich sang a few old favorites, with the one and only Sam Cooper playing the accompaniments at a recent W.P. affair.

Mystery solved: During Mr. T. M. Schumacher's recent visit last month to the General Offices, he had occasion to question a certain (unknown) elevator passenger concerning a specific office location. Understand the passenger replied politely and with a soft voice, so naturally . . . it was Harry Ardley (Chief Clerk to J. W. Grace, Industrial Commissioner).

After 15 years' service for the West. Pac.—Charles Vincent (Duplicating Bureau), who served in the U. S. Navy during World War No. 1, again returns to the colors . . . and on July 1st, he became Sgt. C. E. Vincent, U. S. Marines. Best of luck, Charlie, and after all—you are now out of the basement and instead of being a ground-hog, you are a "Devil-Dog."

Dick Wilkens (GA—Los Angeles), visiting the Gen. Offices recently, combined business with pleasure, seeing his son who is stationed at St. Mary's College Pre-Flight. Did you put on the boxing gloves with him, Dick?

Again the W.P. is first: Letter from Lt. John Skinner (Traffic), now in North Africa, disclosed first mail received was the "Headlight." John also mentioned he is a married man, but didn't say "where or when," nor to "whom." These military men are really secretive.

Fragrance, etc.: Frank King (Asst. Yardmaster—Oroville) doesn't stop at raising a son (4 months old), but additionally has a lovely gardenia plant and of all things . . . a pet skunk. (Confirmed the latter, because I didn't believe it, but Walt Mittelberg says "It's official.")

Portola news, with thanks to Harry Dewhirst: Operator Barry has been making three point landings quite regularly of late—home, office and hospital (the last mentioned is result of his "8th" grandchild). Understand Jack Weddell advised new lady clerk to not let them get tough on the telephone. In answering first call she shouted "Round-house, what the hell do you want?" and then to J. W., "How's that!" She'll do . . . Dave Sarbach is interviewing women seeking employment as Hostler Helpers and getting some real snappy answers. If anyone wants to know how to run nine trains with eight engines, ask Pat (roundhouse foreman), for he swears he had one engine left.

Manuel Bettencourt (Pass. Dept.) was recently appointed Temporary District Secretary at initial meeting of "Golden West" Regional Associations held at Veneto's, one of San Francisco's famous Italian restaurants. Other W.P. men present were: Ralph Ott (Pass. Dept.), Bill Racine and Art Greiner (Acct. Dept.)

In conversation with Josephine Bein (Trans. Dept.) found out Alice Hanson (formerly Gen. Mgr.'s office) is now working in Alaska, and at . . . White Horse. (Wonder what sort of refreshments could be appropriately served? That was my guess, too.)

SAFETY

By J. C. HOOVER

★ It is an undisputed fact that our American Railroads are by far the safest ever devised by man, and we are trying always to perfect the safety of train operation, looking upon a good record as a challenge to make a better one.

Without rules we could not enjoy this distinction; rules are necessary for safe operation; to be safe, rules must be obeyed; they mean what they say; if a rule says "STOP," it means stop; if it says "CAUTION," it means just what the definition of caution indicates—Restricted Speed.

"To run at reduced speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch, derail or, other obstruction or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman."

There is no greater device than a careful man where safety is required, and nothing will insure greater success in the operation of any railroad with respect to Safety, than knowing that all employes whose duties are affected thereby, have a thorough, accurate, and uniform understanding of the rules.

No railroad can be successfully and safely operated unless each and every employe understands and obeys the rules in the same way.

Great care has been taken to provide operating rules for the guidance of employes, which if enforced and obeyed, will remove all the hazards incident to carelessness; however, if the rules are not thoroughly understood, properly observed and enforced, the rules fail to accomplish the result desired.

Our great system of railroads would not last very long if they were not operated safely; they would not be recognized as the safest means of transportation, if the rules were not planned in every detail, with the thought that Safety of Operation was of the first importance.

These rules have been evolved from our experiences in accidents which have occurred in the past, and it should be remembered that they are so constructed that when obeyed accidents will not happen.

Our Railroad is no safer than our employes make it, and if all Western Pacific employes, individually and collectively, keep the factor of safety uppermost in mind during their daily routine, whatever it might be, they will not only be taking good care of their own interests, but they will be doing no end of good in furthering the cause of their own railroad, as well as building up the standard of railroading the country over.

The man who fails to obey the rules now may cause an accident and interrupt transportation, which will directly benefit the enemy with whom we are at war.

It is our duty to transport the essentials of war so that our combat forces will be adequately supplied to wage war and to win.

Anything which interrupts or delays transportation gives aid and comfort to our enemies; it is therefore essential that every employe obey the transportation rules, so that no interruption to transportation shall occur from that cause.

WHAT'S IN A NAME?

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

EDITOR'S NOTE—In previous issues this feature of THE HEADLIGHT has been devoted to the origin of place names along the Western Pacific or its branches. This article covers a number of names along the Tidewater Southern Railway, a Western Pacific subsidiary. The Tidewater Southern serves the territory from Stockton south to Manteca, Escalon, Modesto, Turlock and Hilmar and is an important link in the movement of traffic to and from the East via the Western Pacific. Mile Post numbers are distances south from Stockton, Calif.

★ **MODESTO** (M. P. 31.6)—County seat of Stanislaus County, center of a rich agricultural area and headquarters of the Modesto Irrigation District. The story goes that when it was proposed to name this community for William Chapman Ralston, noted California financier, Ralston, present at the meeting, declined the honor, whereupon a caballero said: "El Senor es muy modesto," that is, "The gentleman is very modest." Ralston, so this writer is informed by a Modesto newspaperman, said: "That's a good name. Let's call it Modesto."

It is said that Modesto was the first city in the U. S. A. to include in its charter a provision for a municipal air field.

TURLOCK (M. P. 47.9)—Center of the Turlock Irrigation District, marking a great transformation from the early days when H. W. Lander, mail carrier and brother of C. P. Lander, first postmaster, gave this name to Turlock because he had read in Harper's Weekly an article describing a small lake in Ireland, called Turlough, meaning dry lake.

MANTECA (M. P. 10.3)—A Spanish word meaning butter or lard. Properly speaking, however, the Spanish word for butter is mantequilla. Dairying is one of the leading industries here.

ATLANTA (M. P. 12.5)—There are two stories as to the origin of this name, according to the Stockton Record. One is that Lee Wilson named it for Atlanta, Ga., his home city. The other is that William Dempsey, first postmaster, who had run away, when a boy, from New York to Atlanta, Ga., and had been befriended there, remembered its hospitality and so gave its name to this California town.

SIMMS (M. P. 14.2)—For Harry L. Simms, who now resides in Stockton with his wife, the former Bertha J. Hall. (They celebrated their golden wedding anniversary in 1940.) Mrs. Simms was born in 1869 on the Hall ranch, which she later inherited and which became known as the Simms ranch.

VAN ALLEN (M. P. 16.5)—The point illustrates the difficulty sometimes encountered in running down the origin of old names. Van Allen is derived perhaps from the name of a school district and ranch of that name. Mr. John Murphy of Stockton, who is nearly 100 years old, and lived in Atlanta for many years, says Van Allen is not the name of a person known in that area, but just a name given the place.

ALBA (M. P. 17.0)—Named by the Peiri Wine Co. for a famous grape producing section of Italy.

ESCALON (M. P. 19.8)—Spanish for stepping stone or step of a stair. James W. Jones, son of John Wheeler Jones, pioneer, gave the place this name because he had found the name in a copy of Overland Monthly in the Stockton public library.

STANISLAUS RIVER (Tidewater Southern crossing at M. P. 23.2)—Named by the explorer, Gabriel Moraga, 1806, for the Indian chief Estanislao who was baptized and educated at Mission San Jose but who turned renegade and was defeated in battle by forces under General Mariano G. Vallejo. One of the popular poems of Bret Harte was the "Society Upon the Stanislaus."

McHENRY (M. P. 25.6)—This point is near the old Bald Eagle Ranch, developed by Orimar McHenry, rancher, banker and civic leader of Stanislaus County, who bequeathed funds for the establishment of the McHenry Memorial Public Library of Modesto.

TUOLUMNE RIVER (Tidewater Southern crossing at M. P. 32.0)—Named for an Indian tribe known as the people of the stone houses or caves. Padre Pedro Munoz of the Moraga expedition wrote of a village called Tautamne, where the Indians lived in sotanos, i. e., cellars or caves. The Indians pronounced the word Tu-ah-lum-ne.

The famous **Don Pedro Dam** in the Tuolumne River was named for **Don Pedro Bar**, a very prosperous mining town of the "Days of Old, Days of Gold." According to Charlotte Cecil of Modesto, Don Pedro Bar was named for a Chilean who was among the first to mine the pockets along the Tuolumne River and, so the legend runs, had seven burros loaded with gold when he left. Don Pedro Bar is now covered by the deep waters of Don Pedro Reservoir.

HILMAR (M. P. 49.8)—Named by N. J. Hultberg, early realtor, prominent in the development of this community, for his son, Hilmar Hultberg.

STOCKTON—Named by Capt. Charles M. Weber, founder of the city, in honor of his friend Commodore Robert Field Stockton, who was commander of the U. S. Frigate "Congress," also of field forces while California was being wrested from Mexico.

CALIFORNIA—The origin of the name of the Golden State is uncertain. The late Nellie Van de Grift Sanchez, in her intriguing "Spanish and Indian Place Names of California," wrote that Edward Everett Hale, author of "The Man Without a Country," accidentally hit upon an explanation since accepted by historians. Studying Spanish literature in 1862, Hale found an old novel entitled "Las Sergas de Esplandian," published in Toledo between 1510 and 1521. In it he ran across the word California, used as the name of a fabulous island, rich in minerals and precious stones and said to be the home of a tribe of Amazons. Bernal Dias, companion of Cortes, wrote, following an expedition to Lower California, of California as a bay. The name was later applied to the whole area.

SPORTS REVIEW

By Jack Hyland

★ On June 17th, the "Straight-Away" Summer League came to a close and the Ramblers, proving they have what it takes when the "chips" are down, maintained their lead to finish on top after 10 weeks of bowling. Capt. Walter Vanskike and his team mates—Craig, Fee, Ferguson and Stout—came up the hard way, for on opening night (April 15th) they lost all three games to start out in the cellar.

The final standings proved beyond any doubt that the summer schedule was a tightly contested affair to the very last:

	Won	Lost	Avg.
Ramblers . . .	19	11	726
Crucifiers . . .	16	14	738
*Wildcats . . .	14	16	733
*Rebels . . .	14	16	726
*Terrors . . .	14	16	716
Outlaws . . .	13	17	720

* Tied for 3rd, 4th and 5th places (to be decided later).

While Ken Stoney (Crucifiers) wound up with high individual average of 168 for 18 games, Lee Brown (Rebels) with a 166 average for the full 30 game schedule is the recognized leader. The score sheet of the "Big Six" reads:

	Gms.	Avg.	H. G.	H. S.
Stoney . . .	18	168	202	541
Brown . . .	30	166	208	542
Borgfeldt . .	27	163	209	555
Craig . . .	27	163	231	610
Lewis . . .	30	162	208	570
Hyland . . .	30	161	212	543

Chas. Craig High Scorer

During the season, honors for high individual games go to Charlie Craig (Ramblers) with a 231 game; Don Cathcart (Wildcats) a 229 game, and Walter Vanskike (Ramblers) clicking a 224 game. High series honors again finds Craig leading the pack with a 610 series, followed by Spen Lewis (Terrors) 570 and H. Borgfeldt (Crucifiers) with a 555 series.

Stockton Almost Won

It happened again, but almost didn't. The Stockton Freight Office bowling team came to San Francisco June 13th with definite plans of upsetting the General Office keglers, and they very nearly accomplished their dream, for it wasn't until the last man on each team had finished bowling and Mrs. Spen Lewis (score-keeper) had totaled the score, before anyone (spectators included) knew which team had won the contest, especially so when the final total figures disclosed: Stockton, 2233; San Francisco, 2234. The players from Stockton haven't anything for which to be ashamed, and if it can be arranged, their request for a return match will take place in the near future—the challenge has been accepted. The Stockton pin smashers had two new-comers in Joe Dihel and Johnnie Pizzo, together with Warrel, Neri and our friend Frank Rauwolf, the S. F. aggregation being Petersen, Stout, Drury, Lewis and Hyland.

TENNIS

On the Decoration Day week-end, the first annual W. P. Tennis Tournament was staged, but account (unusual) rainfall the singles event was postponed. Complete results will appear in August issue.

PEOPLE and THINGS

By AL BRAMY

ers. The first contingent, of which 144 were destined for the W. P., arrived across the border a few weeks back—and an international incident was narrowly averted. It fell upon the S. P. to furnish coach equipment for special trains to handle the laborers and because of the dire shortage of this type of equipment due to military demands, the S. P. resorted to the use of several of their prison coaches. These cars have iron bars over the windows.

One of the Mexicans spying the cars almost started a riot when he exclaimed that they were to be herded into the cars, locked up, and then forced into active duty with the United States army.

While the original agreement called for these laborers to work only on the S. P. and W. P., the calibre of the Mexicans is so high, other railroads are making inquiries and it now looks like our southern neighbor will supply men for all major roads pending approval of the national governments.

An incident comes to us of railroading in North Africa. One soldier-engineer was rolling his train along at 45 miles per when he started down a long two per cent grade. When the speed had increased to 55 m.p.h. he whistled once for brakes. Instead of air brakes they have Arab brakemen scattered along the train with hand brakes. One whistle means brakes . . . but not all the time. This particular time all the Arab brakemen were asleep. By the time the train was rolling at 65 per, the Yankee fireman resorted to sitting on the French engineer to keep him away from the throttle. He wanted to reverse the engine, which can be done on the French engine but on the American engine it would have stripped the valve gears. In the meantime a Yank Lieutenant in the caboose had the French conductor down in a corner to prevent him from jumping. After speeding through four station stops, the train finally hit an up-grade and slow down, at which point the Yanks went along the cars slapping the Arabs awake. They arrived at destination away ahead of schedule.

Another type of rolling equipment "more precious than gold" of which there is a serious shortage are end door baggage cars used as kitchen cars on troop trains. Only close cooperation between the Roads and the Car Service Division of the A. A. R. prevents serious delays at origin points. Almost all troop trains moving any distance at all now have kitchen cars. Because 300 to 500 men in a train meant two or three diners with crews working without a stop to feed the men, and because so many trains were rolling, it was soon evident that the Roads could not supply the necessary diners for protection. Thus the end door baggage car became the most sought after type of equipment.

To insure the making of schedule and fastest possible run to destination points . . . and especially points of embarkation, side door baggage cars are often used for military impedimenta instead of freight box cars. This makes for a solid passenger equipment train capable of maintaining a fast schedule. So precious have these baggage cars become that none are allowed to stand around but must get back towards home promptly. All roads by wire and airmail advice report the interchange of these cars to and from each other whether in service or deadhead.

Want to try your hand at train dispatching? Here's one the Operating Department's morning business report revealed the other day. Two seventy-four car freight trains moving in opposite directions on the single track met at Altamont, at which point there is a fifty-six car siding. Behind the westbound freight was the westbound Exposition Flyer of sixteen cars. By superior rights the two westbound trains had the right of way over the eastbound train and the Flyer had right of way over both freight trains. The Flyer did get out first, followed by the westbound freight which had been in front of it; and after both westbound trains had cleared, then the eastbound freight went on its way. You figure it out.

Acting upon the approval of the Legislature, the State Railroad Commission has empowered the California roads to ignore when necessary provisions of the state's "full crew" law. The order, effective immediately, directed railroads to operate with less than the minimum number of trainmen required by the law, when sufficient trainmen are not available. Length of time during which the law shall be suspended was not determined.

★ An agreement between the Mexican Government and our Federal authorities called for the importation of what will eventually be several thousand track maintenance work-

LEROY JAMES BORDING

★ The first W. P. war casualty resulting in the death of Leroy James Bording was recently reported by his father, J. C. Bording, retired lineman.

His son was on a routine training flight from Buckingham Field, Florida, when his plane crashed on May 31st, killing all the plane's occupants.



Though he intended entering the Coast Guard, Bording was drafted into the Army on October 12, 1942. He was later sent to school in Chicago for training as a radio technician, navigation, radar and gunnery, and graduated on March 20, 1943. He was studying advanced flying and bombing preparatory to being assigned as a navigator and wireless operator on bombers. He was a licensed pilot before entering the service.

Leroy Bording entered the W. P. services as Crew Caller at Winnemucca, moving ahead on various jobs. He was on duty as a telegrapher at Sulphur when he enlisted. His wife, Donna, resides in Salt Lake City.

Bording was a member of the Order of Railway Telegraphers and a charter member of the Winnemucca 20-30 Club. He was born in Salt Lake City, October 27, 1915.

One of his good friends in referring to him said, "He was one fellow who walked right in without knocking and went out the same way. He was 'one of the boys' and a real man."

LOUISE LARSON RETIRES

★ Completing 25 years of loyal and faithful service as operator on the General Office telephone exchange, Louise Larson will on July 1st assume the enjoyment of her home and garden on a full-time basis.

Louise started with the Western Pacific on April 6, 1918, during World War I, and strange as it may seem she is leaving during World War II. The tragic spell of war spares no one, and so it comes about that it took a war to start her with the Western Pacific and a war to start her on a well-earned reward.

The entire membership of the Club extend their best wishes for her future happiness and contentment and assures her that her cheery "number please" will be missed for a long, long time.

On her last day of service Louise was presented with a pair of lovely diamond earrings by the employees and executives of the company.

YOUR VACATION MUSTS

★ Strictly non-essential civilian travel on trains must be eliminated. ODT Director Joseph Eastman defines non-essential travel as trips taken to visit friends in other cities, trips home for the week-end, trips of a sightseeing nature, and other trips taken merely for social or pleasure purposes.

If vacation travel is to be minimized—as it must be—individual vacationists must take it upon themselves to cooperate in the following ways:

"Take the whole vacation at one time; don't split it up into several short vacations or a number of long week-ends.

"Spend the vacation at home or as near home as possible.

"If the vacation is spent away from home, go to one place and stay there; go and return on days other than Fridays, Saturdays, or Sundays, so as to avoid the week-end travel peak.

"Avoid over-night trips; travel on day coaches; and carry box lunches on the trains, so as not to add to the strain on Pullman and dining-car facilities.

"Carry as little baggage as possible and check the heavy pieces.

"Make plans sufficiently flexible to allow for transportation contingencies requiring last minute changes.

"Be prepared to expect delayed arrivals, crowded conditions and lack of the usual travel comforts.

"The prospective volume of vacation travel cannot possibly be accommodated unless the usual concentration in July and August is avoided and vacations are spread over a much longer period. Vacation schedules must be spread throughout the year and in no circumstances involve travel at holiday periods."

GEORGE L. HARLAN
Chief Dispatcher Western Division



New Sacramento Dispatcher's Office



G. S. ALLEN

WHAT IS TRAIN DISPATCHING?

By Grant S. Allen, Asst. Chief Dispatcher Western Division

★ Train Dispatching is a profession little known to anyone except those engaged in the railroad business. It consists of the direction of the movement of trains by train orders or signal indication in such a manner that the meeting and passing of trains is done with a minimum of delay.

During the early days of railroading, trains were moved on single track solely by means of a time-table. This time-table fixed the meeting points between trains and upon reaching a meeting point, a train had to wait until the opposing train had arrived before it could proceed to the next meeting point. Naturally when a train became late, it caused all the trains it met to be late, and they in turn delayed all the trains they met.

With the invention of the telegraph and the coming of communications on the railroads, the picture was changed by the first train order which was issued in 1851 by a superintendent on the Erie Railroad. He was riding a train which was being delayed at a meeting point with another train. Going into the telegraph office, he ascertained that the expected train had not yet passed the next telegraph office. He then issued an order over his signature instructing the expected train to wait at the next station until the train he was riding had arrived.

At first, all trains receiving train orders had to sign for them on what is now known as a 31 order form, upon which the conductor or engineer, or both, acknowledged receipt of it. Later, there developed another form known as the 19 order which did not have to be signed and could be handed to the conductor and engineer by the operator. This was used in instances where the train was being helped against or ahead of a superior train. Most railroads have by now eliminated the 31 order entirely, or at least permitted the use of the 19 order to restrict the superiority of a train so that the 31 order is seldom used. In fact, many railroads use a form similar to a 19 order with no form on it at all. It is called a train order.

From the meet order of the beginning which merely changed the time-table meets, there has been evolved various other kinds of train orders taking care of situations and conditions as they arose, in order to make smoother and safer handling of trains. To name a few of them, there is the run late order; the wait order; the right over order; work order; signal orders providing for the running of sections; annulment orders which cancelled orders and also time-table schedules, and orders to run extra trains for which there were no provision in the time-tables. At first these trains were told to "run wild", but now they are told to "run extra." For the sake of uniformity, and to avoid confusion, the railroads, thru the American Railroad Association predecessor of the American Association of Railroads, years ago agreed upon certain fundamental wordings and forms of orders, which is known as the Standard Code of Rules, so that practically all railroads now have almost the same wording and use of train orders.

The time-table has also changed so that the meeting points shown in them are not positive. It sets up a superiority of direc-

tion between trains of the same class, which on the Western Pacific is westward. However, all first class trains are superior to all second class trains. In actual practice this means that a westward first class train does not have to wait at the scheduled meeting point if the opposing train is not there, but will continue, expecting to find the east bound train clearing its time wherever it can make and clear the westward first class train. The same applies to westward second class trains in regard to eastward second class trains. Both eastward and westward second class trains have to clear the time of both eastward and westward first class trains.

It is here that the train dispatcher steps in with train orders and helps the inferior trains against or ahead of superior trains. If a first class train is late he first advances opposing inferior first class trains to a meeting point, which he judges would be the best meeting point to cause the least delay to both trains. Then he issues run late or wait orders for the benefit of other inferior trains, trying of course to put them out so as to not hold up or delay this train but to get as close to its actual performance as possible for the benefit of inferior trains.

In addition to the regular trains, any trains that cannot be operated on time table schedules must be run extra and these trains are inferior to all regular trains, except that on the Western Pacific they can pass and run ahead of second class trains. The train dispatcher must fix by train order a meeting point between all opposing extra trains and advance them against regular trains by time orders, right over orders or meet orders.

The dispatcher's means of contact with the trains is through the operators who are located about every third or fourth siding. These operators copy the orders from the dispatcher, repeating them back to him. The dispatcher makes a record of these orders in a train order book and checks and underscores each word and figure as the operator repeats them back to him. He must also check with and see that the operator is delivering the proper orders to each train. He keeps a train sheet upon which is kept a record of all trains, including crews, engines, loads, empties, tonnage and numerous other details, also departure and arrival times at each station where operators are located.

Although Centralized Traffic Control is rapidly coming to the fore in the Dispatching field, the great majority of the trains throughout the nation are still handled by train order and time-table. Thus trains are handled by the dispatcher's judgment and anticipation of conditions, which, in retrospect, may not appear too good. But we must not overlook the fact that his batting average is raised due to the cooperation of the operators who handle his train orders, and the team work of the trainmen and enginemen who execute them. The immense burden thrown upon the railroads during this war crisis and the manner in which the traffic has been moved is testimony that we are all pulling together to insure victory for our country.

RETURN POSTAGE GUARANTEED

The HEADLIGHT
Published by the Employees of the Western Pacific Railroad Co.

IMPROVED HOME ROUTING

(Continued from page 3)

number and kind of car. This would be attached to the billing and go forward with car to destination. Arriving at Salt Lake City, D. & R. G. W. interchange or junction forces would merely stamp the first, or #1, square of the home route card with a passing stamp—with practically the same motion as is used while stamping the same passing stamp on the waybill to which the home route card is attached (no making out, pinning, etc., as now). This passing stamp provides all information necessary for home route, at this or any other junction point, such as date, place, railroad, etc., the same would cover space #2 with the C. B. & Q. at Denver, space #3 with the Erie at Chicago and so on, as the car moves from one connection to another.

So handled, the agent or yard at some point having this car, say the Missouri Pacific, weeks or months later, would know by checking the route card in his possession just when and where the car was routed home. This would often save a wire to his car accountant, plus, perhaps, an additional wire to the owners to obtain short route information—all of which often entails delay, holding the car while waiting for such information.

The car might show up on the M. P. much closer to the D. & R. G. than would be the distance to the connection from which the car was received by the M. P. The improved route card would give the station or yard forces something to work on, in order to take action themselves to prevent unusually long circuitous home routing. At present they have no such knowledge.

In the West, where the distances between connections are greater than they are as a rule in the East, such information immediately available for short routing would have invaluable results in the saving of empty mileage, per diem and delay. Often, cars moving west loaded via one

line are destined to a switching line for unloading, where they may find a load which takes the car to some point at or near the original gateway, where they subsequently show up empty. If yard and station forces are not alert to the possibilities of a connection beyond the last home route junction, cars return west empty only to make a back-haul empty by the original home route to approximately the same area to which cars last had been loaded and showed up empty.

The question will be raised that such home route cards would occasionally get lost or misplaced. That is true, but in such an event the various lines would not be any worse off than they are when present route cards get lost—that is, in such cases only the immediate receiving line and date could be furnished. I am inclined to believe that route cards do not so often get lost or separated from cars as may be expected. Perhaps cars show up without route cards because the route card was not made in the first place.

Had the card been already prepared and attached to billing, requiring only the touch of the passing stamp, the result would be fewer foreign cars moving without home route information; fewer wires asking for such information; less station, yard and general office detail for such information; less empty mileage; less car hire expense; more intensive use of cars.

(Above article was first published in the Railway Age, May 1, 1943).

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