



ANNIVERSARY — First Western Pacific passenger train from Salt Lake City arrives Oakland on Monday, August 22, 1910

THE HEADLIGHT

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JUNE TRAFFIC

★ Total operating revenues for June climbed to another new high for that month of \$4,218,062.

Maintenance and operating costs, plus taxes of \$841,063 and various rents, required expenditure of \$3,046,702 to keep the traffic moving for 30 days.

Mussolini is no longer interested, but the consists of freight and passenger traffic moved would provide a chill for Tojo or der Fuehrer if they could scan them over ever so briefly.

HELEN SHURTLEFF WINS MARINE PROMOTION

★ Freeing a Marine to fight today is Sergeant Helen L. Shurtleff, Western Pacific employee on leave of absence, and now a member of the Marine Corps Women's Reserve.

Stationed at Marine Central Division headquarters in Chicago, "the Sarge" is shown seated, wearing the cool summer work uniform of the Marine Women's Reserve.

With her is Sergeant Florence Bailey, her girlhood friend from Salt Lake City. Both enlisted in the Marine Corps at the same time, and both underwent basic training at Hunter College, New York City, at the same time. It was not until they had been assigned to their present station that either was aware the other was a Marine.

Helen worked in the Freight Traffic Department of the General Office and



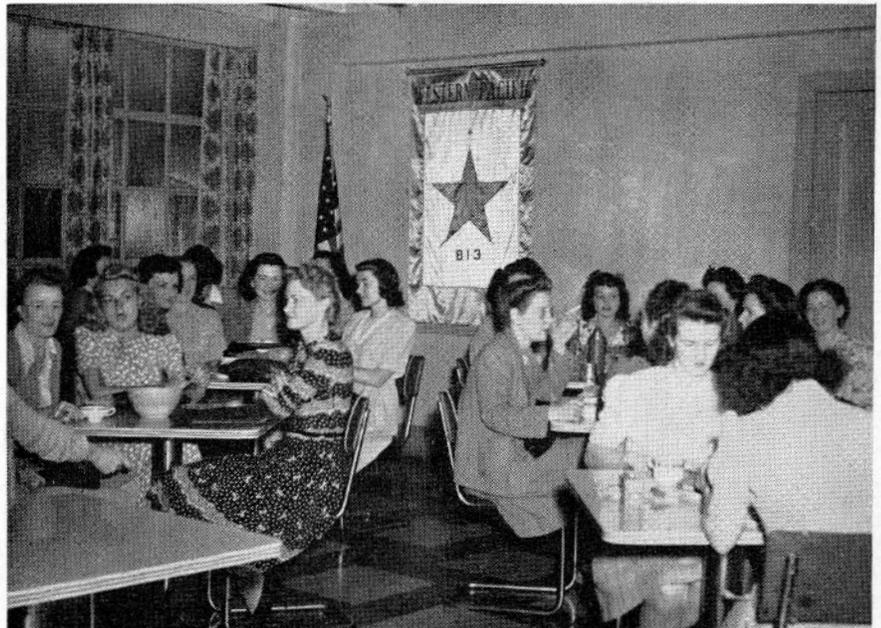
just prior to her departure from the W.P. she worked as secretary to W. C. Mittelberg. (USMC photo)

834

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

- | | | | |
|--------------------------|-----------------------|--------------------------|------------------------|
| Ambrose, L. R. | Dickie, E. N. | Hawkins, E. M. | Mlakar, Frank |
| Anderson, H. B. | Diggs, L. A. | Isley, W. K. | Reese, W. H. |
| Borich, J. J. | Dravis, J. W. | Kimball, E. C. | Reiser, C. A. |
| Butler, E. L. | Feusi, R. J. | Lambert, C. A. | Rist, F. E. |
| Cartwright, L. S. | Goddard, R. C. | McCullough, R. F. | Stoddard, G. M. |
| Clark, C. A. | Gomez, P. B. | McVean, S. E. | Stratton, E. R. |
| Condo, G. D. | Grego, P. | Marler, L. E. | Thomas, T. J. |
| Crowell, J. G. | Hammer, J. C. | Mechlin, V. L. | Toomey, F. E. |
| | | | Wade, C. R. |

ROOF LOUNGE HAS HOME COMFORTS



★ A modern streamlined kitchen with all facilities including refrigerator, electric ranges, dishes, cups and other eating utensils daily attract a bevy of feminine pulchritude. In addition to the large dining room, the Lounge boasts of plenty of reading matter, radio, rest room and lots of California sunshine on the roof proper. To obtain the proper "atmosphere," the men were asked not to clutter up the (unposed) picture above.

WESTERN PACIFIC TO GET CENTRALIZED TRAFFIC CONTROL

★ Because of the extraordinary volume of wartime freight and passenger traffic moving to and from California over the Western Pacific Railroad, a very large part of which must pass through the 118-mile Feather River Canyon in the Sierra Nevada between Oroville and Portola, the War Production Board has granted the Western Pacific necessary authority to proceed with installation of a complete Centralized Traffic Control signal system through the Canyon, which will cost approximately \$1,300,000.

The use of such a signal system will permit the movements of all trains on the district to be directed by the dispatcher from a central control board at Keddie, 96 miles east of Oroville. Trains will be directed only by signal indication without use of written train orders. All passing track switches on the entire district will be electrically opened and closed by remote control from the main control board at Keddie.

Through the medium of a moving train position graphic chart and train indication lights on the track diagram before him, the dispatcher will have at all times a complete picture of the location of all trains on the entire district. With this knowledge, the dispatcher can plan train meets or passings, set the signals at outlying points to carry out his plans and also operate the switches by remote electrical control to save the stops and starts and loss of time which would be required if the train crew had to operate the switches by hand.

The use of the new signal and train movement controls will greatly shorten the time required for trains to pass over this mountainous district by eliminating time lost due to imperfect meets, transmitting and receiving written train orders and hand operation of switches when entering and leaving side tracks. In addition, complete automatic signals will provide additional safety of operation.

Completion of this project will make the Feather River Canyon single track line equal to approximately 65% of the train operation capacity of a similar distance of double track. This improvement and removal of what has at times under wartime conditions been an operating "bottleneck" will increase the capacity of the entire line and make the Canyon the most fluid operation on the road with the exception of the 183 mile double track district in eastern Nevada.

This improvement by Western Pacific is in line with improvements being made by other American railroads in their endeavors to assure that wartime materials and personnel shall be handled promptly to avoid delay in production or prosecution of the war.

The War Production Board has released the necessary materials to enable the railroad to make an immediate start on the new construction and carry it to completion in the early part of 1944, but various sections will be completed and placed in operation in the Fall of this year. Construction headquarters have been established at Keddie. Gangs will work both ways from the control center. Materials required include 480 tons of iron and steel, 80 tons of copper and copper alloys, and a ton of nickel.

All signal equipment will be furnished by the Union Switch and Signal Company of Swissvale, Pa. The project will be under the general direction of T. L. Phillips, Western Pacific Chief Engineer in San Francisco with E. P. Peterson, Assistant Engineer, in active charge of the project. J. L. Coles, Signal Engineer, will be in charge of plans and field installations. All line wire and pole line work will be under the direction of J. P. Quigley, Superintendent of Transportation and Telegraph at San Francisco.

The work will be expedited so that the new system can be placed in operation at the earliest date practicable. It is expected that the Keddie-Portola unit will be completed and placed in operation around the end of this year and that the Keddie-Oroville unit will be completed early in 1944, at which time the entire Feather River Canyon operation will be under C.T.C. operation.

Centralized Traffic Control is operated by means of wayside three position light signals and coded track circuits. Power for operation of switches is furnished by storage batteries, trickle charged from a power supply so operations can be effected even when the power line supply is temporarily interrupted.

—T. B. B.

* * *

(Editor's Note: The above generalization of Central Traffic Control is the forerunner of a series of articles on this subject. How C.T.C. will effect the movement of trains will be related by Asst. Supt. of Transpn. E. T. Gallagher. Mr. E. P. Peterson, assistant engineer, will relate the construction problems in the installation of C.T.C. An article on financing and the economic aspects of this fascinating subject will be written by P. L. Wyche, general statistician.)

Hy-Lites

By JACK HYLAND

is a second cousin to President Benes. When Richard's father, the President's first cousin, came to this country he changed the spelling of his native name to agree with the pronunciation, "Ben-ish."

Corp. Ralph Schmitt (former AF&PA but later Asst. Traffic Manager of Safeway Stores) was a recent visitor to the General Office. Ralph, like **George McDermid** (Traffic) stationed in Mass., must get more than a six hour pass to visit home, being stationed in Syracuse, N. Y.

Acute shortage: **George Williams**, SK 1/c (Auditors), writes from an "unmentionable" Southwest Pacific island that writing paper is a scarcity. Thanks for the tip, George. We'll remember this when writing you or any of our boys located beyond the U.S.A. county line.

Air Cadet Bruce Heilman (Car Record), located at Sherman, Tex. (Perrin Field), states it costs \$5.00 a pint for "pop-skull." You drink it today and for the following week your skull pops, and old man remorse rides your shoulders. Maybe that's the stuff reserved for those Texas Long-Horns.

The engagement ring worn by **Dura Sherbert** (Traffic) had additional sparkle lately . . . because **Fred Chesley** (the one and only) is now a Chief Petty Officer

A little belated (but sad) news: **Miriam Meyer** (Steno-Clerk), the pride and joy of **Agent Moody's** Stockton Freight Office, is no more . . . for on June 5th at Sheppard's Field, Tex., she was claimed as the bride of **Cadet Roy H. Scriven**. Congratulations to you both, and we are very glad **Mrs. Miriam Scriven** returned to the Western Pacific fold.

Chicago enters the news: **Bill Duever** has another tax exemption and young **Michael** (2 yrs.) has a sister—**Patricia Joan**, born May 11th, 7 lbs. 13 oz. Recent addition to clerical force and proving blondes are still preferred is (Miss) **Vista Quillman**. **Lt. Hanson** gave his old pals a treat recently, visiting "Bankers Bldg." en route to Dayton, Ohio. **Mrs. H.** accompanied him, so Wint didn't miss the train . . . or did they? **Jim Warren** and **John Riegel** were sorry looking individuals when the "rain came" to Chicago last May, seeing their Victory Gardens washed away. (S'funny place—**W. M. Roper** and **Ken Stoney** just returned to S. F., saying Chicago was as hot as 'ell. **Marie Libbe** thought the Navy had taken over the office when **Gerry Coffee** (S 2/c), **Wallie Conway** (Y 3/c) and **Bill Grath** (Y 2/c) dropped in to say "Howdy."

The strange voice (to us) saying "Wes'n Pacific" emanating from Gen. Office PBX is that of **Kathryn Jackson**, who replaced **Louise Larson** (retired). We all know the other voice, but for the newcomers, we introduce **Hazel Wochos** (Chief Operator).

It's now **Master Sergeant E. P. Broderson** (Special Agts. Office) who writes **A. D. Thatcher** telling of his receiving the "Headlight" in Africa, but by the time he reads this, he may be in ———? Better brush up on your foreign languages, Erwin, 'cause while money may talk, it may also say the wrong thing at the wrong time.

Harry Dewhirst (Portola) sent the outside cover of the April Headlight to his son in the Air Corps, who replied that one of his buddies remarked when he saw the picture of "Williams Loop": "No wonder the W. P. doesn't get anywhere." Maybe so, but many people have enjoyed a "merry-go-round" ride, haven't you?

PFC "Bunny" Pratt (Telegraph), now in the Marines, writes **Carl Rath** (G. O.-Telegrapher) of all the beautiful girls he meets at Balboa Beach, and that there isn't any such title as "Yard Bird" in the Marine Corps. Knowing the usual Marine Corps language, I suppose the title is an unprintable name.

Accept our apology: It seems **Bill Odermatt** (Chief Electrician) has been a W. P. Club member for many months but hasn't been receiving our Headlight. We are sorry, Bill, but thanks to **Ernest Knox** (Oakland-Roundhouse), who gave us the dope, your copies will be forthcoming (to the correct address).

During July the Gen. Offices were surprised by personal appearance of **Sgt. Connie Murphy** (Car Record) from far away Fort Knox, Ky., looking fit at 187 lbs., instead of his previous 225 lbs. Best of luck, "Murf," at the O.C.S. and hope you make it without any trouble.

Because **M. E. Boyd** (Traffic) hadn't fully recovered from recent operation, **T. P. Wadsworth** represented W. P. at North Coast Meeting in Seattle during July. Possibly Marshall already knew Pullman accommodations were at a premium, for "Tux" didn't know whether he was to sleep in the aisle or not until four hours before train time. (P. S.—Tux had to get up to go to bed.)

Better late than never: Anniversary congratulations extended to **Tom Brown**, W. P. Publicity Manager, who passed "Mile-post No. 24" last July 14th, on the road of wedded happiness.

Sympathy extended to **A. N. Deonier** (fireman) who lost his son a short time ago during an Air Corps action somewhere in the South Pacific.

Jacqueline Jones (Car Record) recently made her third trip to the Blood Bank and is now the proud owner of a "silver pin." Without detracting from Jackie's glory, we find **Harry Starke** (AF&PA) did it again . . . donating his "seventh pint" of blood, and we wonder if anyone can beat his record.

Quoting from the Tidewater Southern Ry. "One Spot," edited by **Walter Samuels**: The teacher asked: "David, can you tell the class what a sawhorse is?" to which he replied, "I'm not sure, but it must be the past tense of sea horse."

WALTER GORTON RETIRES

★ For a long time, **Walt Gorton**, Chief Clerk of our Oakland Freight Traffic Office, felt a keen desire to spend more time with his charming grand-children; to go fishing, and to travel to some of those far off places where the big engines go to. Likewise, he's had a yen to walk into the offices of various shippers and meet them face to face, instead of through letters, bills of lading and telephone calls.

Now **Walt** is going to do all these things. He voluntarily retired on July 15th after almost 32 years of faithful service. One of his first acts was to acquire a cozy log cabin in Capitola, where he plans to spend most of his spare time with his wife.

Walter started railroading with the S. P. back in 1905 as a telegrapher. A few years later he changed to the Western Pacific. After doing everything required of an efficient operating man he moved his family to Oakland, accepting the position of cashier in the Fruitvale station, then headed by his father, the late **Charles Gorton**. He was promoted to Chief Clerk in Oakland in 1922. He is considered one of the keenest rate men in the System and his counsel on rate matters has been sought after continually.

At the completion of his last day in the office, he was presented with a beautiful Gladstone bag and a military set. The sincere good wishes of his many friends go with him in his retirement.

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WESTERN PACIFIC'S BIRTHDAY

★ Our historic cover photo shows the arrival of the first through Western Pacific passenger train from Salt Lake City at Third and Washington streets, Oakland, California, on Monday, August 22, 1910, thus marking the opening of the new transcontinental route via the Western Pacific and the Salt Lake City Gateway. This first train, a special, carried press correspondents, railroad officials, civic and other guests. At stations along the line bands played, children sang, men and women danced and orations were delivered. The culminating and largest celebration was at Oakland, where the trains passed under an arch bearing the legend: "Oakland Welcomes Western Pacific."

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McKELLIPS VISITS S. F.

★ **Daniel O. McKellips**, W.P.'s first locomotive engineer, retired since Nov. 1, 1937, paid a visit to the general office. He is in excellent health, spry as ever, and says he hopes to be called to run the Exposition Flyer.

Dan is a collector of railroad photographs and old railroad relics. He knows that **Mr. Germann** (Engineering) has the bell of Locomotive No. 92, the first W.P. engine to run into Oakland. He believes he also has the throttle of this old engine.

Should **McKellips** and **Germann** merge their respective collections an old fashioned locomotive could be the result.

WHAT'S IN A NAME?

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

★ Having made excursions in this quest for the origin and meaning of place-names to points along the Reno and San Jose branches of the W. P., along the Bieber Line and along the Tide-water Southern Railway, we now return to the main line of the W. P., starting with San Francisco, its western terminus, and San Francisco Bay, which the traveller crosses from the Ferry Building at the foot of Market street to Oakland Pier to board the "Exposition Flyer" and the "Feather River Express."

Our title, "What's in a Name?", is by no means original. Gladly we give credit to the Bard of Avon, who had Juliet say:

"What's in a name, that which we call a rose

By any other name would smell as sweet;"

—Romeo and Juliet, Act II, Scene 2

The recent passing of the beloved Stephen Vincent Benet brought forth many tributes to this inspiring poet and story writer. Benet was intrigued by names, as shown by the following lines which were quoted by Edward F. O'Day, editor of "The San Francisco Recorder":

"I have fallen in love with American names,
The sharp names that never get fat,
The snake-sin titles of mining claims,
The plumed war-bonnet of Medicine Hat,
Tucson and Deadwood and Lost Mule Flat—
I shall not rest quiet in Montparnasse.
I shall not lie easy in Winchelsea
You may bury my body in Sussex grass,
You may bury my tongue at Champmedy,
I shall not be there. I shall rise and pass.
Bury my heart at Wounded Knee."

SAN FRANCISCO—Name originally given in honor of St. Francis of Assisi to the Gulf of Farallones by Sebastian Rodriguez Cermeno, Portuguese navigator, in 1595. A Dutch cartographer, having heard of Sir Francis Drake, used the name "Bahia (Bay) de Sir Francisco Drako," which was subsequently applied to what is known as Drake's Bay. Both Cermeno and Drake missed the great landlocked harbor which was named San Francisco Bay in the latter part of the 18th Century.

FARALLON ISLANDS—Also called the Farallones. Group of islands in the Pacific, 26 miles west of the Cliff House. The word is Spanish, meaning small, rocky islands in the sea.

PRESIDIO OF SAN FRANCISCO—Presidio is Spanish for military post, usually fortified. Also means prison. This presidio was once a garrison for Spanish soldiers.

FORT MASON was at first, according to the late Charles Caldwell Dobie, the

"Punta (Point) de San Jose" of the Spanish who maintained a battery there. Later it was named for Col. Richard B. Mason, military governor of California, 1848-1849.

NOB HILL—Like the Eternal City, the City by the Golden Gate has many hills. Nob Hill rises west of Stockton by the California street cable cars. It was noted for the palatial homes of bonanza kings of the Comstock Lode and of railroad magnates of the 19th Century. The word, used as a term of derision, was telescoped from nabob, which is derived from the Hindu tongue and was applied to Anglo-Indians of great wealth. A Hindu Nawab was a viceroy or local governor under the old Mogul empire.

EMBARCADERO—A Spanish word meaning quay or landing place. For many years it was called East Street.

THE GOLDEN GATE—Gen. John C. Fremont wrote in his memoirs: "To this gate I gave the name of Chrysopylae, or Golden Gate; for the same reason that the harbor of Byzantium (Constantinople or Istanbul) was called Chryso-ceras, or Golden Horn."

ALCATRAZ ISLAND—Now "The Rock." The word is Spanish and means pelican. When Don Juan Manuel de Ayala sailed the first ship into San Francisco Bay he found the island covered with pelicans and hence named it "La Isla de los Alcatrazes"—The Island of the Pelicans. Ayala's ship was the "San Carlos," also known as "El Toison de Oro," which is to say "Golden Fleece." It cast anchor off Sausalito at 10:30 p.m., August 5, 1775.

ANGEL ISLAND—Originally named for the Virgin Mary: "La Isla de Nuestra Senora de los Angeles"—The Island of Our Lady of the Angels."

YERBA BUENA ISLAND—Spanish for the "good herb" which the Hupa Indians wove in their hair on account of its perfume. This herb (the wild mint) grew on the island, whence its name, which also was that of San Francisco in its early days. Also called **GOAT ISLAND** because of goats that were turned loose on the island in 1835 by a ship from Hawaii.

Richard Henry Dana, author of "Two Years Before the Mast," wrote, under date of August 15, 1859: "The island we called 'Wood Island,' where we spent the cold days and nights of December in our launch getting wood for our year's supply is clean shorn of trees."

The San Francisco-Oakland Bay Bridge which spans the bay in two leaps, utilizes Yerba Buena Island as an anchorage for cables, and also for a tunnel to connect the spans of the San Francisco side with the spans on the Oakland side.

SPORTS REVIEW

By Jack Hyland

★ Patiently (or maybe impatiently) awaiting the opening of the new 1943-44 Bowling Season are eight Western Pacific teams. This is nearly as large a turnout as last year, when ten teams were entered, but, thanks to a new "Switchmen" team from Eighth and Brannan Streets, and a five-girl team from the General Offices, the league will continue without loss of prestige.

The new schedule opens August 19th at the Downtown Bowl (Jones and Eddy Streets), under the new bowling regime of Harold Heagney, President; Bill Stout, Vice-President; Manuel Bettencourt, Secretary, and "Peggy" McDermott, Treasurer. Rules and prize committee consists of Lee Brown, Spencer Lewis and Jack Hyland.

Incidentally, the 1943-44 season will be the Bowling League's fourth year of existence and aside from being an enjoyable sport, it has made many friendships even though they may be your opponents . . . on the alley.

The first annual W. P. Tennis Tournament was staged at Angelo J. Rossi courts in San Francisco on the Decoration Day week-end, there being two events—the open singles and open doubles, the latter permitting participation by relatives or friends. The doubles championship went to Ken Stoney (Traffic) and his partner, known only as Jose (a non-employee), who defeated Mr. and Mrs. John O'Connell (also Traffic) by scores of 6-0 and 6-1 in the final round. In the singles event, the finalists (Stoney vs. O'Connell) were previously rained(?) out after one set, but on July 3rd the event was concluded with Stoney again emerging the victor by 10-8, 6-4 and 6-4 scores, and will have his name engraved upon the Arthur Curtiss James Memorial Trophy.

The Western Pacific Amusement Club (Sacramento Shops) held their annual picnic at Helvetia Park (just a few miles from Sacramento on the American River) on Sunday, July 11th. The Shops Band played—and well, too, President H. T. Madison, who tootles in the band, was noted rapidly devouring his ice cream during one of the intermissions, and for those who weren't there, it was hot . . . not warm!

Other features were the usual picnic races and a beer drinking contest, which I understand would have put our General Office thirst-quenchers to shame, when it came to capacity. Ex-President Sanderson handled the public address system and gave his usual fine show. This was delayed, however, until Corp. Raymond Kelleher, U. S. Army Signal Corps (Camp Polk, La.) and son of Ross Kelleher, was pressed into service to get the public address system to work. The Corporeal tossed off his fine effort with the comment, "they had it hooked up wrong!"

PEOPLE and THINGS

By AL BRAMY

uable time to write a few lines to your friends in the service. These service men express keen appreciation and heartfelt thanks for the bulky envelope containing our efforts . . . and complain of not hearing from the gang at Oroville, Stockton, Sacramento Shops, Elko and the General Offices, to mention a few guilty points brought out in our mail. So how about getting off the dime and getting that letter off . . . and remember three or four short ones are more appreciated than one long one. In the meantime, send us his address, and we'll at least get the Headlight to him.

This writer's Atlantic brother wrote of receiving Nos. 79 and 83. Prior to that, Sam acknowledged No. 71. There's been many a skip and many a letter he's never received since we started off with No. 1. On the other hand, Jack, out in the Pacific, has never acknowledged any letters from No. 32, which was about the last one he received while in the States, to No. 55. In fact, he's never written. At any rate, the number system gives the boys an idea of what to expect and gives you a pretty accurate check on how the mail gets through.

Lt. Col. Okie use to be Division Supt. of the Southern. He's just received the Legion of Merit. When the town of Gafsa in Africa was threatened by the enemy, Col. Okie moved in first to get out all available rolling stock and equipment. He used all the personnel he could muster, including men who never handled a throttle before. Enemy artillery moved up as he worked. He completed the job and departed as enemy tanks rolled into town. With all trucks loaded he started across country to the next town. He was immobilizing an engine there when more tanks entered the town. Only then did he throw the last side rode onto the truck and head for home. He had four anti-tank shells lobbed at him, but, fortunately, the gunner was inaccurate.

Speaking of Railroad War Theaters of Operations, the lack of a world-wide standard railroad nomenclature has been a source of trouble or deep annoyance on occasion. Take our freight cars and tanks for example. The Britishers call them "wagons" and "cisterns." And if you want to see a confused Tommie, watch him while the Yanks talk of tanks. A tank to them is a tank . . . not a tank. Get what we mean? The doughboys were finally told they were moving "Fighting Tanks" on "War Flats," which in layman language is a General Sherman on a flat car. Have you ever heard of a "Brake Van?" We're building 'em in this country for overseas service. It's something like our caboose and is used as a brake car. Several of these cars are strung throughout the trains because of the use of hand instead of air brakes . . . Help the Government Dept.: The fall of the Philippines cut off our source of Manila fiber. It's desperately needed for a host of war uses and our supply is desperately short of requirements. Maintenance of Way Dept., tool train equipment, coaling stations and docks are sources where old rope may be rotting away.

This is a commentary on a dog. There's flocks of them up at Portola . . . indistinguishable breeds that somehow just wandered in. Maybe their masters are off to the wars, and, left to fend for themselves, they sought refuge and solace in the company of railroaders. Some of them drift on, but most of them hang around. The Portola forces have an especial affection for one of them. His name is "Sad Eye." A sadder and more wistful pair of eyes could not be imagined on animal or human, thus his appellation.

One of the clerks was making his usual check of the Yard amidst fast moving freight cars and switch engines when he fainted and fell across the tracks. No one saw him fall . . . no one but Sad Eye. Swiftly, Sad Eye dashed toward the clerk over the tracks and between the moving freight drags. There he started barking and carving on in such a vocal outburst that he was heard over the din of the engines, attracting the attention of a switch foreman. The clerk was safely removed . . . and if anybody tries to claim Sad Eye some day, he's going to have a fight on his hand before our railroaders take Sad Eye off the W. P. Feed Roll.

★ If our Headlight mail from W. P. Service Men, most of whom are strangers to the staff, is any indication, you folks are too busy to spare a few moments of your valuable time to write a few lines to your friends in the service.

LESLIE WARREN BIDWELL

★ LESLIE WARREN BIDWELL, of Oroville, formerly a machinist's helper in our roundhouse at that point, died in action June 16th, while serving in our Navy as fireman second class, U. S. Navy Reserve. Burial was overseas.

Bidwell was born February 2, 1921. Shortly after he was graduated from Oroville High School, he entered the employ of the Western Pacific Railroad. That was on December 26, 1941. On September 5, 1942, he joined the Navy, attending the Navy's Diesel Engineering School in Los Angeles, where he won a scholarship to attend a Diesel school after the war.

He is survived by his father, Charles Bidwell, of Quincy; his mother, Mrs. Jennie Filer, of Long Beach; a brother, Charles, who is serving with the Army Air Corps Engineers, and a sister, Mrs. Irene Oxley, of Hollywood.

Bidwell was the second Western Pacific man to give up his life in the service of his country.

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HOW THE WITHHOLDING TAX AFFECTS YOUR PAY CHECK

★ The new tax law, effective July 1st, provides for the "withholding" of your income and Victory taxes by your employer. The 20% withheld in the checks already issued by the company seems to be quite a chunk . . . BUT

1. The 20% withholding neither increases nor decreases your taxes. It does not change your taxes at all—it simply changes the way you pay your taxes.

2. The 20% applies not to your total wages, but only to that part of them over and above your exemptions.

3. Included in the 20% is the Victory tax you now pay.

4. Therefore, a part of your taxes will be deducted from every pay check. But for the most people, this is the fact: In a year's time, the amounts withheld will add up to the same amount of taxes you now pay—plus or minus a few dollars which you will either pay or be paid at the end of the year.

5. You will find that the payment of income taxes has been made easier than ever before.

6. It is hoped that the result will be a real increase in your purchases of War Bonds.

★ ★ ★

CAPTAIN JOHN McINERNEY

★ It's now "Captain" for John J. McInerney, who is attached to the Army Transportation Corps, Rail Transportation Branch, at the S. F. Port of Embarkation.

In civilian life, McInerney was employed in the local Freight Office and later become civilian representative of the Western Pacific at Fort Mason prior to his enlistment in the Army as a Lieutenant. He has just completed his basic training at Camp Stoneman in company with Lieutenant Paul Shelmerdine, former operating employee of the General Office.

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MARTIN NAMED TO RAIL BUREAU

★ G. I. Martin, general agent for the W. P. in Reno, has been appointed a representative of the Western Military Bureau and Association of American Railroads by W. H. Siddall, chairman of the W.M.B.

Martin attended his first meeting in attendance with Passenger Department representatives in San Francisco soon after his appointment.

HEAVY WARTIME TRAFFIC BURDENS DISPATCHERS

By G. S. ALLEN

Assistant Chief Dispatcher, Western Division

★ Along with every other person in our railroad organization, the burden of war traffic has tremendously increased the problem of the Chief Dispatcher, whose duty it is to distribute the engines and crews to the points where they are needed, in order to protect the business. This has been brought about by a 104% increase in freight traffic and a 610% increase in passenger traffic in the period 1938-1942, inclusive, with an increase in motive power of only seven steam and three diesel electric road locomotives for both the Eastern and Western Divisions.

We formerly had very few helper or double header trains eastbound in the Feather River Canyon. Now the eastbound Exposition Flyer is double-headed almost daily, except when over sixteen cars, when a 251 class mallet has to be used. Cars are being loaded so heavily that many trains with mallet and diesel electric road engines have to be helped to Keddie or Portola. Eastbound drags of empties can be handled in 74-car lots with two consolidation engines double-headed. The increased use of helpers eastbound has worked to our advantage in handling the greater preponderance of westbound tonnage from Portola because it requires only one engine to handle a 61 train westbound from Portola regardless of its tonnage. We take advantage of this fact by handling westbound trains with the small engines wherever possible. This, in turn, permits us to run many large mallets light from Portola to Oroville immediately upon their arrival at Portola, and

makes them available at Oroville that much sooner. About one-half of the big mallets in service have to make the round trip between Oroville and Portola within a day's time, in order to keep traffic moving.

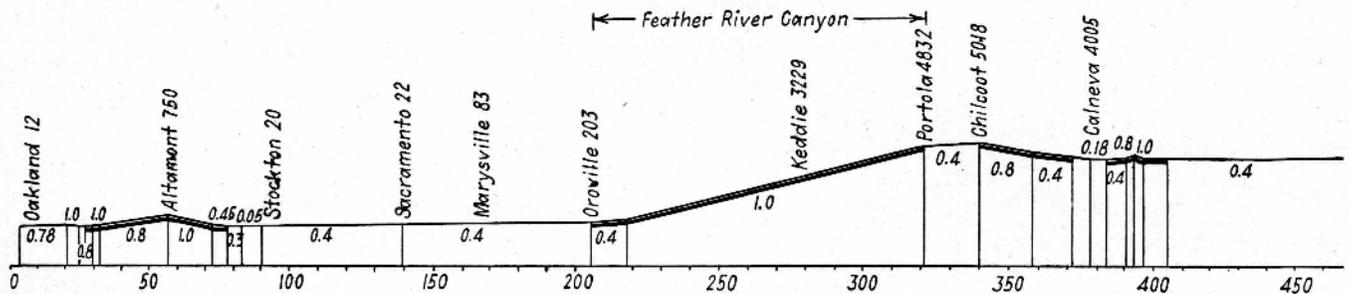
Heavier trains on the Exposition Flyer in both directions require helpers on these trains to Altamont almost daily. So much war traffic going to the bay area necessitates helpers from Stockton to Altamont on practically all westbound 61 trains, and there are many more of them than formerly.

Troop movements in both directions offer their individual problems because of their varying length and weight. Many of them have to be helped to Altamont in either direction and often require the use of a 251 class mallet east of Oroville.

Traffic on the Bieber line has increased at the same rate as the main line. Heavier loaded cars require more helpers than formerly and it now takes four engines on southbound trains from Bieber that three used to handle. This often necessitates using a diesel electric to "pinch-hit" on the line when traffic gets beyond the capacity of the small mallets assigned this subdivision.

Splendid co-operation is being given by the mechanical department in keeping engines going and arranging their work as much as possible to fit in with the requirements of the service. Yardmasters working in conjunction with the chief dispatcher in the assembly of trains and furnishing of crews have all contributed their share in making possible the handling of this record breaking traffic, which will exceed all records this year.

Western Division: Oakland to Portola



Ruling Grade on W. P. is only one per cent

By H. M. YOE
Chief Dispatcher, Eastern Division

★ Eastern Division of the Western Pacific Railroad Company, 607 miles of main track extending Salt Lake to Portola, with the Warner, Reno and Loyalton Branches and Portola Yard in addition.

With the exception of the Humboldt Valley, this division is practically all desert, crossing the south end of Great Salt Lake marshes, Wendover salt beds, Jungo hard-pan flats and the Black Rock desert.

Water for steam locomotives, as well as for domestic use, is one of the most important features to be watched and protected at all times.

Helper districts are: Westbound, Delle to Low, Wendover to Hogan, Jungo to Antelope and Gerlach to Portola. Eastbound: Sulphur to Antelope, Sonar to Silver Zone and Clive to Low, helper engines and crews being stationed at Delle, Wendover, Jungo and Portola.

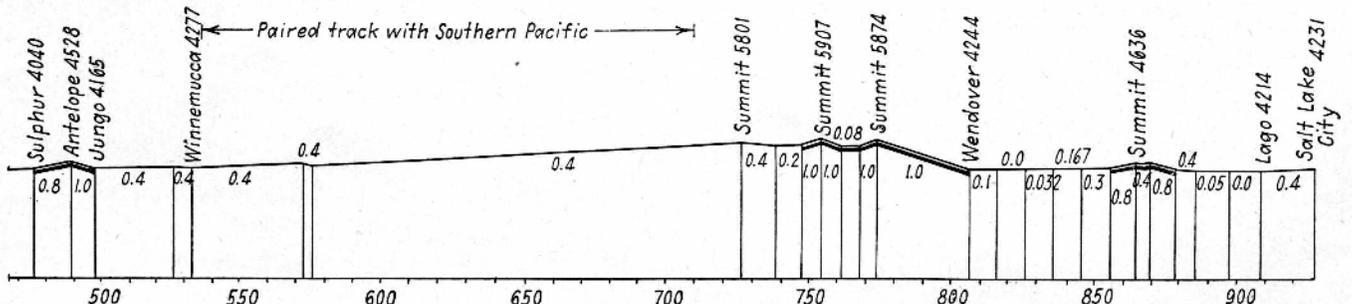
The 178 miles of track between Weso and Alazon is operated under paired track agreement with the Southern Pacific Company; Western Pacific handling all eastward trains and Southern Pacific all westward trains of both companies between these stations. Traffic is exceedingly heavy in this territory and parking out and spacing freight trains to avoid serious bunching of them ahead of several passenger trains requires a diligent watch at all times.

One day's count of eastward trains picked at random from a given point amounted to 15 passenger trains with 240 loaded passenger cars, and 15 freight trains with 752 loaded and 379 empty freight cars, which averages one train every 48 minutes for a 24 hour period, and only delays to any were the usual time to inferior trains being passed by superior trains.

Government Ordnance Departments stationed at Tod, Utah, and Martin and Herlong, Nevada, and Army Air Bases at Wendover, Utah, and Martin, Nevada, are all important defense stations and their demands are granted on short notice.

Eastern Division: Portola to Salt Lake City

(Double lines indicate Helper Grades)



RETURN POSTAGE GUARANTEED

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

First Listing of Sacramento Northern and Tidewater Southern Honor Rolls

Sacramento Northern Railway

E. E. Abbott Transportation
Jack Barty Track and Roadway
Margarito Beserra Track and Roadway
W. A. Blue General Office
R. J. Boitano Transportation
R. L. Bostic B. & B.
J. H. Coker Transportation
B. V. Garcia Track and Roadway
Ben Hayden Track and Roadway
Dan Kennedy Track and Roadway
T. B. Linn Engineering
Ivan McDowell Power
E. R. Manson Store
O. F. Muenich Transportation
M. T. Pantalone Mechanical
J. S. Roberts Mechanical
E. H. Rogers B. & B.
E. P. Shupe Transportation
C. S. Wack Transportation

Tidewater Southern Railway

J. E. Kenady General Office
H. Rigaldo Track Laborer

Sacramento Northern's Joseph Roberts is the veteran, having entered the army on October 24, 1940.

Tidewater Southern's Rigaldo, who entered the army in December, 1941 (December 7th must have had something to do with that), was last heard of from islands in the Pacific. Former Chief Clerk Kenady recently volunteered for army service and is now at Fort Warren, Wyoming.

Of the 19 Sacramento Northern service men, three are in the Navy and 16 in the Army; two of the latter being in the Air Corps.

HE FORGOT

He brushed his teeth twice a day. The doctor examined him twice a year.

He wore rubbers when it rained. He slept with the windows open. He stuck to a diet with plenty of fresh vegetables.

He relinquished his tonsils and traded in several worn-out glands.

He golfed, but never more than 18 holes.

He never smoked, drank, or lost his temper.

He did his daily dozen daily.

He got at least eight hours' sleep every night.

The funeral will be held next Wednesday.

He is survived by 18 specialists, four health institutes, six gymnasiums, and numerous manufacturers of health foods and antiseptics.

He had forgotten about trains at grade crossings.

—From Electro Motive "Streamliner."

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WESTERN PACIFIC SYSTEM JUNE WAR BOND RESULTS

	June Payroll Deductions	Quota	Per Cent
General Office	\$11,924.01†	\$ 15,289	7.79
Eastern Division	23,192.91*	26,435	8.77
Western Division	26,798.97†	44,798	5.98
Mechanical Department	21,826.69*	24,807	8.80
Store Department	593.38†	920	6.45
D. C. & H. Department	384.46†	1,138	3.38
Sacramento Northern	4,972.29†	7,500	6.63
Tidewater Southern	629.28*	900	6.99
Total	\$90,321.99†	121,787	7.42
Including cash purchases	3,806.25†		
Grand Total	\$94,128.24†		7.73

* Increase over May.

† Decrease.

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