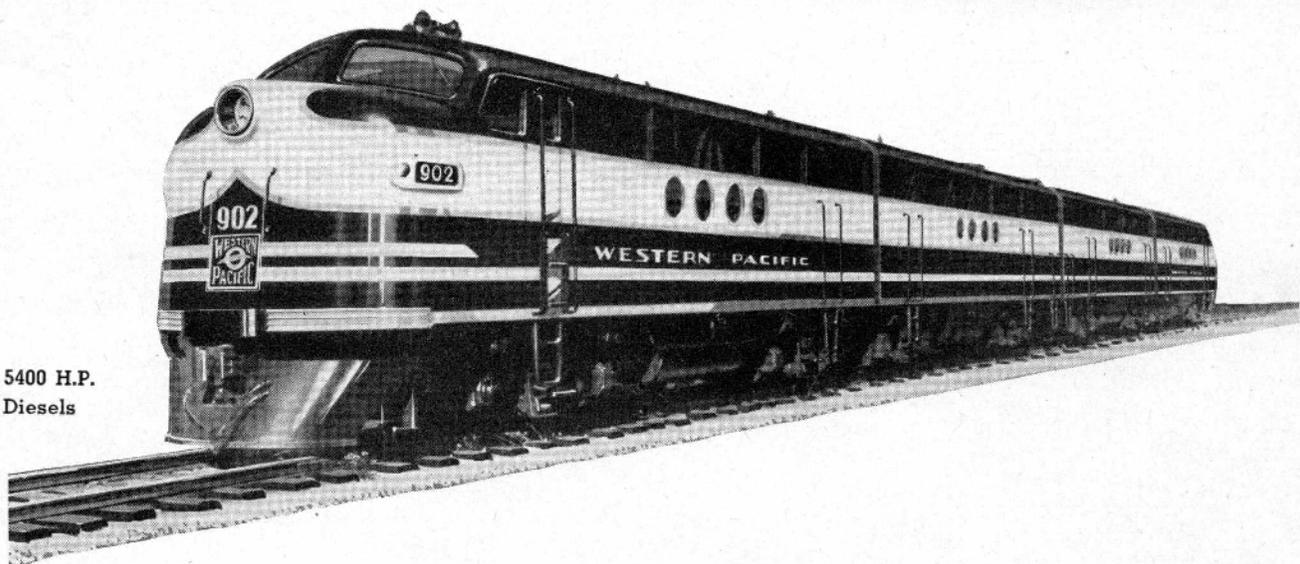
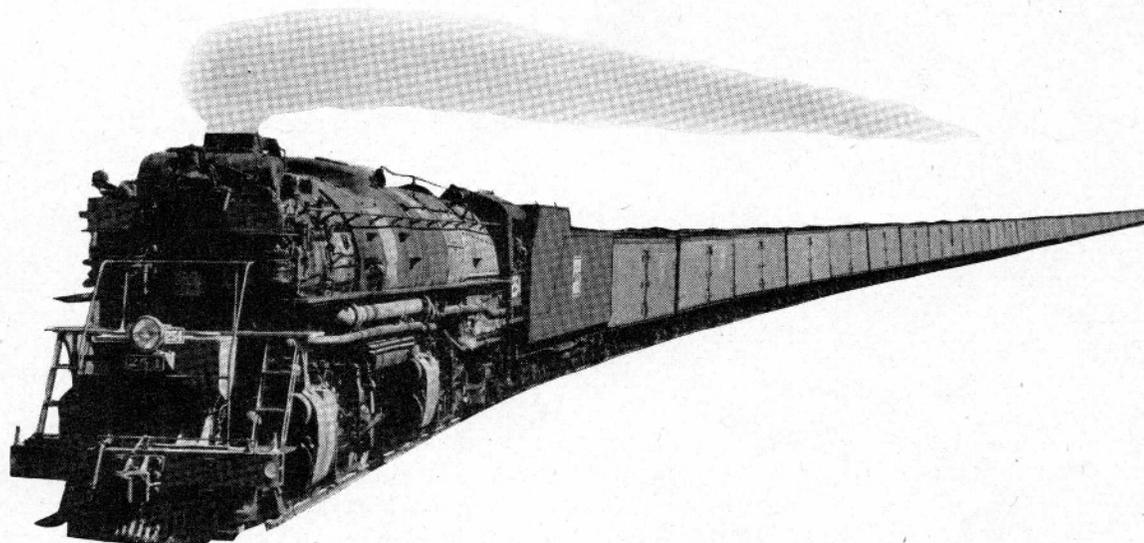


Heavy Duty
4-8-4 Lima



5400 H.P.
Diesels

2-8-8-2
Mallet



**GIANT WESTERN PACIFIC POWER
GEARED FOR WAR**

MAIL EARLY

Yuletide Gifts to Service Men and Women

★ Christmas may appear a long way off to civilians, but it is a date that must be borne in mind now by those who are sending holiday letters or packages to service men or women overseas. The time from September 15 to October 15 has been designated by the War Department as the period for Christmas mailing to men and women serving at distant points.

More than two million men and a great number of women are prospective recipients of greetings and gifts. Transportation alone will be a major post office problem, but before sending the mail there will be involved clerical work of finding out where each person is so as to assure faster routing and delivery.

Be sure to send your letter or packages for your friend or relative in the services as early as possible and within the above mentioned dates.

THE HEADLIGHT

Al Bramy Editor
Jack Hyland Associate Editor
Bill Stout Managing Editor



Published Monthly by
 The WESTERN PACIFIC CLUB
*Association of Employees of
 The Western Pacific R.R. Co.,
 Sacramento Northern Rwy.
 Tidewater Southern Rwy. Co.*

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

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846

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

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EASTMAN LAUDS RAILROAD WAR EFFORT

★ "It is not surprising that the railroads and their employees are making a fine record in this war, for after all the work which they are doing is in the war service of their country. I regret the sharp line of distinction which is so often drawn between military requirements and civilian requirements or, to state it more accurately, I regret the way in which that line has been drawn. To illustrate, the needs of the railroads for new equipment and maintenance materials have been regarded as 'civilian' requirements. Tanks, bombers, battleships and the like are, of course, in the category of 'military' requirements. But how on earth could these military machines be produced without a tremendous amount of work by the railroads or some other form of domestic transportation and, for that matter, how could the army be mobilized, equipped, trained, fed and moved to the ports of embarkation without such transport work? The fact is, as everybody knows, that the domestic transportation facilities of the nation are indispensable to the war effort, day and night and in a thousand different ways. Transportation service, therefore, is war service and I believe that fact is recognized by and has a deep influence upon all those that are engaged in that service."

Hon. Joseph B. Eastman, Director
 Office of Defense Transportation



JULY TRAFFIC

★ Total operating revenues for July reached \$4,786,909 to establish a new all time high for any month in the Company's history.

Maintenance and Operating costs, plus taxes of \$1,037,367 and various rents, required \$3,367,653 which amount was expended to keep the transportation machine humming, mostly in the service of your Uncle Samuel who is making various plans these days.

RAILROADING IN NORTH AFRICA

★ Trains under military control in North Africa run from the Atlantic Ocean across the continent to beaches that face due east into the Mediterranean. They carry every type of equipment a modern army needs. They carry troops, Arab labor battalions and, separately, goods for civilian consumption. The tonnage rolls in a variety of stock ranging from the old World War type of "40 hommes, 8 chevaux" box cars to modern steel gondolas brought from the United States in Liberty Ship holds. It is pulled over standard and metre gauge tracks by locomotives ranging in type from electric, diesel electric, and steam and in vintage from 1899 to just before the war. More and more study U. S. locomotives are supplementing the French "machines." These are brought to Africa in boxes and uncrated and assembled in shops just behind the lines—or they were just behind the lines, before Rommel started his march back to the sea.

During the Africa fighting, Yankee railroaders were exposed to many dangers, including mined tracks, strafing and dive bombing from the air and action by enemy patrols.

Mined tracks were considered more of a nuisance than a hazard. After each new piece of roadway was taken from the enemy, a track-walker trained in mine detection traversed the line. Later, when the first train rolled, it pushed three empty flat cars ahead of it. Had an undetected mine remained, a car would have been damaged, but a precious engine would have been saved. A few engines in shops are undergoing repairs to damage caused by strafing in earlier phases of the Tunisian campaign, but as enemy airpower diminished trains ran unmolested right up to the front.

Operating personnel varied according to the nearness of the run to the front. Off toward the Atlantic, civilians man the cabs and cabooses. Up front, however, soldier-engineers run them over the mountains and across the desert wastes. Up front, a soldier-engineer and a soldier-fireman man the cab, assisted by a French civilian engineer who acts as a pilot. He is always an old man on the line and his job is to guide the soldier-engineer over difficult and unfamiliar trackage. The railroad soldiermen go forward wherever there is tonnage to haul and trackage and cars to carry it. They have been bombed and strafed, at times, but the trains got through.

Most of the U. S. soldier engineers are men with good, solid railroad backgrounds. Many of the older ones were engineers on roads back home. For the most part, however, they were firemen. All hands on all trains want to graduate to the throttle, naturally enough, because that is the reasonable goal of the trainman, and, because, too, an engineer gets the technician's equivalent of a sergeant's rating and pay.

G. I. engineers and firemen have become used to standing in the cabs by this time for French locomotives carry no seating accommodations. On occasion an engine crew has stood as much as 30 hours on one run without relief. All this without griping.

Not that they don't gripe. Loud indignation is voiced from time to time by crews further back along the train in the caboose. In the States, the caboose is reserved strictly for the crew. Over in Africa, like as not, the caboose becomes a haven for an assortment of deadheads including some French soldiers, civilians and as many Arabs as can crowd in. Probably the Arabs will be accompanied by a variety of livestock such as chickens, goats, and sheep.

Scattered along the trackside over the breadth of North Africa are the soldiers who dispatch the trains, repair the rolling stock when it breaks down, maintain the rights of way, replace blown-out bridges and put new locomotives together. They live in tents, railway stations, bomb shattered houses and small hotels—anything they can find with a roof over it.

When Marshal Rommel decided it would be wise to start his retreat towards Bizerete and Tunis, his troops blew out a number of bridges to delay our trains. Our engineers expected this and were ready. For example, they constructed an 1,800 foot run around of track that girdled a small mountain to replace a blown bridge. The job was completed and carrying traffic in ten days.

Reconstruction crews get on the job as soon as our troops capture a bridge that is blown out. They live on the site until the bridge is replaced and carrying traffic. The record for fast replacement goes to a crew that had a blown bridge, requiring a great amount of steel work, back in service in three days. These men are undoubtedly going to be a headache to Maintenance of Way superintendents back in the States after the war when they start telling how it was done in Africa under difficulties unknown in peacetime railroading.

New construction figures prominently in the job of pioneering here. A tour of North Africa railways reveals that a new yard, complete with hump, is being installed at one place; an addition of 25 miles of track, that rails are being extended elsewhere to strategic points and that a variety of other installations are constantly in the works.

Back of all this railroading are the shops, where cars and locomotives are repaired. Scattered over the systems are locomotive repair shops, roundhouses, machine shops and other installations which the American railroad men term "excellent." Expert mechanics now work side by side with French experts to keep the stock rolling.

French cooperation in the shops is fine, the boys say, especially when a rare piece of equipment is needed. German's army occupation Commission in Africa, before the U. S. occupation, made a systematic effort to strip the shops of parts and tools.

More than once, a soldier-mechanic has torn his hair because of inability to find a special part or a special tool. Generally a French mechanic in the shop will disappear for an hour and turn up with the desired piece of equipment from a hiding place where he had buried it to keep it out of German hands. They even hid away a number of big guns and ammunition which they turned over to the military after the enemy had departed.

There is still a lot more to the story of North Africa railroading that still cannot be told. Tonnages cannot be revealed. Distribution of supplies cannot be told. Locations of railheads cannot be described or rolling stock counted for obvious reasons. It is obvious that there is war tonnage to be transported in Africa and the railroads and railroad men are doing it.

Railroading in Africa is an international melange of U. S., British and French military, French civilians and Arabs. No matter what their native tongue, however, they all speak the language of railroading. Lt. H. J. Surles, who was trainmaster for the Great Northern at Minot, N. D., has this to say for instance, of the chef de gare at a station near Allied Force headquarters:

"He's a railroad man in any language. Set him down in a railroad anywhere in the United States and he'll be right at home."

French railway systems in North Africa provide most of the rolling stock and the rights of way. The U. S. is supplementing this with new rolling stock and the men to operate it. Rommel found the hard fisted Yankee soldier "hogger" at the throttle of the Victory trains too hard to handle and tough enough to meet any obstacles. Every railroad and every railroader in the United States, Africa and elsewhere are seeing to it that the Victory Specials continue to make schedule.

Hy-Lites

By JACK HYLAND

However, we all know the railroad under any and all conditions MUST continue to RUN, and similarly the printer also MUST have this column to RUN on page 4, so here goes. . . .

The first letter upon my desk is from Pvt. George McDearmid (Traffic) who writes of being routed out of bed at 5:00 AM to receive orders for his transfer to another unit. Really a most terrible hour, especially when I now think that 7:00 AM is early and it is, isn't it?

Gave his life in defense of his country: A short time ago Thos. Kearns (AF&PA) was reading a newspaper article listing the names of individuals who had passed away in a Japanese prison camp, when his eyes focused upon the name of Peter Floor. Pete worked in Tom's office during 1938 before resigning. To his Mother, who resides in San Francisco, we wish to extend our deepest sympathy.

Marine Barney LaRash (AF&PA) must be quite an active person in the South Pacific. Recent letter tells of his being in the hospital again, but passes it off lightly saying . . . 'it's only an infected elbow' Hope your nurse was kinda cute, Barney.

Gasoline conservation: During recent Sacto Northern inspection tour in Frank Nott's (Sacto) automobile, Presidents Charles Elsey (WP) and Harry Mitchell (SN) who were supposed to be passengers, actually found themselves supplying the motive power. It seems the gear lever in Frank's car wouldn't shift into reverse and at the Chico Air Base he drove into a position where backing up was necessary. Our Presidents were regular fellows and pushed the car into a clear location with Frank as the passenger. (P.S.—Any extra gas coupons?)

Notes from Sacramento: Bill Page (East Gridley) who has held down the Agents job for many years has transferred to Marysville, and none other than Mrs. Bill Page will take over the East Gridley post helping in the manpower shortage. Joyce Miller (Gen. Mgrs) recently returned after a month's illness. Nick Church (B&B Foreman) has retired after many years service. W. E. Denny (Gen. Mgrs) reports seeing Claim Agent L. H. Rodebaugh giving bicycle lessons to Mrs. Rodebaugh at Helvetia Park, with progress being made at the expense of quite some physical exertion on the part of friend hubby. Ted Triphon is acting Roadmaster (1st sub-division) in place of Nick Captain who is on a leave of absence. (Ted is a stickler for practicing safety at work, so be extra careful fellows.)

Traffic Dept. nearly declared an 'Army Day' recently, when Staff Sgts. Art Allen and Roy Olsen, and 1st Lt. Everett Lamphere visited the office on one day. Allen brought along his wife and baby, but Lamphere as usual—forgot to bring candy and cigars (PS—Master Lyle was born March 7th). Following day Sgt. Frank Bedient dropped in to say adios . . . leaving for O.C.S. training at New Orleans. Also bidding adieu . . . but to civilian clothing was Lt. Irving Lyons (Aug. 21st) and Robert Witts (Sept. 7th).

Word comes in from Oakland, a recent heart attack has Bill Odermatt (Chief Electrician) confined to his home. Previously, Bill hadn't received any of our Headlight magazines, and possibly when he not only received the August issue but also saw his name in it . . . the shock was too much.

From Chicago: In keeping with the war effort, the Spencer Gibbons' announce the birth of brother "James Spencer" as of July 5th to little Barbara (3 yrs—Sept. 10th). Another young lady added to the force, (Miss) Rita McEnerney—but this time a dark haired, blue eyed Irish lass. George Wenig is still proving he has a good eye for picking 'em, even though existing on '6 month' deferments and like myself, knowing how it feels to get a last minute reprieve. Major John Nolan's last letter from Africa, but none lately, so he may have changed his address. On account of all the youth and beauty around the office, Marie Libbe is counting on the boys to be kind to her, and—I hope they will. Glad to know Clarence Brown is still around.

Down to earth and up again: Radar may be a wonderful invention for locating planes, but Cupid is still tops for locating pilots, as evidenced on July 24th when Cadet Eddie Reel (Los Angeles) and Alice Ostlund were married. Our heartiest congratulations, and he's a swell fellow, Alice . . . honestly.

Still aiding the war effort: We find J. C. Bording's other son Bill, is now dashing around the area known as Sicily, and we know he will carry on for his late brother (Sgt. Roy Bording), and for the rest of us.

Charley Beem, Portola's genial Yardmaster is now being called "Grandpa." It seems his daughter Gladys, trainmaster-clerk to Bill Howell and 'Slim' Wilks, has a son Lewis, who is crew caller for Charley. Deciphering accomplished by Carroll Hood (TF&PA) in and around Quincy, Cal.

That untiring individual—Ross Kelleher (Sacto Shops) informs me, the War Savings Stamps now pasted upon their "Honor Roll" board previously mentioned in the July issue . . . are to be destroyed after the war, and no claims made for redemption. That's what we call an 'ALL OUT' effort.

Expecting to be in San Francisco during September is Lt. (pardon me), I mean Capt. Bob Youngblood (Loc. Frt. Office) now stationed in Boston, Mass., home of Boston Baked Beans. Seems to me, any city the Army has a camp in could be termed the 'beans' home town.

I'll wager our WAC'S, Waves, Spars or lady Marines never dreamed a day would come when making up their beds would be more important than making up their faces.

OAKLAND TERMINAL RAILWAY

★ The Oakland Terminal Railway, a corporation recently organized by the Santa Fe Railway and the Western Pacific Railroad as their jointly controlled affiliate, took over on July 1st all freight operations heretofore conducted by the Oakland Terminal Railroad Co., one of the Key System companies. The Key System will continue the operation of its urban and interurban passenger service.

The Oakland Terminal Railway, in carrying on its freight switching operations, will serve the Oakland Port of Embarkation and General Depot of the U. S. Army, located in the Oakland Outer Harbor District. It will also serve industries located in that territory, as well as certain industries located on Key System tracks in Inner Oakland.

In granting authority to The Oakland Terminal Railway to acquire and operate the freight properties of Oakland Terminal Railroad Co. and also to acquire and exercise certain trackage rights, the Interstate Commerce Commission held, in substance, that the change of control and operation from the Key System to the new Santa Fe-Western Pacific affiliate would be in the public interest.

It was pointed out in the Interstate Commerce Commission's decision that freight operations previously conducted by the Key System affiliate would be continued by the new company without interruption of service. The ICC further said:

"The new company will have the benefit of the bridge route, which will afford a more direct and efficient route to the harbor district, free from interference by passenger trains."

The ICC further said that control and support of The Oakland Terminal Railway by the Santa Fe and the Western Pacific "should assure better service to the public. Its operations will assure continuance of competitive service in the harbor district."

The ICC decision brought out that "the military establishment in the district is intended to be permanent" and noted that "the record indicates that it is a large and important project."

According to the management, The Oakland Terminal Railway plans to provide a 24-hour service and to re-enforce the existing motive power with additional switching locomotives, both electric and Diesel.

Harry A. Mitchell of San Francisco, who is president of two Western Pacific subsidiaries, the Sacramento Northern Railway and Tidewater Southern Railway Company, has been elected president of The Oakland Terminal Railway. Gerald E. Duffy, assistant to the president of the Santa Fe Railway at San Francisco, will serve as vice-president of the new company. Other officers, all at San Francisco, are: Mrs. Harriet P. Tyler, counsel and secretary; D. C. DeGraff, auditor; E. C. Bates, treasurer; and H. J. Sutherland, tax commissioner.

The general offices of The Oakland Terminal Railway will be at 526 Mission Street, San Francisco. The operating offices will be maintained at their present location, 1501 Yerba Buena Avenue, Oakland. G. R. Swall, who has been superintendent of the Oakland Terminal Railroad Co., will continue in that capacity for the new Oakland Terminal Railway.

WHAT'S IN A NAME?

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

★ **MARYSVILLE**, Calif. (M.P. 178.8)—There is a human interest story in the history of the origin of the name of Marysville, county seat of Yuba County, and one of the twin cities of "The Peach Bowl of the World," the other being Yuba City. The story applies the time-honored injunction: "Cherchez la Femme." The best source for this information, so the writer has found, is Mr. L. A. P. Eichler who writes the column headed "The Rambler" on the editorial page of the Marysville Appeal-Democrat. Now we quote Mr. Eichler in part:

"Three sisters and their brother, William G. Murphy, who were among the survivors of the Donner Party tragedy at Donner Lake in 1846 became pioneers of Marysville, locating here immediately after their harrowing experiences in the high Sierra. The three Murphy girls became wives of three founders of the city, before it was known a city was to be built. Their brother became a prominent attorney here, remaining for his lifetime.

"Mary Murphy became Mrs. Charles Covillaud on Christmas Day, 1848, and for her the city was named on January 18, 1850, the day the first city government was formed. Before that the place had been the ranch of Theodore Cordua and was called "New Mecklenburg" by Captain John A. Sutter. Later the ranch was acquired by Michael C. Nye, and was known for a while as "Nye's Ranch." Mrs. Nye was a sister of Mrs. Covillaud. The other sister was the wife of William Foster, who was associated in the establishment of the town.

"Discovery of gold on the Yuba river at the mouth of Timbuctoo creek, just above Park's Bar, in June, 1848, the date recorded in the diary of Jonas Spect, the discoverer, being June 2, brought the Gold Rush to this part of the state and made Marysville a center of great activity as the head of navigation for miners bound to and from the mines.

"Mary Covillaud, according to the reports that have come down from those days, was a friend to many of these miners, mostly young men, far from home, who were transients in the new camp. She ministered to the sick, bolstered the courage of the downhearted and assisted the stranded to a new start.

"This was a man's country. The women had not yet started to accompany their men across the plains or around the Horn in any great numbers. The Murphy sisters had been members of a party made up of families that had come west in search of farms, the gold discovery being still a matter for the future. Those adventurers had come to a wilderness, expecting a long period of gradual settlement and development.

"The Gold Rush brought crowds suddenly—and all men. It devolved upon a few women already here to be the good angels of mercy at the settlements where the men congregated.

"Mary Murphy Covillaud was especially honored and respected for her good works, so it was with spontaneous enthusiasm that when at a meeting the evening of January, 1850, to celebrate the inauguration of the new city government, the sug-

gestion that the town be named for her was adopted. The vote was unanimous, and the formerly selected name, "Yubaville" was quickly discarded. The name 'Circumdora' (surrounded by gold) was given scant consideration."

OAKLAND, Calif. (M.P. 6.6)—This metropolis of the East Bay region occupies part of the first grant of land in Alameda county (Aug. 16, 1820)—the Rancho San Antonio—to Don Luis Maria Peralta. Its early Spanish name was "Las Encinas," meaning The Oaks, so bestowed because a large number of oaks grew on this site.

BERKELEY, Calif.—Oakland's sister city adjoining on the north and site of the University of California, was named for George Berkeley, Bishop of Cloyne, who wrote the poem in which appears the line: "Westward the course of empire takes its way."

A member of the committee assigned to select a site for the University of California, quoted the stanza, whereupon another member of the committee said: "Why not name the site Berkeley?"

Outstanding on the campus of the University of California is the campanile, a slender tower which rises to the height of 302 ft. and which was the gift of Mrs. Jane K. Sather. The twelve bells in the Campanile were made in England. On the largest bell is the inscription composed by Professor Isaac Flagg, which reads:

"We ring, we chime, we toll.
Lend ye the silent part,
Some answer in the heart,
Some echo in the soul."

ALAMEDA, Calif.—This city, which adjoins Oakland on the south, derives its name from the secondary meaning of the Spanish word "alameda" which comes from alamo, a poplar or cottonwood tree. Literally, the word alameda signifies a grove or avenue of cottonwoods, but in its later and usually accepted sense it signifies "a public walk or promenade under trees."

THE GREAT BASIN was the name given in the geographies of 50 years ago to the territory ranging between the Sierra Nevada on the west and the Wasatch mountains on the east. This territory included the "Great American Desert," features of which are the beds of prehistoric Lake Bonneville and Lake Lahontan, which are traversed by the W.P. The word desert connotes strangeness, privation, hazards, and brings to mind stories of fights for the possession of water-holes, of lost prospectors, of tales of the emigrants whose oxen dropped along the trail. But, speeding along in modern, air-conditioned trains, the traveler may dismiss these thoughts and enjoy in perfect comfort the strange scenes, so characteristic of the desert country, which are nowhere else to be found. Of the desert country, I. C. Russell, who wrote the classic monograph of the U. S. Geological Survey of Lake Lahontan, said:

"The cool evenings and mornings in these arid regions, when the purple shadows are thrown across the plain, have a charm that is unknown beneath more humid skies, and the profound stillness of the night in these solitudes is always impressive."

SPORTS REVIEW

By Jack Hyland

★ The pin setters lowered the racks, released the pins, Secretary Manuel Bettencourt blew the whistle . . . and the 1943-44 Western Pacific Bowling season was officially opened on August 19th, with the lead-off player of each team endeavoring to achieve the honor of being the first bowler to crash the heavy timber . . . and it is heavy, on the first night of bowling.

The Freight Agents team, defending champions of the 1942-43 season are back stronger than ever, but undoubtedly will encounter additional trouble from the newly formed "Switchmen" and "Carmen" teams also hailing from 8th and Brannan Sts., not to mention the other kegling outfits from the General Offices, who will be trying to bring the "Perpetual Trophy" back to the Mission Street address.

At the end of the second week, including games of August 26th, the team standings look like this:

	Won	Lost	H.G.	H.S.
1. Freight Agents	4	2	817	2214
2. Treasurers	4	2	819	2234
3. Switchmen	4	2	785	2328
4. Traffickers	3	3	820	2301
5. Freight Accounts ..	3	3	819	2192
6. Transportation	3	3	780	2123
7. Auditors	2	4	787	2317
8. Carmen	1	5	620	1823

While some of the keggers haven't hit their mid-season stride, the averages indicate it will take a lot of steady and consistent bowling to maintain their names in our so-called "Big Ten" which now includes:

	Gms.	Avg.	H.G.	H.S.
1. Hyland	6	169	199	517
2. Bramy	3	166	173	498
3. Sevey	6	164	202	509
4. Kearns	6	164	208	499
5. Brown	6	160	180	483
6. Stoney	6	155	182	497
7. Borgfeldt	6	154	195	466
8. Heagney	3	154	183	462
9. Craig	6	153	182	504
10. Greiner	6	151	172	456

Although the majority of bowlers are players who competed in last year's schedule, the score sheet contains many new names—and the Bowling League extends greetings and a cordial welcome into their group. Many of our boys who were present on opening night last year have entered the Armed Services and are greatly missed, but through the medium of this column we hope to keep them informed of the progress of their former teams.

OUR CLUB'S SECOND BIRTHDAY

★ Once more it becomes necessary to file an annual report, or to note an anniversary of the birth of our Club, with the black clouds of war hovering over us. It is our second anniversary, when we may review the events of the past year and express some hopes for the future.

Our Club's life began less than two months before Pearl Harbor and the mounting demands of total war have gradually, but surely, decimated our ranks. Many club members are now in the armed forces and a war economy has necessarily limited the activities we so optimistically planned. In the face of such severe handicaps, the club's officers and directors have steadfastly labored to maintain a program designed to accomplish our objectives—to offer a common meeting place for all members of the Western Pacific family and to knit a closer relationship among all of us. Toward this end, gains have been made in the second year, as in the first. Combined with our efforts, wartime stress lends a hand in bringing us together and we look forward with renewed faith to our third year.

In spite of losses to the armed forces, our bowling league completed its 1942-43 season and even staged a 1943 summer league. Already it has made a fine start in the 1943-44 season. A tennis tournament was run off and other minor sports activities maintained on a more modest scale than heretofore. As our men are replaced by girls, we endeavor to interest the fair sex in participating in our activities. The response has only been fair, but they'll probably capitulate as time goes on—and, no doubt, make a very creditable showing in competition with the over-agers!

Club meetings have been held only infrequently, but most of those held were thoroughly enjoyed by those present. Getting a meeting quorum these days is almost as difficult as finding a Jap on Kiska. Suggestions will be welcomed if they point the way to getting our club members to attend meetings.

In the course of our second year, our good friend Paul Sheldermine entered the Army and upon Al Bramy's shoulders fell the herculean task of getting out our magazine. He has faithfully and well carried on the Sheldermine tradition and we have reason to continue to be proud of THE HEADLIGHT. Our best hope is that its future editors will be as talented and industrious as the Messrs. Sheldermine and Bramy. To them the Club owes much more than this weak tribute.

THE HEADLIGHT has endeavored to keep in touch with our members in the armed forces and, in turn, keep them in touch with us by sending them copies of the magazine.

The Club, through its members and its publication, has offered valuable assistance to the War Bond campaigners.

It has also, through THE HEADLIGHT, bolstered the morale of those remaining at home, whose job it is to keep the materials of war flowing freely to the ports—and nothing is more important—with or without Army and Navy E awards!

So, we begin our third year with twin hopes—that this fearful struggle in which we are engaged may end before another anniversary; and that the high purpose which marked our beginning is carried to even greater heights during the ensuing year.

W. C. Mittelberg.

ANITA CLIFFORD BAGGE RETIRES

★ After nearly 40 years in the employ of the Western Pacific, Miss Bagge has decided she has done her 'bit' and, on September 15th, steps out of harness to accept the pleasures of retirement.

It isn't easy to tell the story of 40 years in a few paragraphs. The host of memories is her prized possession. This is our necessarily brief story.

Miss Bagge's interest in the Western Pacific began in 1903, when she was employed as a stenographer in the law firm of Messrs. W. J. Barnett and Marcel E. Cerf, then handling Western Pacific legal affairs. In 1905, she actually entered the company's employ as stenographer for General Auditor J. F. Evans. Shortly after, she was transferred to the office of First Vice President C. H. Schlacks. In 1916, she became President Levy's secretary. During the period of Federal control of railroads in World War I, she remained with Mr. Levy, who continued as president of the corporation. Miss Bagge came back with President Levy when the railroads were returned to their owners on March 1, 1920, and, since, has continued in the office of the president.

She has seen all the WP greats—and lesser lights—come and go—through five presidential regimes. She has seen the transition of the Western Pacific from its beginnings, into a struggling young railroad, then, under the impact of a global war, blossom into one of the nation's main arteries of traffic and travel.

We wish her great happiness in her well-deserved retirement.

THE THIRD WAR LOAN DRIVE

★ Based on instructions from the war finance Committee of the U. S. Treasury Department, our Third War Loan Drive quotas are as follows:

Western Pacific	\$424,000.00
General Office	60,000.00
Eastern Division	105,000.00
Western Division	144,000.00
Mechanical Department	110,000.00
Store Department	3,000.00
DC&H Department	2,000.00
Sacramento Northern	25,000.00
Tidewater Southern	3,200.00

Admittedly these are large quotas, but the task of raising \$15,000,000,000 is a gigantic undertaking and the goals must be higher than ever. We average in excess of 5,500 officers and employees and our total quota of \$452,000 means that bond purchases during this drive must average slightly more than \$82.00 per person, so the job cut out for us cannot be taken lightly.

Against these quotas we can use our Series E bonds bought for cash through the company by workers and their families; also all Series E bonds bought through the payroll savings plan during the month of September.

Of course, the best way, from our viewpoint, is to get our people to authorize extra deductions during the month of September for the purchase of additional bonds. However, many will want to pay cash and this is the time to endeavor to correct what occurred during the days of the Second War Loan Drive, when thousands of dollars worth of Series E bonds were purchased by Western Pacific, Sacramento Northern and Tidewater Southern officers and employes through local agencies, rather than through the company in the erroneous belief that the local communities would not receive credit for purchases made through the company. On the other hand, some of the local community groups incorrectly informed our people that local purchases would be credited to Western Pacific workers. Wherever possible, this misunderstanding has been straightened out.

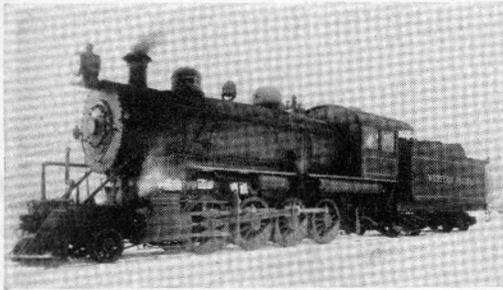
As a matter of fact, when cash purchases are made through the company BOTH the employes and the communities receive credit; while cash purchases in the local communities are credited ONLY to the community—and not as a purchase by a Western Pacific, Sacramento Northern or Tidewater Southern worker.

Our showing in the Second War Loan Drive comfortably exceeded our quota, but the result was really accomplished through a large purchase by a single individual. This time let's get all the bonds purchased by our people credited where the credit primarily belongs—in our own figures, as well as in the communities' quotas.

In the Third War Loan Drive, additional Series E bonds may be purchased through the company—

First—by authorizing an extra payroll deduction to buy an additional bond during September only;

Second—by sending a money order, cashier's check or certified check to Mr. E. C. Bates, Treasurer, General Office, San Francisco, to cover the cost of the bond desired.



W. P. First Freight Engine (1906)

GIANT POWER FOR WAR

★ The six 4-8-4 type steam locomotives recently received from Lima Locomotive Works and now in service, are a new design on Western Pacific. They are general service locomotives suitable for freight or passenger work.

For the mechanically inclined, the following statistics are of interest:

Cylinders—	
diameter	27 ins.
stroke	30 ins.
Boiler pressure.....	260 lbs.
Driver diameter.....	73½ ins.
Weights—	
front truck	73,650 lbs.
drivers	280,950 lbs.
trailer truck	111,500 lbs.
tender (2/3 load).....	316,250 lbs.
Tractive effort—	
initial	64,200 lbs.
with booster.....	75,500 lbs.
Water capacity—tender	23,300 gals.
Fuel oil—tender.....	5,880 gals.
Length over couplers.....	108 feet

Five 5400 H.P. Diesel-electric freight locomotives are now in use with a sixth expected for delivery in September. These locomotives can pull heavy loads on grades at moderate speeds or handle the same loads at high speeds in valley territory.

Power plant—four 1350 H.P. "V" type 16 cylinder, 2 cycle Diesel engines with 600 volt direct connected electric generators.

Tractive Power—16 traction motors, one geared to each pair of wheels.

Weight—Total four units, 907,590 lbs.

Length over couplers, 193 feet.

Gear ratio (for freight service), 62:15.

Maximum permissible speed, 65 M.P.H.

Initial tractive power, 225,000 lbs.

Equipped with electric "hold-back" brakes in addition to regular air brakes.

The 10 Mallet simple 2-8-8-2 type locomotives now in use in the Feather River Canyon will also be used on the Northern California Extension when that line is fully laid with 112 lb. rail, probably early in 1944. (Data for engines 257-260 inc.)

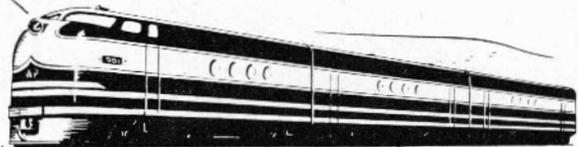
Cylinders (4)—	
diameter	26 ins.
stroke	32 ins.
Boiler pressure.....	250 lbs.
Driver diameter.....	63 ins.
Weights—	
front truck	48,134 lbs.
drivers	549,656 lbs.
trailer truck	65,310 lbs.
tender (2/3ds loaded).....	990,000 lbs.
tractive effort—initial.....	137,000 lbs.
tractive effort—booster.....	150,900 lbs.
water capacity tender.....	22,000 gals.
fuel oil capacity tender.....	6,000 gals.
length over couplers.....	120' 9½ ins.

For War Time Service Today For Peace Time Service Tomorrow



THE WESTERN PACIFIC has purchased three new 5400 horsepower freight Diesels, six new heavy duty steam engines, and eight 1000 H. P. Diesel Switchers, at a cost of \$3,360,000. Added to the Company's fleet of modern motive power, their number one job today is to speed men and materials to the fighting lines . . . thus hastening the day of Victory . . . and then continue to provide fast, dependable, freight and passenger service between California and the East.

★ These powerful 5400 horse power Diesel electric locomotives are used in high speed freight service between Oroville and Salt Lake City.



5400 H. P. Diesels

★ The new all-purpose steam locomotives are for hauling fast freight and in the rapid movement of troop trains between Oakland and Salt Lake City.



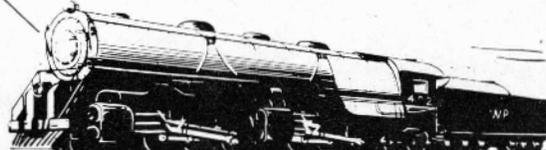
Heavy Duty 4-8-4

★ These Mallets are the "Leviathans" of the rails. Largest oil burning locomotives ever built, they "lift" long freight trains over the Sierra through the Feather River Canyon.



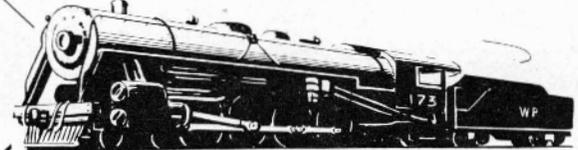
2-8-8-2 Mallet

★ Powerful Mallets in the "hill service" in western Utah and eastern Nevada, hauling heavy passenger and long freight trains over "the hill" at high speeds.



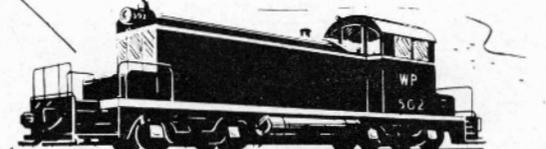
4-6-6-4 Mallet

★ The mountain type "high wheeler" used to speed the Exposition Flyer between San Francisco and Salt Lake City enroute to and from Chicago.



4-8-2 Mt. Type

★ These new modern switcher engines are providing prompt switching service for defense plants and industries located on the Western Pacific.



1000 H. P. Switcher

WESTERN PACIFIC

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

WESTERN RAILROADS FACE GREATER DEMANDS

★ The nation's railroads are now moving, each month, approximately six times more Army freight and about five times more troops than in the first World War, Colonel E. C. R. Lasher, Deputy Chief, Traffic Control Division, Army Transportation Corps, disclosed in a recent address before the Trans-Missouri-Kansas Shippers Board, meeting at Wichita, Kans.

As the war progresses, Colonel Lasher said, the transportation demands of the War Department upon the railroads will continue to increase. "This," he warned, "must be reckoned with in all deliberations on the future of the transportation situation in this country."

Colonel Lasher revealed that Army traffic is carried greater distance than civilian traffic. In 1942, he stated, the average haul of War Department freight was approximately 700 miles as compared with 450 miles for the country as a whole, and the average distance each soldier traveled on a trip was 800 miles as compared with 120 miles for the nation. Troop movements, he added, accounted for about 20 per cent of the total passenger-miles of the railroads.

Declaring that when we start offensive action against Japan on a large scale, we will not be able to do it on a "shoestring," the Army officer continued:

It will mean the bitterest kind of sustained campaigning against an enemy that is both professional and proficient. The Japanese will not come over here to be beaten. We must go over in his front yard and dig him out. We must beat him at his own game and on his own ground. Compared to what we must do, our present activity against the Japanese is exceedingly modest."

Our forces in the Western Pacific will eventually be built up to many times their present strength, Colonel Lasher said, and this will necessitate an increased flow of freight and passenger traffic westward and a bigger load on top of the heavy one which the western railroads are now carrying.

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WESTERN PACIFIC SYSTEM JULY WAR BOND RESULTS

	July Payroll Deductions	Quota	Per Cent
General Office	*\$11,993.76	\$ 15,289	7.84
Eastern Division	† 22,321.74	26,435	8.44
Western Division	† 25,542.98	44,798	5.7
Mechanical Department	† 20,964.66	24,807	8.45
Store Department	* 654.21	920	7.1
DC&H Department	* 407.95	1,138	3.58
Sacramento Northern	† 4,850.41	7,500	6.47
Tidewater Southern	* 638.60	900	7.1
Totals	† 87,374.31	\$121,787	7.17
Including cash purchases.....	* 8,643.75		
Grand Total	* 96,018.06		7.88

*Increase.
†Decrease.

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