



UNITED WE STAND!

West

JULY 1942



A few of the S.P. men who are backing up our armed forces. This is a War Bond rally in the Los Angeles Shops.

"We are doing and will continue to do the greatest job in our history"



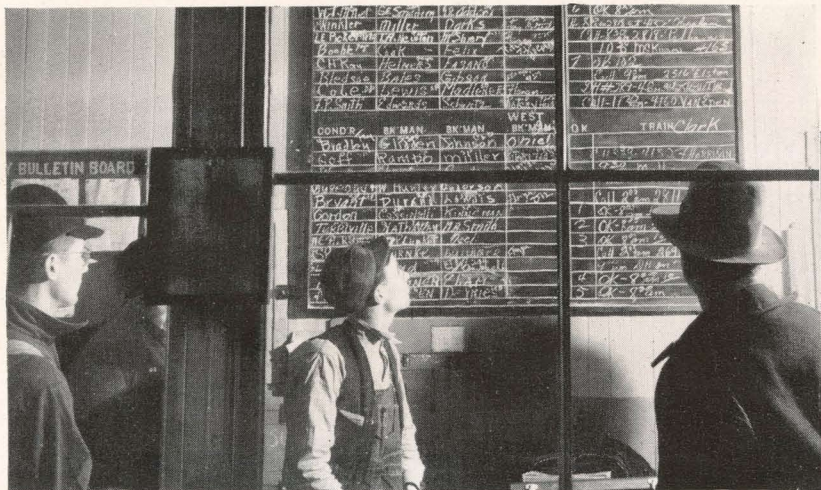
With a train of war freight behind, a Southern Pacific engineer heads out onto the main line. "We're really *railroading* these days," he says.

... so said President A. T. Mercier in the June issue of the Southern Pacific *Bulletin*, employee magazine. "The load our railroad carried in 1941," he said, "measured by tons hauled one mile, was more than 56 per cent greater than the boom-time record load of 1929, and so far this year is more than 85 per cent greater than in the same period of 1929. In carrying this load without any widespread congestion or prolonged delays, our organization has shown its capacity and spirit. To the men and women of Southern Pacific in the yards, out on the line, in the shops and offices I say again: Congratulations, and let's keep it up!"

Southern Pacific's president is not alone in his estimation of the job his railroad is doing to serve its country in this emergency. *Fortune* magazine handed the railroad a nice pat on the back in an article in its June issue. Military authorities and executives in war industries have been generous with praise.

The fortunes of war have made Southern Pacific the most strategic railroad in the country. As you will see from the map on the back page, Southern Pacific's lines parallel the Pacific Coast, the springboard of America's offensive in the Pacific. Southern Pacific also serves more military and naval establishments than any other U. S. railroad. As a result, S.P. men and women have a tremendous responsibility. And no one in the organization doubts their ability to keep on meeting it.

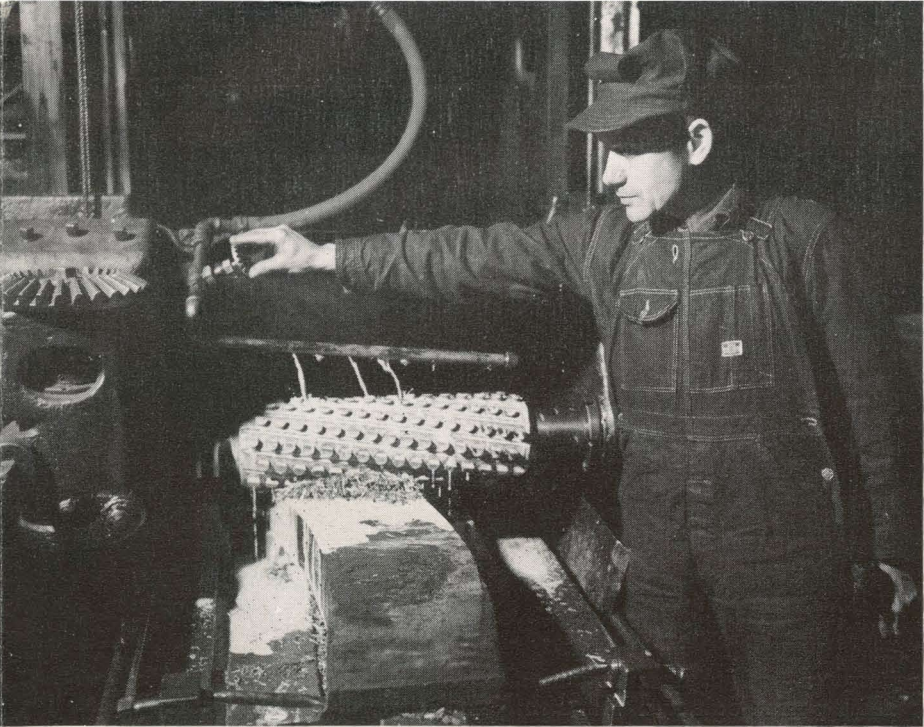
In this issue, WEST presents some of the men who are doing the job.



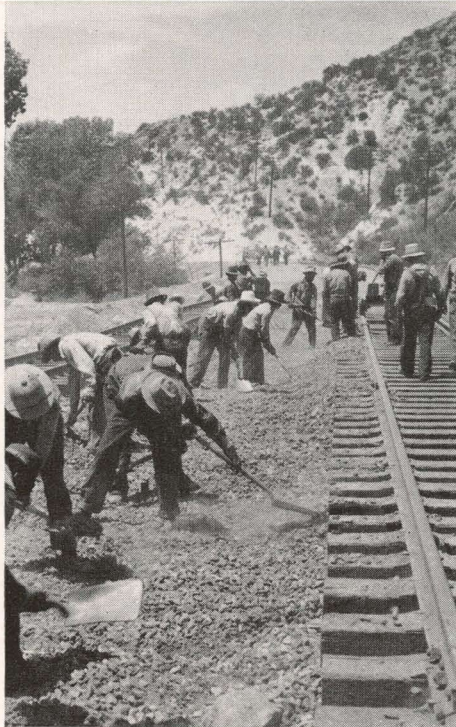
The "crew board" tells men which trains to report to. Once there weren't enough jobs to go around. Now, with thousands of S.P. men in the nation's armed forces, problem is to find trained men.

The dispatcher has one of the toughest and most responsible jobs in the railroad, for he's the man who actually keeps 'em rolling. His orders control the movements of every train on his stretch of track. This job calls for quick, accurate judgment.





Machinist T. F. Cristoni planes a hunk of steel on a slab milling machine. Railroad men are accustomed to working with heavy materials. A single foot of S.P. main line steel rail weighs more than forty pounds!

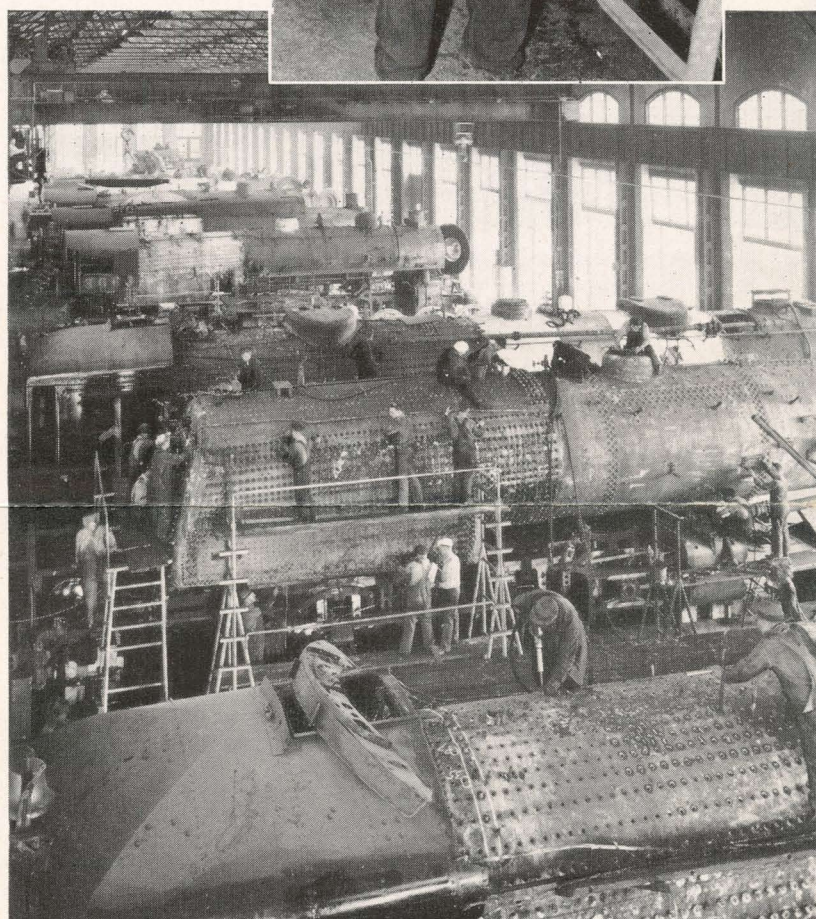


Miles of new sidings are being rushed to increase the capacity of S. P.'s predominately single track line.

"Highball!" This vertical up and down signal to the engineer means "let's roll!"

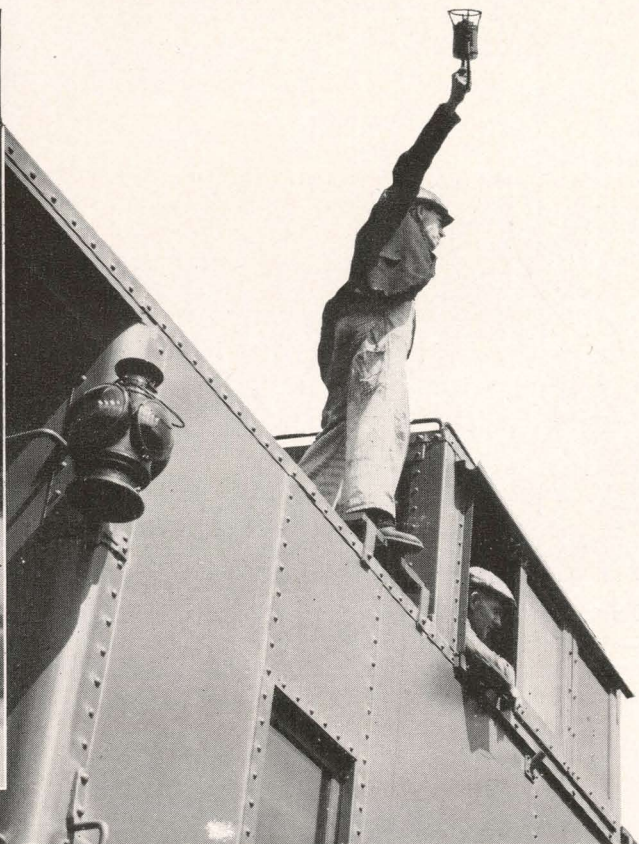


D. A. Benson operates one of Southern Pacific's Centralized Traffic Control systems. "C. T. C." gives dispatcher direct control of switches and signals governing proper movements of trains. The system, costing approximately \$15,000 a mile, increases capacity of single track as much as 50 percent. S. P. is installing C. T. C. at critical points on the line.



Moulders below are pouring a bucket of hot stuff in the wheel foundry of the Sacramento Shops. Southern Pacific makes a great deal of its own equipment, does its own repair work.

"Locomotive hospital" in the Sacramento Shops, largest railroad shops in the West. All roundhouses are on three shifts now.





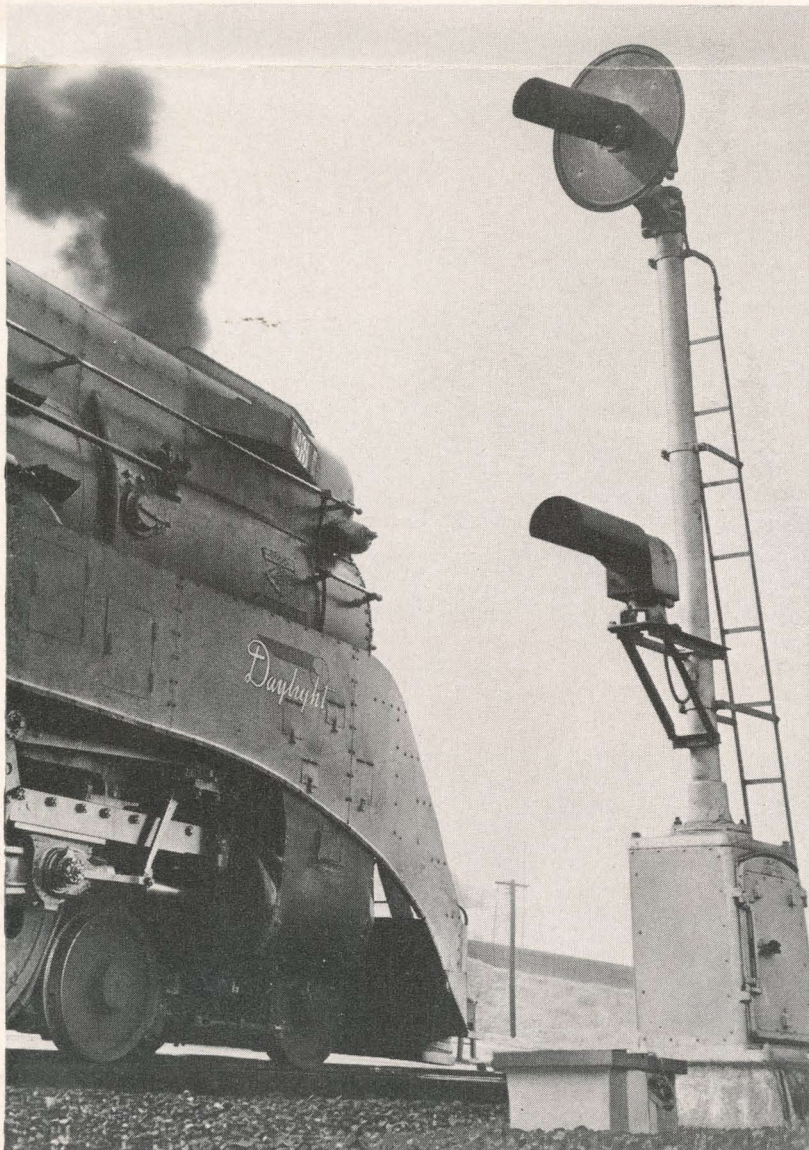
Engineer and conductor of passenger train compare watches before starting run. Though war traffic has caused delays, S. P. is making every effort to maintain on-time performance, is doing better than most people expected. For example, we have operated as many as 50 trains a day over some of our single track districts.



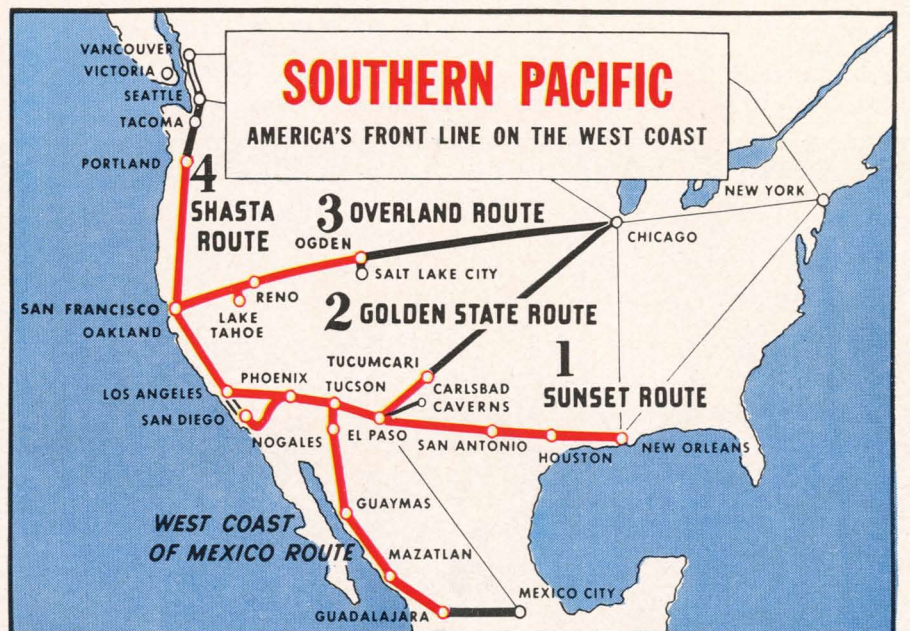
Not content to just do a good job of railroading, Southern Pacific men and women are conducting an intensive payroll-deduction War Bond drive. This rally is at Bayshore Shops.



These S. P. workmen are forging a heavy steel locomotive part with a giant 10,000-lb. steam hammer. Since Aug. 1, 1939, S.P. has ordered 252 locomotives!



Blackout hoods now shield all block signal lights, headlights, marker lights and crossing signal lights on Southern Pacific's lines on the Pacific Coast. The railroad made more than 17,000 of these hoods and installed them, the majority within a few weeks after Pearl Harbor.



WAR BONDS
BOUGHT NOW WILL
BUY TRIPS TO
CALIFORNIA
AFTER THE WAR

S-P

The Friendly Southern Pacific