



THE HEADLIGHT

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 Al Bramy Associate Editor
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 Irving Lyons Business Mgr.
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OUR HONOR ROLE: W. P. MEN IN UNIFORM

★ Our August tabulation of Western Pacific Men in Uniform shows an increase of twenty-seven since the July issue, with indications that August and September will show even greater increases. The temporary loss of these men means greater responsibility on those left behind. Transportation is our job—SAFE and SWIFT—let us "Keep 'em Rolling!" THE EDITOR.

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YOU WON'T BE CALM!

By Charles K. Faye, Coordinator Emergency Defense
Western Pacific Railroad Co.

Be Calm! Think Clearly! Don't Get Excited!

★ Such admonitions on civilian defense placards are about as useless as the following signs would be facing a bereaved family in a funeral parlor as the last rites are being intoned for a loved one:

Forget your troubles! You'll get over it! Be gay!

Theoretically the advice in both cases is good but practically is of little value.

If this coast is ever raided by enemy planes the initial terrific shock of exploding bombs and burning incendiaries will temporarily knock calmness and clear thinking into a cocked hat. What will happen depends upon the success of individual and collective preconditioning training that civilian defense authorities are struggling with right now. The shrill whine of enemy bombers, the demoralizing earth shaking, ear splitting blasts of high explosives and the many instantaneous fires started by thousands of incendiaries will create a tremendous psychological shock in each of us individually. Our physical actions will be immobilized, our thought processes paralyzed—and after this first shock our hearts pound, blood pressure jumps, we are literally scared to death; a terrific internal emotional pressure is built up. And this emotional pressure will find an out, will be released in sudden physical action. What occurs when this pressure is released is not determined by clear thinking or reasonable thought processes. We will react to old habits. Ludicrous and more often terrible things occur as a result of the release of this internal emotional pressure. The fear-stricken action of one individual in a group jumping out a window or running pell mell down stairs might start a panic that would create more casualties than thousands of bombs and incendiaries. But if individually and collectively we have been trained to go to certain specified places in shelters and others have been trained to specific duties to keep order, to man hoses for fire protection, etc., much of the disaster from unbridled panic may be prevented. These results do not come from theoretical drills or from reading instructions in a pamphlet. Actual drills repeated again and again until positive habits are formed are absolutely necessary.

In the months since war was declared the civilian population has been "fire-bombed" and "gassed" to death. Instructions have been given over the radio, in the movies, in newspapers, and thousands upon thousands of pamphlets have been distributed. A placard hanging on the wall instructing how to handle an incendiary or protect against gas is of no value unless the reader has drilled until the lesson has become a habit.

It is just as important to have drills in your own home as it is at the office or in the shop. At home assign each person a specific place to go, preferably in an inner room away from windows. Use a heavy table or desk for additional protection. If you have children make a game of drills so that when the

WENDOVER USO PROJECT

★ The Wendover USO project, in which our Club is endeavoring to play a helpful role, is showing definite signs of real progress now that the land required has been made available by the Western Pacific Railroad management.

The new USO recreation center described in detail in our July issue, will be one of the most elaborate ever constructed for a western servicemen's club. Western Pacific Club members, management and employees, take great pride in being instrumental in this much needed project.

Materials for the construction of a temporary building are now on the ground, having been secured as a result of the dismantling of former CCC buildings near Wells, Nevada. With this material, a temporary recreation hall will be erected pending approval, by the authorities concerned, of the proposed permanent structure.

Western Pacific Club member Aldridge in Wendover is keeping an eye on developments as they unfold and will keep us informed of further progress.



★ Our Western Pacific HONOR ROLL appears on the opposite page. We are very proud of the ever increasing number of Western Pacific employees serving their country in this critical hour of need.

Help us keep this HONOR ROLL complete by sending in the names of fellow employees as they enter the service. THE HEADLIGHT will be mailed free to every Western Pacific employee now in the service if YOU will send JACK HYLAND (Western Pacific Club, 526 Mission Street, San Francisco, Cal.) their address.

Letters from servicemen already receiving our magazine tell us how much they appreciate this bit of personal contact.

Write Jack Hyland today—Don't wait for George to do it!

signal is given the children get a pillow and go to the shelter room and lie down quietly under a table or desk. Drill repeatedly and make sure that each person always goes to the same place. MAKE IT A HABIT! At the office or shop when drills are called, don't grumble at the inconvenience—go quickly and quietly to your assigned place. It may save your life some day!

PEOPLE and THINGS

By AL BRAMY

★ Vacated, sun-kissed and raring to go (?) your scribbler returns to his desk to find this column's deadline but two hours off—and looking over the material on hand we find . . .

An au revoir note from Tale Lite Circulation Mgr. **Dick Patterson** who's enlisted in the Navy . . . a message from Chicago about **Ken Stoney** now working the rate desk here—tells of his abilities in golf, tennis, billiards, basketball, swimming . . . and girls he loves to dance.

Marshall Boyd relates easy pickings playing domino's on recent trip to Seattle. **Phil Haynes** of PFTB accompanied Marshall and says "He must have forgotten the trip up."

Don Burgess and **John Skinner** received their commissions as Second Lieutenants . . . **Joe Schulien** now a Corporal . . . **E. C. Richardson**, Detroit, and **A. G. Wilson**, Oakland, recently inducted into the Army . . . **Winton Hanson** is a Lieutenant attached to the Army Air Corps . . . **Charlie McNamee** and **Al James** enlisted in the Navy.

Red headed **Dorothy Lehaney** sporting a diamond engagement ring that matches the sparkle in her eyes . . . **L. Wagner** is having repairs made on his anatomy at St. Josephs hospital—and is worrying about the nurses. He doesn't want to leave them . . . **Mrs. Lee Brown**, a recent guest of honor at shower luncheon at the Sir Francis Drake Persian Room.

The Chicago office witnessed a titanic golf match between **Ken Rank** and **Wally Conway** against **Bill Duever** and **Bill McGrath**. On the 17th hole Rank two putted a three footer while McGrath sank his from 30 ft. out to put the game on ice.

Phil Kramm (San Jose) wants to know if a transcontinental ticket recently sold at his office measuring seven and a half feet in length is a record. Is it? **Diana Gale Matthiesen** is the reason for the free cigars distributed in San Jose. Her pop, a newcomer to our ranks, was at the hospital to welcome Diana but fell asleep from sheer exhaustion.

Add new names: **Lorraine Nordberg**, **Pat Cooley**, **Betty Parrish**, and **Ed Allan** . . . **Carl Nipper** fully recovered after a series of operations . . . and we hear that **Helen Breslin**, daughter of a C&H Sugar man is making the Traffic Dept. a sweeter place to work in.

A striking contrast to just a few months ago is **Spen Lewis'** Car Record Office crammed with desks all "manned" by women—and if you look hard enough among the maze of femininity you'll find **Jim Drury**, **Al McQuaid**, **Tony Quill**, **Con Murphy**, **Jim Wright** and **Bruce Heilman** . . . the big sissies!

THIS IS A TRUE STORY

★ and undoubtedly no more unusual than lots of stories all of you have heard at one time or another. It's not like any of the tales we've heard of the war's horrors, savage brutality and terror stricken men and women, but to this writer who happened in on the tail end of this particular story it struck home with a force that momentarily made the writer curse the complacency with which we are all afflicted.

It starts off with two young publicity men, the remnants of an agency broken up when their associates entered the armed services. These two friends, perhaps feeling not quite right about not being in uniform, almost nightly made it a practice to pick up soldiers and sailors and show them the town. Taking advantage of their connections they were able to show many of these men a life of guild and glitter behind the scenes of San Francisco night life.

One particular night, on request of friends of theirs, they met a young sailor whom they had been told had been on the beach only a few days but was drinking to excess. He was about 22, tight lipped, cynical, and wanting nobody's company, but he was persuaded to accompany the two friends. It was two days before he actually started to respond to treatment.

On the third night a date was arranged for him and with their own girl friends, they had an early dinner. As it was early in the evening, one of the girls suggested seeing the picture, "Eagle Squadron." You readers who have seen this picture will remember the London bombing scenes and the machine gun strafing by enemy planes.

It was in the middle of one of these scenes that the party noticed the unusual behavior of the sailor. His fists were tightly clenched into hard balls over his eyes, his body shaking in convulsions. When they startledly pulled his fists from his face, they were wet with perspiration, his face white and drawn. With a muttered apology he said he would wait for them outside the theater.

It was several hours later before the sailor sufficiently recovered to offer an explanation. Even then it was not his words but the expression on his face that remained with them.

"I was at Pearl Harbor and I was in the Coral Sea Battle," he said. "I'm not going to talk about that. I'm not the drinking bum you fellows thought I was when we first met. I was just trying to forget those things I saw. That picture brought the whole thing back to me."

This writer will venture to say that most of you were of the same opinion and of the same thought with relation to "Eagle Squadron"—that it was a good picture and good entertainment. But to that kid who had suffered through the real thing, it was not entertainment but a grim reminder of the hell he, and other of our fellow Americans are going through, so that we at home can continue living as we do.—Al Bramy.

SPORTS

★ Impatiently awaiting the opening of the new bowling league are ten W.P. five-man teams. This is the largest and most representative league to be held since the Bowling Club's inception.

The league opens August 20th at the ultra swank Downtown Alleys under the new bowling regime of Jack Hyland, President; Joe Corven, Vice-President; Al Bramy, Secretary and Howard Sevey, Treasurer.

Following is the line up of the teams:

Auditors	Telegraph
Greiner	Reilly
Somers	Allen
Salovich	McQuaide
Ferguson	Lewis
Corven	Harlan
Car Record	Transportation
Furney	Tussey
Quill	Spowart
Swain	Bramy
Drury	Shelmerdine
Murphy, C.	Craig
Freight Accounts	Trafficers
Gevirtz	Grace
Murphy, F.	Nelin
Geddes, V.	Bettencourt
Kearns, Sr.	Hyland
Heagney	Mittelberg
Disbursements	Treasurers
Fox	Flaig
Stout	Moran
West	Rintala
McKellips	Sevey
Brown	Vanskike
Solicitors	Freight Agents
Heilman	Jones, R.
Lindee	Barrett, R. F.
Citron	Hatfield
Gentry	Borgfeldt
Runge	Hibson

Rules committee consists of Harold Heagney, Manuel Bettencourt and Connie Murphy. Jim Drury and Thomas Kearns make up the prize committee.

★ ★ ★

CLUB HOLDS DINNER MEETING

★ Of prime concern to the Club officers for some time has been the inability of the members from the 8th and Brannan Freight Office to attend the Club meetings. The time element would not permit the Freight Office group to travel to the General Office to sit in on the meetings.

A solution at last seems to have been found. The last regular meeting held on August 3rd was held in the main dining room of Monk Young's Restaurant at 6:30 p.m. and proved to be one of the best attended meetings the Club has had. Also for the first time, the Freight Office members were in attendance. Because of the success of this combination dinner and meeting, it is planned to hold such an affair every other month.

Roy Thompson of the 8th and Brannan St. Office won the \$25.00 War Bond raffle. Maude Pringle took second prize of \$8.00 in stamps and F. L. Carsner, third prize of \$5.00 in stamps. A total of \$59.25 were given out in prizes.

WHAT'S IN A NAME?

Romance Along the Line of the W. P.

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

EDITOR'S NOTE:—This is the second article in the series begun in the July number of THE HEADLIGHT and devoted to the derivation or meaning of places in the territory traversed by the W.P. and its subsidiary lines in California, Nevada and Utah. "Mile Post" numbers in parentheses indicate the distance on the main line east of San Francisco.

★ **LAST SPIKE** in the construction of the main line of the W.P. was driven at M.P. 280.51 on the bridge over Spanish Creek, near Keddie, Feather River Canyon, Calif., by Leonardo Di Tomasco on Nov. 1, 1909. The name of this unsung hero of the railroad's early days, like that of Pheidippides who ran the first marathon, was lost to history until recovered from the files of one of the predecessors of the "Feather River Bulletin" of Quincy, Calif. When Di Tomasco swung the spike-maul that drove home the last spike, he was in a construction gang commanded by Major Arthur Thomas.

Three contracts were let for the construction of the main line. The first, for the building of the line between Salt Lake City and Oroville, Calif., was let to the Utah Construction Company, headed by W. H. Wattis, who many years later became the first president of Six Companies Inc., which built Boulder Dam. Contract for the section between Oroville and Oakland was let to the E. B. and A. L. Stone Company. Construction work in San Francisco was done by H. A. Whitely.

The Western Pacific was incorporated under the laws of California on March 6, 1903, surveys were made in 1904, construction was begun in 1905, the last spike driven on Nov. 1, 1909, as stated, through freight operation began at that time, and the first passenger train, a special, arrived in Oakland from Salt Lake City on Aug. 22, 1910.

STOCKTON, Calif. (M.P. 93.8) — This city, the largest in the San Joaquin Valley, occupies territory once possessed by Indians called the Yuchicumenes. Stockton was named by Capt. Charles N. Weber, its founder (1847), in honor of his friend Commodore Robert Field Stockton, commander of the U.S. Frigate "Congress," also commander of field forces while California was being wrested from Mexico. Stockton is the central gateway to the Southern Mines' district of the **Mother Lode**, famed in the literary world for Mark Twain's "The Jumping Frog of Calaveras" and Bret Harte's "Heathen Chinese," as told by Truthful James of **Table Mountain**.

TAMBO, Calif. (M.P. 186) — A South American Spanish word signifying an inn or wayside stopping place.

BEAR RIVER, Calif. (Crossed by the W.P. at M.P. 166.25)—English for the Spanish: Rio del Oso, i.e. River of the Bear.

MAYARO, Calif. (M.P. 240.9)—Said to be an Indian word meaning "peaceful," this being a sobriquet of an Indian chief of that disposition. The original name, according to one source, was **Com-ma**, meaning "strangler" and the legend is that an Indian, having traveled far and being over-warm, gulped down a quantity of cold water in **Camp Creek** and nearly strangled to death.

TOBIN, Calif. (M.P. 253.1)—Named for the family of Richard M. Tobin, president of The Hibernia Savings and Loan Society, San Francisco.

SANO, Nev. (M.P. 405.0) — Spanish, meaning "healthy."

JUNGO, Nev. (M.P. 496.8)—Derivation uncertain. One explanation has it that it is a Piute word meaning "pig." Another is that it is an Indian word meaning "flats." Almost due south is **Haystack Mountain**, a conical-shaped butte which rises from a basin 50 square miles in area and almost as level as a deal table. The **Austin Mine** lies to the north of Jungo.

VENADO, Nev. (M.P. 503.4)—Spanish, meaning "venison."

PRONTO, Nev. (M.P. 514.2)—Spanish, meaning "quickly." The story is that in railroad construction some one was told to get on the spot "muy de pronto" and the name stuck. Formerly called **Dutchman's Wells** because emigrants obtained good water there.

DEETH, Nev. (M.P. 699.5)—One of the oldest names in Nevada and said to be that of an old trapper. Perhaps some reader of THE HEADLIGHT can supply Deeth's full name and some points as to his history with dates.

ARINOSA, Utah. (M.P. 825.2)—A corruption of the Spanish word "arena," which means sand. Hence, Arinosa means sandy.

ELLERBECK, Utah. (M.P. 892.9)—For Dr. W. L. Ellerbeck of Salt Lake City, who discovered lime deposits at **Flux** and **Dolomite**.

WESO, Nev. (M.P. 535.9) and **ALAZON**, Nev. (M.P. 713.6)—Weso is a word coined from the first syllables of Western and Southern. As to Alazon, all that extended correspondence has elicited is that the word may be that of an Indian chief, although it sounds Span-

GOOD REASONS!

(Reprinted from Marsh Maslin's column, THIS IS THE LIFE . . . San Francisco Call-Bulletin, Saturday, August 1st, 1942.)

★ In the July issue of the Western Pacific's company magazine, THE HEADLIGHT, Miss Pat Nickerson lists "ten reasons why I don't like men." Four of the reasons are:

1. "Because they wear green hats."
2. "Because they will talk about the foibles of an absent comrade with horrible relish, all the while maintaining 'Now, don't get me wrong—I like Bill.'"
3. "Because they will push away their tenth bourbon-and-soda just long enough to gesticulate, 'If there's anything I can't stand, it's seeing women in bars.'"
4. "Because in spite of protruding stomachs, baggy unpressed suits, and drooping shirts, they are super-critical of women's figures and clothes."

You can't help admiring Miss Pat's restraint. Any man could tell her twenty other reasons why she shouldn't like men, but why should he tell a woman? Women already know too much . . . PRIVATE OPINION: Miss Nickerson DOES like men, and her list proves she pays some attention to them.

ish. Information on this name will be welcomed by THE HEADLIGHT.

Weso, which is a short distance east of Winnemucca, and Alazon, which is a short distance west of Wells, Nev., mark the terminal points of the "paired track" operation of the Western Pacific and the Southern Pacific. Between Weso and Alazon, a distance of approximately 182 miles, east bound trains of the S.P. use the W.P. track, and between Alazon and Weso, west bound trains of the W.P. use the S.P. rails. Thus, this gives each railroad, in effect, a double-track. In this section, the tracks of the railroads run, for the most part, quite close. **Battle Mountain**, on the S.P. and **North Battle Mountain**, on the W.P. are the stations farthest apart, the distance being about 5 miles.

WENDOVER, Utah. (M.P. 806.3)—The name of this point, now site of the Army Air Base, was derived by Thomas J. Wyche, when construction engineer on the eastern division, from the old Anglo-Saxon verb "windan," which means to go or to wind, because this place is at the foot of the grade which winds over the **Toano Mountains**, direct to the west. Wendover is at the base of **Granite Range, Mt. Sinai**, which resembles the Biblical mountain of Mosaic note, is seen to the northeast. The Deep Creek Railroad formerly was operated southerly from Wendover to the **Garrison Monster Mine** and **Gold Hill** (distance 44.6 miles from Wendover), which was one of the stations of the Pony Express in 1860-1861.

"LET'S GET ACQUAINTED"

★ Last month's issue of THE HEADLIGHT contained the first of a series of articles designed to promote a more friendly spirit among the employees of our Railroad and the members of its offspring—"The Western Pacific Club."

The appeal was made for you to let us know of your hobbies, so that those with interests in common could get together through correspondence or personal contact for the purpose of mutual benefit for all concerned.

Those of you who are Stamp Collectors may want to trade stamps or, perhaps, we in the General Office could be of service to you at other points along the line in getting certain stamps from local dealers which you may need for your collection.

Other "Hobbyists" may desire certain information, catalogues or materials for their pet projects that could be exchanged or secured. Perhaps those interested would like to exchange bulbs or other plants for their gardens.

So, you folks on the section, in the roundhouse, and in the train service, **Let Us Hear From You! Let Us Get Registered by Hobbies! Let's Get Acquainted!!!**

To the Editor of The Headlight.

I read the article by C. A. Norden, in the July issue of the Headlight headed: "Let's Get Acquainted." So, here goes; If it gets boring stop me.

The Tilden Technical High School of Chicago, Illinois, sponsored a hobby show. I had several hobbies, but was not going to enter because I figured I wouldn't stand a chance. About 3 hours before the show was to start, my photography instructor talked me into entering the exhibit; so I went home and piled my junk in the car and headed for the exhibition hall in downtown Chicago.

I had seven different hobbies and fifteen entries—here they are and placings received: (a) Stamp collection (quite valuable) (b) Envelopes with stamps and cancellations of the world included, Second Place. Coin collection, First Place. Photography entries, Third Place.

Model of the U.S.S. Hartford (complete in working order and detail) 48 inches overall, 3 masts 24 inches tall, carvings and riggings complete—it took 3 years to construct, First Place.

Drawings—Mechanical of Locomotive—cartoons—and an architectural drawing that took 19 weeks to draw, Second Place.

Railroad history in the form of scrapbooks. (a) Ancient locomotives and equipment; (b) New types of railroad power; (c) Wrecks; (d) The world's worst rail disasters; (e) Locomotives of different U.S. roads; (f) Foreign roads; (g) Electric power. This received First Place among all scrapbook collections and as the Chicago Tribune said "it was the most unique collection of its kind ever seen in a hobby show."

(Continued on Column 3)

FEMININE FREIGHT

By PAT NICKERSON

★ The shop that has what we consider the smartest hats in town (for a price, of course) has a hat, bag, and glove ensemble unlike anything we've ever seen. The bag is a printed cotton affair of dark green, red, and white; the hat is a flat-crowned beret of dark green corduroy with a band of the same print, and the gloves combine the same materials, having corduroy backs and cotton palms.

If you're like us, you've seen so much cheap trimming on hats that you've forgotten how lovely and flattering a sheer veil can be. We tried on a brand new Fall felt in a luscious shade of blue-y purple, with a cobwebby veil guaranteed to make the tidiest skin alluring. It was a pillbox of the new head-hugging variety, coming to a V in the back, trimmed with felt daisies with yellow centers outlining the crown. Very gay and pretty.

An unusual ensemble that's just right for this between-season period consists of a beige dress of rabbit's hair with a wide-wale corduroy topcoat in red, lined with the beige wool. The dress has soft detail at the neckline, yet is simple and tailored; the coat is three-quarter length. There's a hat, too—a beret of the corduroy faced with wool.

Incidentally, there's going to be very little wool left for use this winter, after the army gets its share, so warm materials like corduroy and velveteen will have a prominent place in the fashion picture.

Russia is getting quite a play by the would-be sophisticates these days, we notice. A few years ago it became fashionable to have a smattering of Marxist lingo in your conversation; that was as far as it went of course. The treaty between Russian and Germany put an end to that. Russian rulers fortunately realized that a clash between the two ideologies was inevitable and that whatever expedient would allow Russia time to prepare should be accepted.

Now for the first time since 1919 America at least looks at Russia as a contemporary civilization, having gained her place in twenty years after having emerged from a morass of poverty, ignorance, and superstition to become potentially the strongest industrial nation on earth, perhaps the only country in which women are truly on an equal footing with the men, and have been since the birth of industrialism in Russia.

WHAT THE OTHER RAILROADS ARE DOING

★ To keep their employees posted on up-to-the-minute information on pertinent information of the day, some eastern railroads are distributing pamphlets to their employees.

The Pennsylvania R.R. recently published a booklet entitled "Train Talks." One item tells employees that "since the Fall of 1939, the Railroads have added 232,095 freight cars and 3,686 locomotives to their equipment available for service. These would make a single train stretching from New York to Salt Lake City.

The Boston & Main booklet is about railroad problems, present and the coming heavy season and is entitled, "We're Going to Have a Hell of a Time,"—but points out they have a job to do and are going to do it well.

The Illinois Central booklet is entitled, "Let's Show Our Friends We're Glad to Have Them With Us," and points out that regardless of the heavy demands on railroads with Government tonnage "there is no rationing of courtesy" on the Illinois Central.

After this and all the judging was done, I fell with weak knees as my name was called to come to the platform and receive the Silver Cup for being Champion Exhibitor. The cup was given me for having the most points, hobbies and entries. And spending the most time on hobbies. They asked me how I found time for all this—I didn't know myself. And I figured I didn't have a chance.

I have a new hobby now and that is scale model railroading which is getting expensive. But my most enjoyable and enthusiastic hobby, is my job of locomotive fireboy. I've been with the W.P. 5 years. 3 years, 2 months in the shops and 2 years firing.

Well, I hope I haven't bored you, but you asked for it.

—Robert W. Turner, Stockton, Calif.

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A Particular Shop

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For Particular People

Mission Street near First

CIGARS

Be American — Always!
Smoke Palacio Cigars

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256 California St.

MRS. H. P. TYLER HONORED BY ELECTION AS PRESIDENT. AMERICAN FEDERATION OF SOROPTIMIST CLUBS

★ Mrs. Harriet P. Tyler, of counsel for the Western Pacific Railroad, who is one of the most distinguished women in railroad service in the United States, has just had a high honor conferred upon her which calls for congratulations not only to herself but to the Western Pacific with which she has been associated for nearly twenty-one years.

Mrs. Tyler has been elected president of the American Federation of Soroptimist Clubs to serve for the next two years—years which are bound to be difficult—this action having been taken at the biennial convention held at Cleveland, Ohio, in June. As head of this organization, which is more than national in scope, inasmuch as it embraces all North America, Mrs. Tyler will be called upon to play a role of leadership in marshalling the forces of women far and wide in the war effort and in anticipation of reconstruction problems which must be worked out when peace comes.

Activities of this character are well within the field and ideals of the Soroptimist clubs whose membership is composed of professional or business women, one member only to a classification as is the case with men's service clubs such as Rotary, Kiwanis, the Lions and the like. The word Soroptimist is coined from soror (sister) and optimum (best) and may be freely rendered as "the best for women." Since the American Federation was organized in 1928 it has more than quadrupled the number of its member clubs while the individual membership has increased to almost 6,000. There is also a Soroptimist International Association which embraces the American Federation, the European Federation and the Federation of Great Britain and Ireland.

The election of Mrs. Tyler to the presidency of the American Federation, which has its staff headquarters in Philadelphia, is not only a distinct compliment to her personal charm and characteristic friendliness, but it is also a logical recognition of work done by her throughout many years. She has

been a member of the San Francisco Soroptimist Club for nineteen years and is a past president of that unit. She has also been parliamentarian for the Southwest



Mrs. Harriet P. Tyler

region. She served as secretary of the American Federation from 1934 to 1936 and was first vice-president from 1940 until her election to her present office.

Mrs. Tyler was born in Oakland, Calif. After high school she attended San Francisco Law School at night, supporting herself meanwhile by working during the day as a law stenographer. Immediately after being admitted to the bar, she obtained a position in the office of the Supreme Court of California and shortly thereafter was appointed deputy clerk.

In 1921 she resigned to join the legal staff of the Western Pacific Railroad. The call came from the late Judge Frank M. Angellotti, who had just resigned as chief justice of the Supreme Court of California to become general counsel of the Western Pacific, and who was familiar with Mrs. Tyler's work and ability.

Mrs. Tyler enjoys the distinction—rare for a western woman—of being admitted to practice before the United

NEW CLUB OFFICERS SLATED

★ At the last regular meeting of the W.P. Club, a nominating committee composed of Leo J. Gosney, Chairman, Connie Murphy and Pearl Mayfield submitted the following slate of officers and directors to serve for the ensuing year:

President.....	C. A. Norden
First Vice-Pres.....	P. L. Wyche
Second Vice-Pres.....	George Vedder
Secretary.....	Sid Hendrickson
Asst. Secretary.....	Pearl Mayfield
Treasurer.....	Frank Asprer

For directors of the club the following were nominated for the six positions open: R. H. Allen, C. C. Anderson, John Baird, James Drury, J. B. Corven, Gilbert Hibson, J. H. Hyland, W. C. Mittelberg, Margaret E. Patsey and A. Peterson.

In submitting the names of Hendrickson and Asprer for re-election to the positions they now hold, the nominating committee did not comply with the by-laws of the Club which at present prohibits any Club officer from holding an office in two successive terms. An amendment to the by-laws will have to be voted on before Hendrickson and Asprer can be re-elected.

The nominations are not necessarily closed as Club members who may have their own choices for any of the offices can submit their candidate for consideration by nomination from the floor.

★ ★ ★

THE UNCONQUERED PEOPLE

★ The Office of War Information, Washington, D. C. has recently published a booklet entitled as above. It contains twelve pages of valuable information and is free. Anyone desiring a copy can secure one by writing direct to the Office of War Information or THE HEADLIGHT and we will secure one for you.

States Supreme Court and has appeared before that tribunal as one of counsel representing her railroad. For many years she has been a member of the Business and Professional Women's Club of San Francisco and has served on the Board of Directors of the California Federation of Business and Professional Women's Clubs. She was an organizer of the Queen's Bench, whose membership comprises women lawyers of the San Francisco bay region.

Mrs. Tyler is a veteran of World War I, having served as chief clerk in the Army's signal corps, Western Division. And today, in this unprecedented conflict, she is devoting herself without stint to patriotic duties. Talented and possessed of marvelous energy, she manages, in spite of her pre-occupation with law, and club work, to enjoy hobbies. Among them are gardening, the piano, bridge, golf and reading. Hobby No. 1, however, is Mr. Tyler, a distinguished San Francisco attorney.

—T. P. B.

RETURN POSTAGE GUARANTEED

The HEADLIGHT



**UNION MEMBERS
RECEIVE FLAG**

★ In compliance with recent action of the Grand President's Office of The Brotherhood of Railway Clerks, each member of the Feather River Lodge, B.R.C. has been presented with a beautiful lithographed copy of Adrian Brewer's painting, Sentinel of Freedom.

The painting is an impressive portrait of our flag at attention.

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OF THE WESTERN PACIFIC
SAVE \$10.00 ON
Your New Suit, Topcoat or Sport
Outfit by Buying Direct from
KUTLER BROS.
544 Mission Street
Largest Wholesale Stock on
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Phone SUtter 9222
37 Stevenson St., San Francisco
Between Market, Mission and
First and Second Streets

SWITCHES

★ Effective August 1st, 1942, **Mr. W. J. Smith** is appointed Assistant Freight Claim Agent, headquarters 526 Mission Street, San Francisco, Calif. The appointment was released by T. B. Barry, Freight Claim Agent, and approved by E. W. Mason, Vice-President and General Manager July 30th.

Talbot Kelly was appointed District Passenger Agent, Los Angeles, Calif. effective July 1st, and **Robert Munce**, Freight Traffic Manager Wells Fargo & Company, and a Luckenbach Steamship employee for ten years preceding that, has been appointed Traveling Freight and Passenger Agent to succeed Tal Kelly.

H. W. Hobbie, another newcomer to the Western Pacific in San Francisco, assumed duties as Cashier, City Ticket Office.

Harry E. Erixson, formerly of the M&STL, Chicago, has joined the Chicago office staff, succeeding K. R. Stoney, transferred to M. W. Roper's office, in San Francisco.

★ The WESTERN PACIFIC CLUB is growing—but not fast enough! Membership is available to ALL Western Pacific employees. If you are not a member and wish to be, the procedure is simple, fill in the form below, attach a dollar bill (non-local membership) and mail it in. DO IT NOW!

★ The Western Pacific St. Louis Traffic Agency is the first group to sign up for 10% of their total payroll.

For advertising space at attractive rates in "The Headlight," telephone or write to Carl Moore, Advertising Manager, 526 Mission St., San Francisco, Calif.

**W. P. SYSTEM REACHES
85% IN BOND CAMPAIGN**

★ The Western Pacific Bond Campaign through payroll deductions have now reached 85.5% according to latest figures. Approximately two hundred additional payroll authorizations will put the Company over the top.

Bond payroll deductions and cash purchases through the Treasurer's office totaled \$62,828 during the month of June. This is more than half-way towards the goal of 10% of total payroll subscription.

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... A Few Steps From
Your New Building
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QUALITY FOODS
REASONABLE PRICES
★
The Commuter
Invites You to
Breakfast
Luncheon
★ **Dinner**
YUkon 1893
Pay checks cashed
for your convenience
Constructive Criticism Invited

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Western Pacific Building, San Francisco, California
Attached is \$.....
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Non-Local Member . . . (\$1.00 per year)
Mail my copy of THE HEADLIGHT to:
Name.....
Address.....

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When You are Sick
Or Injured?**
**Not If You Have An
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POLICY**
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