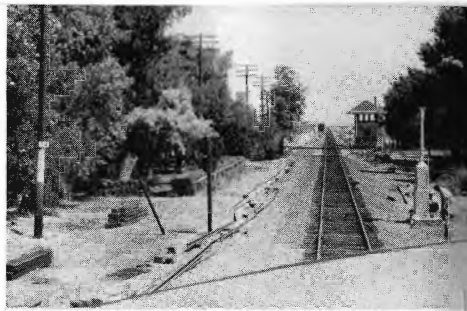


WESTERN PACIFIC
Mileposts

SEPTEMBER 1955



WESTERN PACIFIC Mileposts



Vol. VII, No. 2

SEPTEMBER, 1955

*Milepost No. 74

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

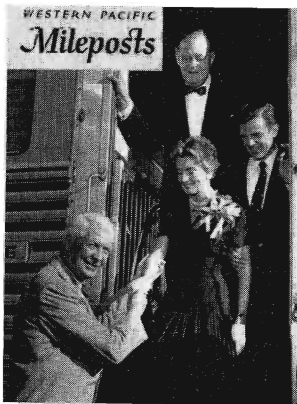
Member

American Railway Magazine Editors' Association
International Council of Industrial Editors
Northern California Industrial Editors' Association

* Milepost No. 74: Looking from the cab of an eastbound freight, Lyoth Tower appears in the distance at a crossing with the Southern Pacific.

COVER

President Whitman extends a hearty Western Pacific welcome to Betty Marsh, her husband, John, and Louis de Rochemont as they arrive at Oakland.



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7

MILEPOSTS

California Zephyr to be seen by millions in "Cinerama Holiday"

THANKS to the newest thing in movies, millions of people who have never had a chance to ride the *California Zephyr* will have that opportunity when they see "Cinerama Holiday." This second Cinerama presentation had its San Francisco premiere at the Orpheum Theater on August 2 and is now also being shown in Chicago, Dallas, Detroit, Minneapolis, Philadelphia, Pittsburgh and St. Louis. In addition, it is scheduled to open soon in Los Angeles and Washington, D. C., and will be shown in several European countries.

The complete illusion of three-dimensional effects in color and sound gives movie-goers a thrilling sensation, second only to actually riding on the train. Not only does the viewer experience the feeling of really riding in a Vista-dome as the train passes through the colorful Feather River Canyon, but through the three eyes of the Cinerama camera he experiences other sensations not commonly available to passengers on the train. From the very front of the diesel cab the roadbed literally leaps at the viewer while the train winds its way along the brink of the Canyon. Then, from a platform built out from the side of the train, the camera brings to the screen another unexperienced thrill as the *California Zephyr* sweeps around the curves.

Louis de Rochemont's "Cinerama Holiday" marks a big advance in the use of the Cinerama process. The story behind the picture is that of two

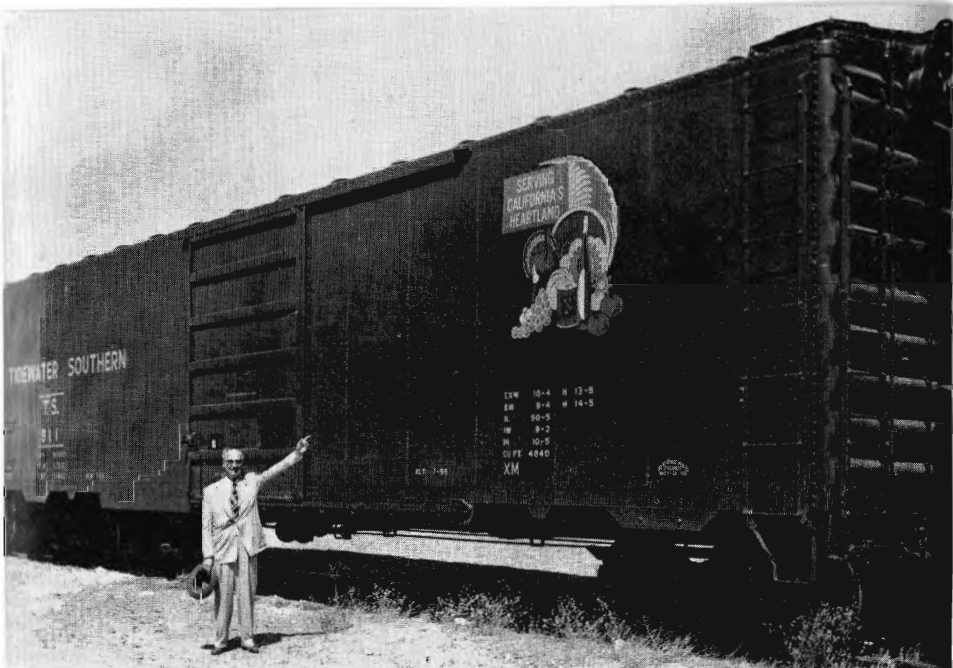
couples on holidays. One couple, Fred and Beatrice Troller, of Zurich, Switzerland, come to America, while the other, John and Betty Marsh, of Kansas City, see Europe. That both the Trollers and the Marshes had a wonderful time is as foregone a conclusion as the fact that the Marshes didn't find Switzerland and Paris what they expected it to be and that the Trollers didn't discover an America to match their pre-conceptions.

The Marshes, accompanied by Mr. and Mrs. de Rochemont, experienced part of the journey enjoyed by the Trollers during filming of the picture, when they rode to San Francisco aboard the *California Zephyr* to take part in the premiere at San Francisco.

Upon arrival in Oakland they were greeted by President Whitman, a host of dignitaries, and press, radio and television writers, followed by a cocktail party held aboard the *California Zephyr's* diner as it was being transferred to WP's coach yard for servicing before its return trip to Chicago.

Prior to the premiere, the "Cinerama Holiday" party attended a dinner at the Palace Hotel where they were entertained by Western Pacific's choral group. They then took part in a parade up Market Street from the hotel to the Orpheum Theater.

Over ten million people have thrilled to the sensation of "being in the picture" while viewing "This Is Cinerama," Cinerama's first production. It is expected an equally large audience will view "Cinerama Holiday."



Tidewater Southern Progress

Robert Taylor, WP general agent at Stockton, is shown above with one of Tidewater Southern's 25 all-steel 50-foot box cars, recently delivered by the Pullman Standard Car Manufacturing Company. Purchased at a cost of nearly \$200,000, the new cars feature the railroad's striking new emblem.

Centralized radio control is now in operation on the railroad. Of the very latest design, the system is now in use by only a few railroads. Other major railroads are planning such a system for future use.

The system was installed to provide instant control of all trains on the railroad, and to expedite the movement

Page 5—right: Gil Ware talks with Modesto dispatcher from the yards in Stockton about 28 miles away.

of perishable products. The system provides instant communication to all locomotives, from all locomotives to Modesto regardless of location, and through equipment installed in his auto, General Superintendent Jack Kenady may contact his home office or any train on the railroad at any time. This communication is particularly important during the season of ground fogs when train crews may talk with each other and determine the exact location of other trains moving in "blind" weather.

The system was installed by engineers of Bendix Radio and the communications staff of Western Pacific.

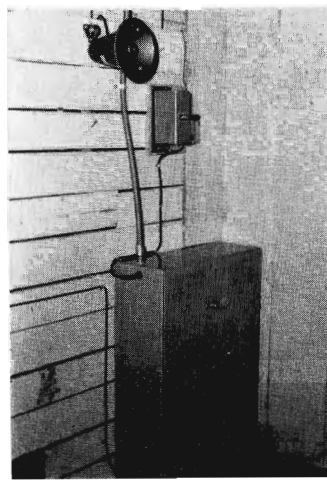
Page 5—far right: Jack Kenady, TS general superintendent, talks with one of his trains from his car.



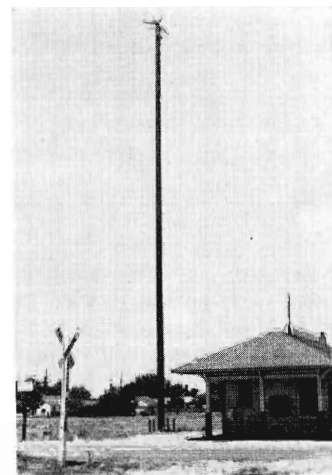
WP Communications Technicians R. Czeikowitz, G. Ware and D. Holton make final adjustments on the remote-controlled station at Escalon.



Modesto dispatcher's desk with radio controls.



The remote-controlled base station.



The "key" station at Escalon. Controlled over the telephone line from Modesto dispatcher, 11 miles away, it communicates with all trains.



Dear Editor

"Dear Sir:

"Monday, June 13, at 10:00 a. m., I became a passenger on your *California Zephyr* train bound for Omaha, Neb.

"All through the day I was very comfortable in the roomette and enjoyed the grandeur of the mountains, the streams cutting and winding their way through the canyons and the scenic beauty of the green valleys as they seemed to have been planted at the exact spots to add to the 'wonderful picture' that one riding on this magnificent train enjoys.

"I was very pleased with the accommodations I was given on the train. However, I didn't get to find out whether the bed in my roomette was comfortable or not. Reason will follow.

"After enjoying a very satisfying dinner I went up into a Vista Dome to get a view of the sky, mountains and other scenic views in the evening. It was beautiful. I wish I could put on paper the description of what I saw while seated in the comfortable Dome that evening. . . .

"I am not sure when it began to rain but I watched the lightning for some time and then decided to go down to the club car for a cup of coffee before retiring. I was just about to finish my cup of coffee when boom! boom! and the coffee was in my face. I guess I started to get up and another boom! boom! I didn't know what happened to me. When I came to a colored man and his wife (I took it he was off duty) had hold of me and were bringing me back to normalcy. I was quite dazed and asked what had happened and they

said they were not sure but anyway our train was derailed.

"Presently the trainmen came through and said all the cars were off the track and that we could not continue until a crew came and cleared the situation. . . .

"Well, to this day I cannot understand that with so many women and children on the train, no one was killed or seriously hurt. Only He who controls our destinies has the answer to that question.

"Here I want to put in a word for the wonderful, efficient manner in which the conductor and entire train crew handled this situation from beginning to end.

"When folks began to realize what had happened and were out in the flat, spacious valley with the nearest town some 15 or 20 miles away, they just seemed to settle down and take things as they were. Never was there any sign of panic among the passengers, and throughout the day they mingled among one another and what a grand spirit of friendliness and joviality arose out of what might have been a great tragedy.

"I say much or most of this calmness among the passengers can be attributed to the trainmen. They seemed to have the right word to offer to some disturbed passenger and the right suggestion to give in bringing what comfort was possible at such a time. I think the railroad owes that crew a letter of commendation.

"Never have I seen a situation handled with such ease, no commotion,

and in a short space of time as the loading of passengers and baggage on the train that came from Salt Lake City to take us on our way. It was said that it would take at least an hour and a half before the train could begin to roll. Well, I believe I am safe in saying that 45 minutes would cover the elapsed time from the arrival until the signal was given for the train to move. I say it was a grand job handled by a crew of efficient men, conductors, trainmen, porters and all who were on duty at the time.

"Returning I had a fine trip and found (this time) that I really enjoyed my roomette.

"As long as no one had the power to control the flash flood that caused

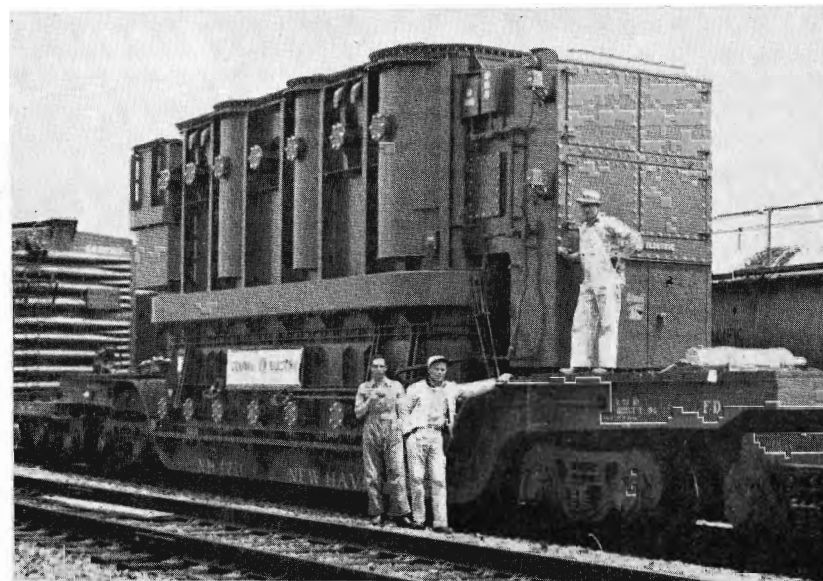
all the trouble, I will say outside of that experience I enjoyed my vacation trip on the *California Zephyr* and will not let that unexpected experience keep me from taking the same trip another time. I was bumped and shaken up but am glad that I am alive and able to tell about it.

"Again, I wish to give all praise and credit to a grand crew . . . who did a magnificent job at a serious time. My thanks to them."

* * *

The above letter received from Louis H. Dobbs of Alhambra, California, speaks well. MILEPOSTS is certain that all employees who participated in this emergency are grateful to Mr. Dobbs for his letter.

Below is one of two record size transformers delivered to Sacramento Municipal Utility District's Elverta substation. Load weight was 542,000 pounds. The General Electric transformer measured 17' 5" above top of rail and had a maximum width of 11' 7". Shipped from Pittsfield, Massachusetts, final delivery was made by Western Pacific at Bombay, Milepost 146.6. Shown in the picture, taken by Road Foreman of Engines Norman F. Roberts, are Jack Belmont, fireman; Glenn Kirkpatrick, brakeman; and on the car, Kenney Craig, brakeman.



Promotions and Transfers

With the retirement of W. G. Curtiss, assistant freight traffic manager, on August 31, the following freight traffic department appointments have been announced by M. W. Roper, vice president-traffic, effective September 1:



Charles K. Faye, freight traffic manager, with jurisdiction over system sales and service. Faye entered Western Pacific service in 1931 as a sales representative and was formerly assistant freight traffic

manager.

* * *

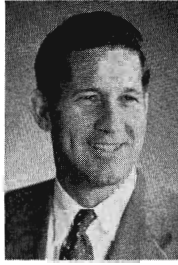
Stanley E. Dinkel, traffic manager, western region, with supervision over Los Angeles, Fresno, Stockton, Portland and Seattle territories. Dinkel, who joined the railroad as traffic department clerk at Stockton in 1929, was formerly assistant general freight agent.



* * *



John H. Coupin, assistant vice president - traffic, San Francisco. Coupin, who entered the service of Western Pacific in 1927 as commercial agent at San Francisco, was formerly general agent.



David H. Copenhagen, traffic manager, metropolitan region, with supervision over San Francisco, Oakland, San Jose, and Sacramento territories. Copenhagen joined Western Pacific as a clerk in 1932, and

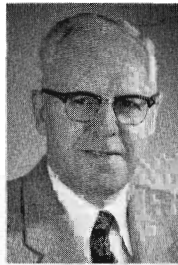
was formerly assistant to vice president-traffic.

* * *

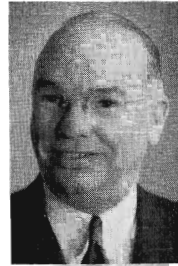
H. R. Coulam, traffic manager, intermountain region, with supervision over Salt Lake City and Reno territories. Coulam, who started with Western Pacific as a clerk at Salt Lake City in 1922, was formerly general agent at Salt Lake City.



* * *



Russell J. Cleland, general freight agent, with supervision over San Francisco and Oakland territories. Cleland, who started with Western Pacific in 1936 as ticket agent, San Francisco, was formerly office manager, San Francisco.



John C. Nolan, assistant to freight traffic manager, San Francisco. Nolan entered Western Pacific service in 1928 as city passenger agent at Chicago. He was formerly sales assistant, San Francisco.

* * *

Winton V. Hanson, foreign freight agent, with jurisdiction over foreign freight sales and service. Hanson, who came to Western Pacific in 1937 as a sales representative at Chicago, was formerly assistant industrial agent, San Francisco.



Peter Citron, general agent, San Francisco. Citron entered Western Pacific service as a clerk in San Francisco in 1933, and was formerly foreign freight agent, Western Pacific system.

* * *

Arthur M. Allen, office manager, San Francisco. Allen, who entered Western Pacific service in 1937 as a clerk, was formerly chief, sales and service, San Francisco.



* * *



Sheldon Glatt, assistant industrial agent. Glatt, who began work with Western Pacific in the operating department in 1939, was formerly sales representative at Oakland.

Retirement Laws Amended

On August 13 President Eisenhower signed a bill which raises the monthly benefits under the Railroad Retirement Act for the wives of many retired railroad employees and for some widows of deceased railroad employees, as follows:

1. The maximum benefit for the wife of a retired railroad employee has been increased from \$40 to \$54.30 a month. In a few cases where a minimum payment was received because annuities were reduced by the amount of Social Security benefits received, the higher wife's annuity will result in a corresponding reduction in the employee's retirement annuity, so there will be

no change in the couple's combined amount.

2. Widows, widowers, children, and parents may now receive a railroad survivor annuity and a Social Security benefit at the same time without any reduction in the railroad annuity.

The amendments also include a provision which makes it clear that retirement benefits are fully exempt from all taxation and attachment.

Wilson G. Curtiss Retires

On August 31 Wilson G. Curtiss, assistant freight traffic manager, retired from active duty after more than 47 years of railroad service, the last 43½ of which were with Western Pacific.

Born at Oakland on August 26, 1890, Curtiss completed his high school education and became a shipping clerk for the San Francisco News in April, 1907. One year later he joined Santa Fe and after serving in various clerical positions became cashier for that railroad at Oakland.

He began his Western Pacific career as chief clerk at Oakland in April, 1912, and one year later was made city freight agent. From May, 1918, until March, 1920, while the railroad was under control of the Railroad Administration during World War I, Curtiss served in the accounting department as assistant traveling auditor. He then returned to the freight traffic department as city freight agent at San Francisco.

Curtiss served two years as the first general agent at San Jose, following the opening of the San Jose branch line and in November, 1929, he took over the general agent's duties at San Francisco. His appointment as assistant freight traffic manager occurred in January, 1939.

During his Western Pacific career, Curtiss was very instrumental in building up the company's fine volume of freight forwarder traffic.

Long active in the Oakland and San Francisco Chambers of Commerce, he was also a member of the board of directors for the Pacific Traffic Association and the San Francisco Transportation Club.



M. W. Roper, vice president-traffic, and Mrs. Florence Curtiss listen as "Bill" tells the luncheon audience of his past experiences.

He was a member of the Masonic Order and the Orpheus Club of Oakland, where he became noted for his fine baritone voice. He was called on many times to sing at various traffic functions.

The owner of a summer place near Grass Valley, he was recently made president of the local improvement club.

Wilson, and his attractive wife, Florence, were honored at a luncheon on August 15, attended by nearly 90 of his friends and associates, who presented the couple with a television set in recognition of Curtiss' long faithful and loyal service.

They make their home at 706 Alma Avenue in Oakland, and while no plans have been made for the immediate future, a trip to the Scandinavian countries is on their agenda.



The "Cirkus Special" arrives at Reno.

7th Annual "Cirkus" Special

For the seventh consecutive year WP aided the Winnemucca Shrine Club in bringing 850 Nevada youngsters to Reno for the annual Shrine Circus.

The first contingent boarded the 16-car special at Winnemucca for a 6:30 a.m. departure on August 3. Additional stops were made at Jungo, Sulphur, Gerlach and Sand Pass to pick up other ginghamed and jeaned children.

Winnemucca children enjoyed an opportunity the day before to gaily

decorate the cars with washable color poster paint. Hundreds of names, faces and drawings brightened the cars and business car 101 was appropriately decorated "Brass Hats."

A baggage car full of soda pop and box lunches was rapidly consumed, supplemented during the clown, animal and high-wire acts with cotton candy, popcorn, ice cream and other "sweets," part of a teen-ager's diet.

Oddly, few "tummy aches" accompanied the return trip that evening.

Paul Jenner sez: "Don't Be HALF Safe!"

"I think you will find interesting the following article which is reproduced by special permission of E. J. Plondke, associate editor, Brotherhood of Maintenance of Way Journal, for April, 1955:

TALK ACCIDENTS TO DEATH!

By T. C. Carroll, President
Brotherhood of Maintenance of Way Employees

"When railroad men congregate at the back shop or tool house, they debate every issue from the United Nations to flying saucers; but rarely will you find them discussing safety. For some strange reason, this all-important subject is the last to become a topic of conversation; and when approached, it is generally by one in a supervisory capacity. Safety should be made a daily subject for discussion among the workers. It should not be necessary for a foreman or supervisor to bring up the matter.

"Accidents are avoidable; but since human behavior is unpredictable, we cannot guard against what might occur as the result of carelessness or miscalculation. Safety is merely self-preservation and has been practiced since man was first placed on earth. Why, then, should we not realize that only through constant alertness to danger can we be successful in our efforts to eliminate the accident menace?

"The National Safety Council reported 91,000 deaths due to accidents during 1954, 36,000 of which occurred on our nation's highways.

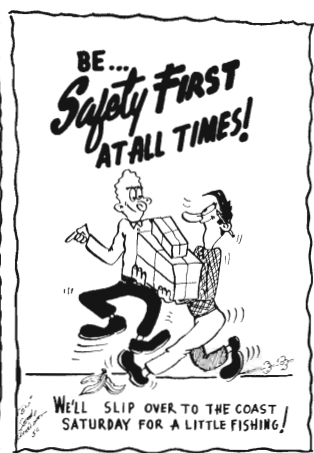
"A city of 91,000 citizens is a large community and when we realize that during 1954 alone this number met death through accidents, we can realize the magnitude of the destruction of

life through accidental death. Surely this should arouse a desire to regard safety as the most important factor in our daily life.

"While safety slogans reveal many a truth, they will not reduce accidents. We have often heard, 'The best safety device is a careful man'; but one careful man among a number of careless workers cannot accept the responsibility of protecting the entire group from injury. Safety posters fail to serve their purpose unless every worker readily accepts the message conveyed for his own welfare. All too often we find an obstinate fellow who refuses to do this and defends himself with the argument that he will take care of himself and let the others do likewise. A worker having such an attitude is definitely a risk and poses a serious problem for the foreman or supervisor until through proper approach and training he becomes more receptive toward safety education.

A TEAM WITH A COMMON GOAL

"There is no easy road to accident prevention. It requires constant alertness to hidden dangers, but it can pay big dividends. A conscientious employee will not hesitate to caution a fellow worker guilty of an unsafe practice, and it should not cause resentment when it is recognized that a



crew is nothing more than a team with the common goal of accident elimination. Individually we can accomplish little, but together we can make great gains.

"When we take advantage of every opportunity to understand the many safeguards placed at our disposal, we begin to understand the important part every worker plays in this great campaign. Railroad managements spend countless hours and dollars to protect their employees from accidents, but all this is lost if the workers adopt

a defiant attitude toward every approach.

"Safety is no longer an experiment, it is ours to control and understand. We cannot reject it without jeopardizing the security of those we hold dear. Life cannot be replaced, and it is not ours to destroy through carelessness. Each of us must learn more about safety, and this can be done by making it a topic for daily conversation wherever we are. Remember, it is of first importance in the discharge of duty."

LOSS AND DAMAGE COST TO WP REDUCED 30%

| | |
|----------------------------------|--------------|
| April, May, June, 1955 | \$133,257.23 |
| April, May, June, 1954 | \$190,768.62 |

READY FOR ACTION

Although they hope their services are never required for anything more than their monthly routine drill, the local fire brigade at Sacramento Shops have achieved a wonderful record in extinguishing fires and deserve a lot of credit for their work.

The argument is frequently advanced that fire brigades are not necessary in shop plants and engine terminals where protection of city fire departments is available. Such a position can hardly be justified, for shop fire brigades have proved their worth time and time again. They supplement rather than take the place of the public fire department.

In normal times the public brigades can quickly reach the site of a fire, but still not so quickly as a well-trained shop brigade already on the premises. The local brigade at Sacramento Shops has in all cases extinguished all fires and held to a very low minimum the damage, without calling the public fire department.

According to Fire Chief H. H. Gillespie, sheet metal foreman: "Untrained employees, though willing, cannot protect property as effectively as a well-trained brigade. Shop brigades, therefore, should be maintained at all large railroad shop plants and engine terminals and should be trained and drilled in accordance with standard fire prevention practices."

Similar fire brigades have been formed at all mechanical department terminals and drills are held regularly.

Every WP employee can assist these fire brigades merely by observing a few rules on fire prevention:

1. Fire-fighting equipment and fire exits must be kept clear and ready for immediate use.
2. Observe "No-Smoking" regulations.
3. Under no condition should you smoke or bring open flames in areas where flammable materials are stored or used.
4. Deposit matches or burned to-



Short blasts from the whistle at the power house bring the fire company on the run. Location of fire is indicated by from one to six blasts corresponding to a series of six zones. Alarm numbers are blown twice, with a noticeable pause between first and second alarm. Hose cart is located in front of shop superintendent's office. Small carts are ready at other locations on the Shops property.

MILEPOSTS

bacco in ash trays or metal receptacles and make certain they are out.

5. Become familiar with the operation and use of the various types of extinguishers provided.

6. Solvents and flammable liquids are a major source of fire. Use as little solvent as is necessary to do the job; keep solvents in self-closing containers; do not use solvents around sparks, flames, or excessive heat.

7. Sparks from cutting equipment can travel as far as 30 feet or more. When you weld, cut, solder, or use any type of flame or heat, make certain no combustibles are in the area.

8. Good housekeeping is our best protection against fire. Properly dispose of all scrap, wiping rags, newspapers, rubbish, old paint and oil cans.



The crew, standing: R. P. DuVall, carman helper; J. R. Green, machinist helper; I. Polite, laborer; D. D. Davies (captain), blacksmith helper. Kneeling: H. H. Gillespie (fire chief) and sheet metal foreman; S. Grech, sheet metal helper; and A. Travelow, carman helper.

S. F. Credit Union

A cumulative comparative report on Western Pacific's San Francisco Employees Federal Credit Union as of July 31, 1955, is as follows:

| | July 31 1954 | July 31 1955 | Amount Increase | Per Cent Increase |
|----------------------------------|-----------------|-----------------|--------------------|----------------------|
| Number of members..... | 188 | 366 | 148 | 79 |
| Amount of savings..... | \$12,432 | \$40,339 | \$27,907 | 224 |
| Number of loans outstanding..... | 45 | 148 | 103 | 229 |
| Amount of loans outstanding..... | \$8,813 | \$39,728 | \$30,915 | 351 |
| Number of loans granted..... | 53 | 289 | 236 | 445 |
| Amount of loans granted..... | \$10,090 | \$83,000 | \$72,910 | 723 |
| Number of bad loans..... | 0 | 0 | 0 | 0 |

*I never kiss, I never neck.
I never say he!l, I never say heck.
I'm a'ways good, I'm always nice.
I play no poker; shake no dice.
I never drink, I never flirt.
I never gossip, or spread the dirt.
I have no lines, or funny tricks,
but what the hell —
I'm only six!*

* * *

The old time cattle thief now has a grandson who only pinches calves.

A man with a worried look dashed into the neighborhood nursery and gasped, "Got any geraniums?"

"No—but I've got some nice chrysanthemums," said the nurseryman.

"They won't do—I promised my wife I'd water her geraniums while she was away!"

* * *

A Scotchman went to a riding academy. "I'd like to rent a horse."

"How long?" asked the proprietor.

"The longest one you've got," the Scotchman replied, "there'll be five of us going."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees who will receive Service Pin Awards during the month of September, 1955:

| | | |
|-----------------------------|---------------------------------------|------------------|
| 45-YEAR PIN | | |
| Glenn W. Curtis..... | Superintendent, Western Division..... | Sacramento |
| 40-YEAR PIN | | |
| Samuel C. McDavid..... | Agent..... | Lyoth |
| 35-YEAR PINS | | |
| John H. Anderson..... | Boilermaker Helper..... | Mechanical Dept. |
| Alex DeCosta..... | Locomotive Engineer..... | Western Division |
| Patro DeGregorio..... | Painter..... | Mechanical Dept. |
| Irving L. Kilgore..... | Conductor..... | Eastern Division |
| Melvin W. Lewis..... | Clerk..... | Western Division |
| William B. Lewis..... | Clerk..... | Western Division |
| Albert R. Moseley..... | Hostler Helper..... | Mechanical Dept. |
| Orson C. Shepard..... | Machinist..... | Mechanical Dept. |
| Arthur W. Taylor..... | Conductor..... | Western Division |
| Irvin E. Williams..... | Locomotive Engineer..... | Eastern Division |
| 30-YEAR PINS | | |
| Herbert A. Berg..... | Locomotive Engineer..... | Western Division |
| Arthur V. Clays..... | Switchman..... | Western Division |
| John D. Gordon..... | Telegrapher..... | Western Division |
| Albert S. Kasper..... | Material Supervisor..... | Store Department |
| Daniel J. Laughlin..... | Roadmaster..... | Eastern Division |
| Roy Lomas..... | Locomotive Engineer..... | Eastern Division |
| Harry Main, Jr..... | Locomotive Engineer..... | Western Division |
| Edward McGhauey..... | Locomotive Engineer..... | Western Division |
| William Miller..... | Locomotive Engineer..... | Western Division |
| Frank S. Murphy..... | Traffic Representative..... | San Francisco |
| Guy Parry..... | Conductor..... | Eastern Division |
| George H. Patterson..... | Conductor..... | Eastern Division |
| Anthony Santos..... | Electrician..... | Mechanical Dept. |
| Herbert E. Vandervoort..... | Locomotive Engineer..... | Mechanical Dept. |
| Marion Velasich..... | Machinist..... | Mechanical Dept. |
| Donald T. Wood..... | Locomotive Engineer..... | Eastern Division |
| 25-YEAR PINS | | |
| George J. Addis..... | Locomotive Engineer..... | Western Division |
| Daniel W. Copeland..... | Agent-Telegrapher..... | Eastern Division |
| Joe Alvie Dotson..... | Blacksmith..... | Mechanical Dept. |
| Charles M. Dustin..... | Conductor..... | Western Division |
| Hans J. Larsen..... | Conductor..... | Eastern Division |
| Byron C. McConnell..... | Section Foreman..... | Western Division |
| Herman B. Petrick..... | Section Foreman..... | Western Division |
| 20-YEAR PINS | | |
| Daniel G. Brew..... | Agent-Telegrapher..... | Eastern Division |
| Marion T. Clark..... | Assistant Chief Clerk..... | Eastern Division |
| Louis DelMoro..... | Clerk..... | Mechanical Dept. |
| George B. Denney..... | Stationary Engineer..... | Mechanical Dept. |
| Cecil C. Duck..... | Agent..... | Winnemucca, Nev. |
| William L. Hatfield..... | Clerk..... | Western Division |
| Robert A. Henderson..... | Trainmaster..... | Keddie |
| Raleigh M. Judd..... | Locomotive Engineer..... | Eastern Division |
| John J. Martin..... | Roadmaster..... | Eastern Division |
| Ralph T. Ott..... | Chief Rate Analyst..... | San Francisco |
| Henry C. Parrish..... | Yardmaster..... | Eastern Division |
| Elmer L. Partain..... | Conductor..... | Western Division |

20-YEAR PINS (Continued)

| | | |
|-----------------------|-------------------|------------------|
| Walter J. Rankin..... | Boilermaker..... | Mechanical Dept. |
| Frank J. Semenza..... | Clerk..... | Western Division |
| Frank J. Orr..... | Conductor..... | Western Division |
| Frank J. Sdill..... | Conductor..... | Western Division |
| Frank J. Sdill..... | Rate Analyst..... | San Francisco |

15-YEAR PINS

| | | |
|--------------------------|--------------------------|------------------|
| Ernest B. Aughe..... | Section Foreman..... | Eastern Division |
| Fremont J. Bohannon..... | Locomotive Engineer..... | Western Division |
| Willie Charley..... | Section Foreman..... | Eastern Division |
| Bert F. Finchley..... | General Clerk..... | Mechanical Dept. |
| Robert C. Heitkamp..... | Conductor..... | Eastern Division |
| Rollo L. Kimball..... | Chief Timekeeper..... | Mechanical Dept. |
| George McDaniel..... | Section Foreman..... | Eastern Division |
| Fred L. McElroy..... | Agent-Telegrapher..... | Eastern Division |
| Alvin W. Powell..... | Conductor..... | Eastern Division |
| Jack A. Read..... | Brakeman..... | Western Division |
| Virgil H. Simpson..... | Brakeman..... | Western Division |
| Joseph D. Sonzogni..... | Locomotive Engineer..... | Eastern Division |
| William E. Taylor..... | Conductor..... | Western Division |

10-YEAR PINS

| | | |
|---------------------------|-------------------------|------------------|
| Luchin C. Adams..... | Brakeman..... | Western Division |
| Frank Augait..... | Electrician..... | Mechanical Dept. |
| John F. Bass..... | Switchman..... | Eastern Division |
| Jose M. Cabezal..... | Marine Fireman..... | Western Division |
| Frank J. Casey..... | Locomotive Fireman..... | Western Division |
| Ricco J. Cervetti..... | Clerk..... | Western Division |
| Edward J. Foley..... | Switchman..... | Western Division |
| Alfredo Gonzalez..... | Section Foreman..... | Eastern Division |
| William P. Hawk..... | Machinist Helper..... | Mechanical Dept. |
| Charles E. Humphreys..... | Machinist..... | Mechanical Dept. |
| Helen R. Kuntz, Mrs..... | Industrial Clerk..... | San Francisco |
| Walter A. Lashell..... | Brakeman..... | Western Division |
| George A. Marshall..... | Carman..... | Mechanical Dept. |
| Warren C. Morse..... | Telegrapher..... | Western Division |
| Clarence O. Muskopf..... | Electrician..... | Mechanical Dept. |
| William J. Nixon..... | Machinist Helper..... | Mechanical Dept. |
| Albert M. Richards..... | Clerk..... | Western Division |
| Robert Salaz..... | Section Foreman..... | Eastern Division |
| Warren D. Scott..... | Machinist..... | Mechanical Dept. |
| Howard R. Stoner..... | Brakeman..... | Eastern Division |
| Juan Trevino..... | Section Laborer..... | Eastern Division |
| Carman M. Vannucci..... | Brakeman..... | Western Division |
| Donald I. Watts..... | Yardman..... | Eastern Division |

THANK YOU!

"Through MILEPOSTS, I wish to thank the carmen and switchmen at the 25th Street yards in San Francisco for the kind donation they gave me following the loss of my beloved husband, Car Inspector RALPH PATTERSON, on July 26.

MRS. HENRIETTA PATTERSON
Daly City, California"

"I wish to express through MILEPOSTS my most sincere thanks to all my good Western Pacific friends for the beautiful wristwatch presented to me at the retirement party in my honor. All I can say is 'Thank You All.'

Walter W. Lang,
Agent, Oroville"



IN THE GOOD OLD DAYS

By Doris Cavanagh

About 1915, passenger engine No. 101 arrived at the Elko shops for repair, according to retired Conductor Jack Deems of Winnemucca. After the work was completed a mechanic testing the engine before returning the equipment to service, took it out on the main line against regulations.

Two and one-half miles west of Elko, the No. 101 jumped the track and turned over. Jack Deems (brakeman at that time), assigned to the wrecker

sent out from Elko to the scene of the mishap, was on hand to have his picture taken by an Elko photographer covering the wreck. "The mechanic did not return to work," said Jack, "or wait for a pay check. He just disappeared!"

On the front of the cylinder in the picture above, which Jack has kept in the fringed-leather family snapshot album, appears the notation "Elko 5-10-15."

BUILD BUSINESS FOR TOMORROW

**Make Safe
Handling
YOUR JOB!**

Help Prevent Loss and Damage

The following letter, written by the Scott Paper Company's Director of Traffic to a railroad's General Manager, will remind railroad men and shippers alike of the importance of Damage Prevention:

"While you read these words, an apologetic merchant is saying to a distraught customer, 'We're out of stock. The shipment was damaged.'

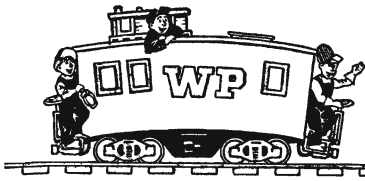
"Losses from this type of experience are staggering. The merchant loses the sale. The shipper's label loses respect. The merchant's apology is a score against the rail carrier's good public relations, and reduces the probability of additional revenue from increased traffic on repeat sales.

"You can be smothered with masses of claim statistics which dramatically point up economic losses resulting from rough car handling. The *important thing*, however, is the reaction of the shopper who reaches in vain for her favorite brand. She may be your wife. Perhaps we have lost our best customer. More than that, it is the customer who pays your salary and mine, by her millions of purchases. Therefore, damage prevention is important to everyone who has a direct or in-

direct responsibility in moving goods.

"Experts are forecasting continued dynamic growth for the American economy. As old markets are expanded and new ones are created, your job will be bigger because of the increasing volume the railroads will be called upon to carry. To help you, Scott has developed 'Damage Prevention' as a career science, along with production, sales, paper chemistry, and all of many other activities which make up our business. Scott men devote full working time to continuous improvement of product packaging. Interplant shipping contests stimulate Scott people to take meticulous care in the preparation and loading of rail cars; loading techniques and damage reports from customers are studied and compiled in a constant search for the causes and elimination of damage losses. Scott Paper Company believes in *prevention*—not collection.

"Delivering the goods on time and in good condition will keep the business health of our country strong and constantly growing. Damage prevention is the most economical insurance you can get for yourself to protect your company, your job, and your buying dollar."—*Perfect Shipping News*.



Caboosing

OAKLAND

J. V. Leland
(For Hazel Petersen)

BOB FAILING, Secretary-Clerk in the Structures and Work Equipment Superintendent's Office, reports that his bachelor days are over with the return of his wife, Isabella, from two months' visit with her folks in Holland. Understand his can opener was about to give out. Bob traveled East to meet his wife's boat. They spent a week in New York, and several days in Chicago. Terribly hot back there, Bob reports.

District Car Foreman BILL MOSS has acquired a new stenographer. She is PHYLLIS MCCAMMON, a blue-eyed brownette, 5 feet 1½ inches tall, formerly of Indiana. Phyllis is interested in sports, particularly bowling and swimming.

IRMA PIVER left recently for a Cata-



W P railroaders at work. Bill Ginter, Hayward cashier (left) discusses a company matter with Gordon Van Horn, timekeeper on Extra Gang 14.

lina vacation. Other vacationers are Traffic Representative FRANK E. SCHMALENBURGER, who spent his week at home, and Chief Clerk DICK GROVES, who took two weeks to travel through northern Utah.

We are sorry to hear that Passenger Car Accountant PAUL EVANS is off due to illness.

WENDOVER

Esther A. Witt

Switchman and Mrs. EUGENE T. LAVELLE enjoyed their vacation at home, just taking it easy. Yard Clerk FRANCIS K. BYRNE also took an easy-going vacation in Sacramento with his sister.

Speedy recoveries are wished to Section Foreman BRENT L. PETERSON of Burmester who broke his leg while helping the work train load rail at Timpie and to Extra Gang Timekeeper VICTOR C. LOPEZ who entered the hospital at Salt Lake recently for major surgery.

Switchman COLEMAN PETTIT has moved his family to Kearns, Utah, where they have purchased a new home.

Waitress IRENE CHARLES recently entertained her son, Mark, and her mother, Mrs. Mary Fitzgerald, of Grand Junction, Colorado.

Assistant Roadmaster MARK CHILTON's wife and children have returned from visiting Mrs. Chilton's mother in Sioux Falls, South Dakota, and are preparing to move to Portola.

Luann and Christi Bea Kizer, daughters of Roadmaster and Mrs. LES KIZER, are visiting relatives in Palo Alto, California.

Telegrapher FLORENCE McCLURE was called to Glendale, California, to be with her son, Robert, who suffered a relapse from his recent illness.

Telegrapher ANNA BELLE ALBRECHT enjoyed a visit from her granddaughter, Sherry Nicholas of Sacramento.

Switchman DAN W. and Telegrapher SHIRLEY F. LEE recently entertained Dan's brothers, Clark Lee of Ely, Nevada, and Signal Maintainer ROBERT E. LEE of Doyle, and their respective families. Dan's two sons, Rick and Dan, Jr., of Dugway, were also guests.

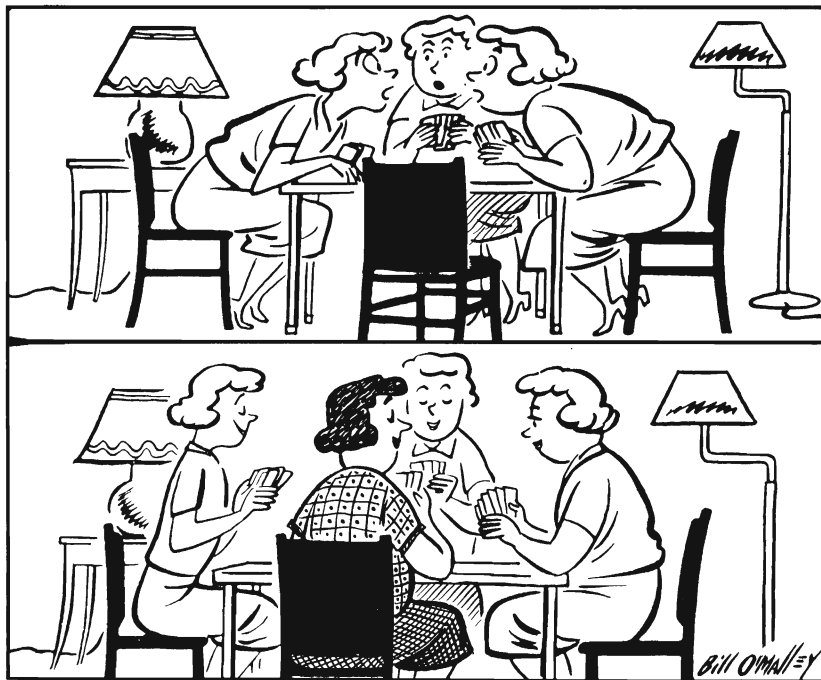
Quite a houseful, but lots of fun was had by all.

Mr. Stork on a recent visit to Signal Maintainer and Mrs. LLOYD HALL of Deeth, Nevada, presented the couple with a baby daughter. Congratulations and best wishes to the proud parents and the little miss.

SACRAMENTO SHOPS

Marcella G. Schultze

Blacksmith C. C. BENNETT appeared on Bill Lang's Outdoorsman Program, Channel 13, KOVR, recently to show a limit of German Brown Trout all caught in the American River. His appearance netted him an 8-pound Mono Filament Line, bait, and a card permit-



ting him to catch 10 trout at the Shady Oaks Trout Farm, Lodi.

Sheet Metal Worker H. F. SCHULTZE, a member of the Naval Reserve, was called out July 15 for emergency duty on the Seabee barge when the SP's Pioneer Mill and Warehouse went up in flames. The crew spent eight hours assisting other fire fighters fight the blaze. The SP has since acknowledged the crew's aid at this fire.

Machinist Helper F. R. WHITE's wife recently had her leg amputated, but we understand from Whitey that he's already taking her for short jaunts along the hospital corridors in her wheel chair. We hope you'll be home soon, Mrs. White.

Congratulations to our new Diesel Foreman M. T. PANTALONE. Mickey was formerly with the SN and transferred from Oroville to accept his new position. He is no stranger to the Shops, having served his Machinist Helper's apprenticeship here.



Don Albertson, George McBride and Chuck Allee with a catch of German Brown and Rainbow trout. Taken by Fay Tomlinson, also in on the catch.

Our best wishes to Sheet Metal Worker TONY MIGUEL and his bride, the former June Yount. Tony and June were married in Carson City recently.

And congratulations to Carman and Mrs. LYLE PULTZ on the birth of their second child and first daughter.

SALT LAKE CITY

J. B. Price

Zephyr Brakeman ROBERT L. MCQUARRIE has moved to Salt Lake. Hope you like our fair city, Doc.

Conductor VALDEN L. KIMBALL was among the entrants in the golf tournament at Vernal, Utah. Tough competition eliminated him in the first play, but we wish you better luck next time, Val. Speaking of golf, Fern Parker, wife of Brakeman JOSEPH PARKER, has joined the WP women's golf club and is offering some pretty stiff competition here.

Conductor and Mrs. RAY L. HANSEN have announced the marriage of their daughter, Bonnie, to Ted Tucker. The young couple are making their home in Salt Lake City. Congratulations, Bonnie and Ted.

Enjoying 10 or 15 days of the vacations of their choice are:

Engineer and Mrs. FRANK M. NELSON, who sojourned to New York City, taking in the scenic points in the East.

Engineer and Mrs. JAMES G. ALBERTSON and granddaughter, who took a leisurely tour through Mexico and California and report having a wonderful time.

Engineer and Mrs. G. B. GORHAM, who visited scenic points in Colorado and Utah.

Conductor and Mrs. THOMAS E. CROSLY and family, who visited Yellowstone National Park.

Engineers FRANK and RALPH AIELLO and their respective families, who vacationed together, "seeing Utah first."

Conductor and Mrs. DAN W. SULLIVAN and family, who spent some time at Fish Lake. After no luck fishing, they decided to put a happy ending to their vacation by taking a trip to Los Angeles to visit relatives and friends.

Engineer and Mrs. JAMES K. PARKINSON, who went again to the Pacific Northwest so Jim could catch the big one that got away last year. Fish, that is.

Those vacationing at home were Engineer DENNIS J. MCKENNA, Fireman F. R. GRECO and Brakeman JACK R. HAWS. Jack came back to work to rest up having painted his home during his time off.

Conductor and Mrs. GLENN E. FOX visited in Elko, Winnemucca, Portola and San Francisco. On returning to Salt Lake City they brought their daughter from Sacramento with them.

Conductor and Mrs. EUGENE H. BEITEL put the finishing touches on their new home by landscaping. We wish them a lot of success for all the hard work.

All of us send our deepest and sincere sympathy to former Conductor HUGH BURNSIDE whose wife, Artie, passed away in Salt Lake City on July 15.

Brakeman JOHN DEAN who entered WP service on October 24, 1919, retired on June 30. We wish him the best of health, luck and happiness.

A speedy recovery is wished Engineer STEPHEN J. FAHEY who has been ill.

Belated congratulations to Conductor and Mrs. CHARLES W. OWEN who

celebrated their 20th wedding anniversary on July 5.

STOCKTON

Elaine Obenshain

Switchman E. C. LYNN returned from a vacation in Mexico City. His travels took him to the Shrine of Guadalupe, Acolman Monastery, Pyramids of Teotihuacan, Desert of the Lions, XVI Century Convent, Toluca Indian Market, Cuernavaca, Taxco and other interesting places. He was accompanied by his son, Leonard, a school teacher at Live Oak, Calif.

Car Foreman and Mrs. R. L. ACKERET have moved into their new home in Park Wood.

Our deepest sympathy to Mrs. J. C. Gray, wife of BRAKEMAN GRAY, whose mother passed away in Denver; and to Clerk E. J. GUTHMILLER, whose father passed away in South Dakota.

Switchman HARRY WAIT and Conductor H. W. MILLER have been ill and we wish them early recoveries.



Mrs. Pedercini, wife of Section Foreman Pete Pedercini, taken recently at Rock Creek.

Roundhouse Clerk J. E. HIGHTOWER entered the Stockton to Redding river race, a 316-mile event held in August. Jim was sponsored by Del's Club, owned by Fireman M. A. STANCHFIELD.

Vacations found our people visiting many places. Switchman and Mrs. R. I. MUNDELL to Michigan to pick up a new car; Roundhouse Foreman and Mrs. C. L. MYERS to Long Beach to attend the Ceramic Hobby Show, then to Vancouver, B. C.; Terminal Trainmaster and Mrs. L. D. MICHELSON and Barbara to Lake Louise, Banff, Elko and San Francisco; Switchman and Mrs. R. A. CHRIST to San Angelo, Texas; Clerk GENE TRACE and family to Santa Cruz; Clerk ERNIE DAVIS and family to the mountains; Clerk MARY LEACH and family to Oregon; and Clerk and Mrs. PETE CALCATERRA house hunting. FERN LESTER, chief clerk-traffic, and spouse spent their time at their summer home near Murphys, with a jaunt to Reno; and Traffic Clerk JUANITA PRIBYL and husband went to Monterey for fishing.

Patricia Rawley, daughter of CHERRY RAWLEY, assistant cashier, visited at home from school in Pasadena.

Clerk and Mrs. E. A. TRACE and Judy have moved into a new home in Pacific Gardens.

MONTE KINSLEY and SOPHIE ANN DINKER are working vacation relief at Stockton freight, and EDWARD LAZZARRESCHI is working vacation relief at the roundhouse.

Crew Caller IRVINE DINKEL tells us that in his 11 years with WP he has never been late, has missed only one day's work, and has worked a total of three years' overtime!

Engineers J. B. RADCLIFF and O. E. LYLES, and retired Engineer H. W.

VANHOOREBEKE, with their wives, spent vacation in Yellowstone Park. The Radcliffs and the VanHoorebekes in their new trailers and the Lyles in a motel. Fishing couldn't have been better—one nice fat trout even tied into a trailing spinner on Radcliff's line and Lyles was reaching for the dock railing and Joe netted him into the boat.

SACRAMENTO STORE

Irene Burton

MARTIN COUGHLIN and his wife motored to Salt Lake City to visit Mrs. Coughlin's sister.

Welcome to O. A. ULRICH who has transferred from Stockton.

RICHARD WOLF has been away because of illness and we hope he is back at work soon.

ALTON DABBS and EUGENE LAGOMARINO celebrated their birthdays and as the weather had turned real warm we had apple pie and ice cream. Sad news—no birthdays until October.

JULIUS FRICK spent vacation in the mountains above Jackson; EVELYN RICHARDSON, husband and daughter, Catherine, gypsyed around the country; ED HAWKINS and his wife were in Santa Cruz and surrounding mountain country, as was our Chief Clerk AL MADAN and family. Al again sent us a nice box of salt water taffy.

DALE ROBINSON vacationed at a National Guard camp; JOHN HICKS spent his time at home—most of it at the dentist, and we understand he should have a brand-new smile; E. E. ENSELE spent one week at home getting caught up on minor jobs; and AGNES ASH went to Colorado Springs where she met friends from Indianapolis.

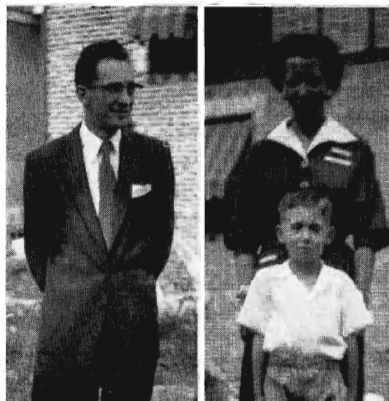
When SAFETY is your policy, you're always the beneficiary!

CINCINNATI

Charles J. Hudgins

Cincinnati introduces J. E. MOORE, traffic representative.

Joe was born in Irving, Illinois, October 26, 1913. He furthered his education at Brown's Business College in St. Louis, Missouri, during summer months while attending high school.



Joseph E. Moore, wife, Mildred, and son, Jeff.

Upon graduation he became secretary to the State's Attorney of Montgomery County, Hillsboro, Illinois, and served as an assistant court reporter. In 1937 he was appointed court reporter, Department of Finance, State of Illinois, and then as confidential secretary to the late Governor Henry Horner of that state. During this period 1937-1940, he assisted in the organization of Young Democratic Clubs in the 101 counties in Illinois and in December, 1940, received a Civil Service appointment in Washington, D. C.

Joe left politics to enter the railroad field when he accepted a position with the Missouri Pacific as clerk in their Washington office. In March, 1951, Joe

joined Western Pacific when they opened their new office in Washington. He transferred to Cincinnati in July, 1953, as traffic representative.

Joe married Mildred Evans of Duluth, Minnesota, in 1944. They have one son, Jeffrey Evans Moore, age 6½. Wife, Millie, works as supervisor of records installation for Remington Rand Company.

Quite a bowler, Joe knocks 'em over for the Cincinnati Traffic Club. He likes to fish and gets quite a kick in taking his son, Jeff, out to show dad's technique in hooking the big ones. It has also been rumored that Joe enjoys shuffling the cardboards but he still maintains he can lose—perhaps at "Old Maid."

BOB RITCHIE and his wife, Lorna, attended the annual outing of the Louisville Traffic Club at French Lick, Indiana, and Bob came home with sunburned knees from golfing in Bermuda shorts! Having one son just return home from the Navy, the Ritchies launched their youngest, John, onto the high seas on July 25. He will be stationed at Bambridge, Maryland.

JACK HOPPENJANS, on vacation, phoned the office to report how much he was enjoying being quarantined. Son, Reese, was just convalescing from the mumps when vacation began and then daughter, Lynn, came down with a bad case of the same in conjunction with meningitis. That's the way it goes, Jack.

Narrow roads where two cars could barely pass are being replaced by wide freeways on which six or eight cars can collide at the same time. * * *

Patron at auction: "I suppose this parrot talks?"

Auctioneer: "Talks? Who do you think's been bidding against you for the last half hour?"



G. S. Scott's camera caught a few of the 600 railroaders lined up for barbecue steak, hot beans, rolls, ice cream and soft drinks at the Elko picnic, August 13. Assisting with the arrangements and the serving were Henry Wallock, John Etchebehere, John Murphy and Bill Breiner.

ELKO

Henry Wallock

Congratulations are extended to Trainmaster BILL BREINER and his new bride, former Zephyrette MARILYN MCGINNIS, of Appleton, Wisconsin. They are making their home in Elko.

Mrs. MARGARET THOMPSON, telegrapher, is back on the job after an extended leave. We're glad to have you back, Margaret, and also extend our congratulations on your new daughter.

Allan Sargent, son of RAY SARGENT, roadmaster recruiter, has been honorably discharged from military service and is studying for his degree in electrical engineering. Best of luck, Allan.

Sorry to learn that Storekeeper AL VIZINA was overcome by the heat while working in the store, and was rushed to the hospital. Hope it's nothing serious, Al.

Brakeman and Mrs. HOWARD STONER vacationed in Colorado and made a

stop in Utah to help Mrs. Stoner's parents celebrate their 50th anniversary.

Elko City has cracked down on the speeders in town and is really patrolling the roads past the roundhouse, as some have found out. Just a warning to you other fellows and our visitors, the limit is 25.

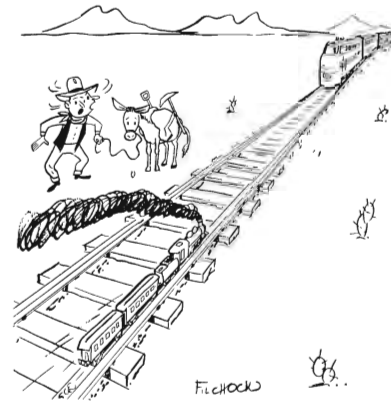
OROVILLE

Helen R. Small

Section Foreman MIKE KOROJOHN and crew repaired and resurfaced the grounds at the east end of our depot. It makes a nice improvement.

Fifty years ago (1905) H. B. STEWARD, WP Commissary, had charge of hiring men to work on the wagon road in the canyon. He had induced a lot of men to go, but when they learned they had to walk, only half of them made the trip. Sounds like our modern automobile age!

The Georgia Pacific Plywood Com-



"Hope the engineer doesn't think it's a mirage."

pany, one of the largest concerns of its kind in southeastern United States, has purchased the Feather River Pine Mills and its subsidiary, the National Woodtreating Plant. More than \$2.5 million changed hands in the deal. The lumber firm in turn sold the wood-treating plant to Koppers Company, of Pittsburgh, Pennsylvania.

Agent E. L. HENSLEY took over his duties as agent at Oroville August 1. He came here from Terminous but previously had worked at the Oroville ticket office. He succeeds Agent W. W. LANG, retired.

About 40 of his friends attended a coffee and cake party in the "old dining room" of the Oroville depot to honor Agent WALTER W. LANG on his retirement July 29 and present him with a wristwatch as a token of remembrance.

Former employee BOB K. MCCREADY and his wife, of San Pablo, are the parents of a son, Bradley Kent, born May 21. Bob's mother is the wife of Engineer CARL HETTINGER. They have one other child, Cynthia Lee, 4.

Among the many who have enjoyed,

are enjoying, or are going on vacation are Signal Supervisor I. T. ESLINGER; Assistant Superintendent JOHN McNALLY; Brakeman R. H. HERBAUGH; Car Foreman W. I. MARSH; and PBX-Ticket Clerk WM. M. FOSDICK. Also, Conductor A. W. DRYDEN; M. A. McLAIN, who was relieved by Clerk HARRY D. WATSON; and HELEN R. SMALL, who was relieved by Clerk ROY BARKSTROM.

MECHANICAL DEPARTMENT

Rod Rodriguez

JUNE BELEW, steno to chief clerk, packed her "bikini" and toothbrush for a two-week vacation. Rumor has it that in addition to a nice tan she also came up with a steady man.

NORMA JOSEPH, our blonde assistant accountant, is back among us with a warm and ready smile after a wonderful vacation which included a visit to picturesque Canada.

PR Clerk JAMES R. QUICK is burning the midnight oil in his apartment studying up on his race horses and jockeys in anticipation of the State Fair races. As usual he will spend his



"Says he's used to California Zephyr vista domes."

vacation there trying for one of those "long shots" that will put him (and probably the horse, too) in clover.

ARTHUR DE LA LLATA, assistant timekeeper, bade farewell to his friends here and took a year's leave of absence for the purpose of establishing his own business. He was presented with an assortment of personal accessories as a parting gift in behalf of the entire MD office, along with sincere wishes for success in his new venture.

R. C. MORRIS, supervisor of reclamation, tackled one of his toughest assignments when he was delegated to guide through our shops a spirited party of 70 youngsters from the YMCA. For assistance, he called on Draftsmen ROBERT CUNHA and ROBERT COULAM, and between the three they apparently did a fine job. Seen on the tour, the boys seemed quite familiar with the grounds as they had their guides in the center and they were either being led or pushed by our young railroad enthusiasts. Upon leaving, one of the instructors remarked that the boys had never enjoyed a tour so much as everything was shown and explained quite thoroughly.

A warm and hearty welcome to MARY JOAN INGRAHAM, stenographer to L. M. MORRIS, master mechanic; JIM LAHM, general clerk; and AL BRYANT, assistant timekeeper.

WINNEMUCCA

Doris Cavanagh

Winning a \$4,000 Harold's Club scholarship, Colleen McMahon, graduate of Gerlach High School, will enter the University of Nevada to major in business administration in preparation for a career as an administrative secretary.

Daughter of west-end Gerlach sec-



Colleen McMahon

tion foreman and Mrs. HOWARD McMAHON, Colleen was student body president, winner of the high school gold medal scholastic award, class president, valedictorian of the senior class, and active in athletics, dramatics and student publications.

Before the McMahon family moved to Gerlach for high school facilities, Colleen also attended high school at Winnemucca, being a commuter sometimes on the WP passenger trains to her home for many years on the Jungo section.

Extra Gang No. 31 Foreman AL SCHUETTER stopped briefly in Winnemucca en route to Gerlach and Phil from his last WP assignment at Low, Utah. Timekeeper DON MILES and Machinist ED SUTTON also checked at the

Winnemucca station arrival of their home-on-wheels in the Gerlach area.

Falling beneath the wheels of a slow-moving freight train at Gerlach in mid-July, JOHN MENDOZA, 36, member of Extra Gang 33 and a resident of Sacramento, was killed. He apparently lost his footing while trying to board the train.

Gerlach vacationers included General Clerk BILL REID and Clerk-Warehouseman "SHORTY" TAYLOR.

VICTOR TOVAR, 54-year-old WP employee, drowned in the hot springs near Gerlach after walking off some steps in the pool. His body was recovered with the use of grappling hooks.

Winnemucca Roadmaster Clerk ETHEL OWEN spent a week at Donner Lake. Others temporarily away from their duties were Section Foremen H. A. HUTCHINSON, Red House; EMILIO JARAMILLO, Russell Spur; Operators CARL GRAUVOGEL and DAYLE DAYTON, who was relieved by PAUL STOKES of Wendover.

Engineer and Mrs. HERMAN BAUMERT and son, Fireman JERRY BAUMERT, enjoyed a recent visit from Mr. and Mrs. Richard Hughes, of Salt Lake City, she being the former Diana Baumert.

While Roundhouse Foreman LEONARD WILLIAMS was on vacation, Machinist FRANK WILLIAMS, of Elko, took up temporary headquarters in Winnemucca.

Forty-five years ago in September, resumption of the *Scenic Limited* was being discussed now that the WP had successfully started passenger train service and the Rio Grande was assured of an outlet to the coast. This train would cover the distance from Denver to San Francisco in 50 hours. Main aim would be to have it traverse

the scenery of Colorado, Salt Lake Basin, and Feather River by daylight, the service consisting of dynamo baggage and buffet car combine, a diner, three sleepers and an observation car.

KEDDIE

Elsie Hagen

Don Stanley, a full-time writer from the *San Francisco Examiner*, and Tom King, were passengers on the Westwood Local recently, obtaining interesting notes and taking pictures of the crew for an article on the turn.

The following oddity was verified by Yardmaster JO CLINTON, Relief Agent C. R. BLISS and Train Desk Clerk CY BATES. On July 19, IGN 4619 with lime for Portland and C&O 4619 with plasterboard for Seattle left Keddie in 154-18SWG-18 trained together, a most unusual occurrence in having two cars with the same number in the same train, particularly together. Even more unusual, two days later, IHB 10132 and CNW 10132, empty boxes for lumber loading, left Keddie, also trained together in Extra 708 east, the Westwood Local! The odds against this occurring once, let alone twice, are about once in a lifetime.

Engineer and Mrs. JACK DeCOSTA have moved from Keddie, their home for over 20 years. They plan to make their new home in San Jose as soon as they find a place to live.

Engineer JOHN MOORE and his family left on vacation for Weitchpec, for some good fishing.

Agent PETE HANLEY and his family vacationed in Yosemite, and TRAINMASTER HENDERSON and his wife left the first of August, destination unknown.

BOB HANLEY was home on a 20-day Navy leave and then returned to duty

in Rhode Island. His new assignment will be Newfoundland.

Conductor DICK BEAM and family and Conductor JAMES BURROWS and family, of Stockton, visited relatives and friends here recently.

Conductor and Mrs. HERB WOMACK left in August for a New York vacation. Herb plans to visit a brother, an engineer on a New York railroad, he has not seen for over 17 years.

JOE CLINTON spent several days in Stockton and Yardmaster and Mrs. CHARLEY SELF visited in Oregon.

Conductor VIRGIL SIMPSON is getting along fine now after having experienced a narrow escape when a wire caught him on the throat, severely cutting his neck. If the wire had not broken he might have lost his life.

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Carl Rath, Bill Royal, Al Towne, Frank Tufo

MILEPOSTS lost a long-time faithful correspondent and sports editor when MAURY NOTTER left the signal department for a position with the engineering department of the City of San Francisco. We hope from time to time to be favored with more of Maury's colorful articles on fishing in the Feather River Canyon country, on which he is one of the best authorities.

GIL KNEISS, assistant to president-public relations, immediate past president of the Bay Area Chapter of the Public Relations Society of America and presently a member of their Executive Committee, has been nominated to represent the Chapter on the 1956 National Board of Directors of that association.

ELLIS JACOB, general clerk in the treasurer's office, left WP the end of

August to enter San Francisco City College for a two-year study of electronics with plans to then enter the University of California to further his study. One of "Jake's" duties was the mailing of the MILEPOSTS.

BOB PATCHEN, bank and file clerk, will replace "Jake" as general clerk.

CARL FLAIG, cashier, returned again to Lake Tahoe for his vacation. "There's no place like Tahoe for a swell vacation," says Carl.

CLYDE MOLL, head buyer, purchasing, took his family for a vacation in Southern California. While they most enjoyed their motor court with swimming pool in Encino, a highlight of their trip was a visit to Disneyland on the first day following its opening. "Reminds me of our fair on Treasure Island," said Clyde, "though the weather is a lot hotter."

JOHN BAIRD, chief planning and control, loafed through one week of his vacation at home and followed his favorite 49'er team to Sacramento to see them "murder" Pittsburgh. Johnny claims they're a cinch to take the championship this year.

JOE VALERGA, secretary to chief engineer, and BOB HULLMAN, secretary to vice president and general manager, vacationed in Portland.

LOGAN PAINE, assistant secretary, and C. L. DROIT, secretary, spent their vacations in Yosemite.

FRANKLIN LOUIE, draftsman, and occasional artist for MILEPOSTS, visited friends in British Columbia during August.

BETH ENGEL, secretary to general manager, and her husband, RUDY, got away from their boat and house on Bethel Island long enough during vacation to visit Virginia City and waypoints.

Bob Youngblood Returns to U. S.

Lt. Colonel Robert G. Youngblood, a well-known former San Francisco freight office employee, has just recently returned from a tour in Germany.

Bob was called to active duty at San Francisco in May, 1942, and has been on active military duty since that time. He is now stationed at the Presidio of San Francisco, assigned to Sixth Army as the assistant transportation officer.

Bob began his Western Pacific service at 8th and Brannan Streets freight station on August 21, 1925, following in the footsteps of his father, Robert R. Youngblood, who was an agent-operator in the canyon in 1916 and later was traffic freight and passenger agent at Stockton. Reared in the Feather River Canyon country, the Youngbloods were well known among Western Pacific railroaders, and Bob was active in sponsoring employee picnics and other social affairs during his years with the company. He is on military leave.

Since leaving Western Pacific he has served in various capacities as an officer in the Transportation Corps, and his overseas assignments include the Philippines, Japan and Europe.

Mrs. Youngblood and the couple's three children accompanied Bob during his tours overseas. Robert, Jr., has completed high school and will attend San Francisco City College, majoring in languages, having mastered German and French while overseas. Barbara is attending George Washington High School and Frank, whom the Youngbloods adopted prior to leaving Germany, is now getting along fine in his new country despite the fact that he spoke no English up to five months ago.

Mrs. Youngblood did a great deal of



adoption work in Germany, having helped 35 American families secure children for adoption.

The Youngbloods visited many European and Middle Eastern countries while abroad and found most interesting the cities of Athens, Greece, and Istanbul, Turkey.

Bob wishes to say hello to all his WP friends and invites each and everyone to look him up when near the Presidio.



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"Georgia & Florida" Magazine joins the ranks of railroad employees' publications.

. . .

New Haven begins welded rail laying program.

. . .

Pennsylvania builds special terminals at Chicago and Kearny, N. J., for "piggy back."

. . .

Virginian decides to keep and improve its extensive electrified territory.

. . .

New York Central converting its four-track main line between Cleveland and Buffalo to a two-track CTC-controlled route.

. . .

Fastest rail time ever over 768-mile Washington and Chicago run made by Baltimore & Ohio's three-car Budd RDC with 214 passengers in 12 hours and 29 minutes.

. . .

Rail Travel Credit Plan reinstated August 1, offering charge service for transportation, meals, auto hire, and hotels normally honoring credit cards.

. . .

Southern Pacific celebrated its 100th anniversary at Sacramento August 9 with a "Trails-to-Rails" epic.

. . .

Rock Island starts \$2 million relocation of its passenger terminal at Des Moines, Iowa.