

WESTERN PACIFIC
Mileposts

AUGUST 1954



WESTERN PACIFIC Mileposts



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AUGUST, 1954

*Milepost No. 61

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
Maurice Notter, Sports Editor

Member

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

* Milepost 61: A Western Pacific Zephyrette, self-propelled diesel car returns to Oakland after a week-end trip to Feather River country with a full load of Northern California Railroad Club fans.

COVER

Western Pacific's main line passes through some of the most picturesque country in California. Here, a west-bound WP freight, No. 53, is pictured just west of Quincy Junction in the heart of the Feather River Canyon, carrying a long string of freight cars destined for the West Coast. Photo by Arthur Lloyd, associate editor.



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MILEPOSTS

Chilcoot Tunnel Gets a New Look

By the time a passenger on an eastbound *California Zephyr* reaches Chilcoot, Milepost 339, it is usually dusk and he is likely to pay little attention to the railroad's second longest and thirty-seventh tunnel.

However, that there's a lot more to this 6,002-foot bore than just an ordinary tunnel is revealed by the present extensive construction work which has been going on in the present tunnel since November of 1953.

Construction of Chilcoot Tunnel at Beckwourth Pass began in August, 1906. Because of the geological formations it proved a very difficult job. At that time the term "Wild West" was no exaggeration. The tunnel gang were a hardy lot and liquor flowed into camp faster than rock out of the tunnel during the summer of 1907. This was corrected by buying up all the saloon licenses for miles around. The men tried to get around this by rattlesnake hunts at dusk each evening to justify a supply of "snake-bite medicine."

The tunnel was finally completed in May, 1909, a few months before the driving of the last spike, and for a few years the rails inside were kept shining by the passing of many trains. Then fire—greatest hazard to a timber-lined railroad tunnel—struck No. 37 in 1912. Such was the intensity that it burned and smoldered for many months. In order to keep traffic moving, a three-mile shoofly (temporary passing track) was built over Beckwourth Pass along

the line of the old Sierra Valley Railroad between Chilcoot and a point just east of Rainbow, now Reno Junction. Because of a 3.6 per cent grade, trains were double-headed over the shoofly which crossed the old narrow-gauge roadbed midway over the tunnel.

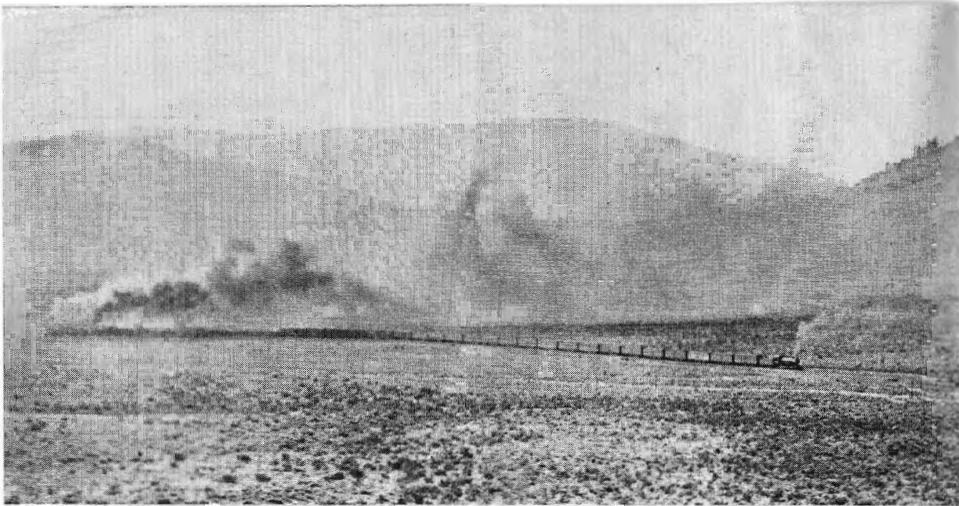
The intense heat inside the tunnel made reconstruction work difficult even long after the fire had been brought under control, and it was several months more before the tunnel was restored to its original condition and returned to service.

Present work now in progress at Chilcoot is part of an overall program to modernize tunnels on the Western Pacific. Timber sections, exposed to hazards of fire, are being removed and the entire tunnel is being relined with concrete at a cost in the neighborhood of two million dollars. The work is being done by the Utah Construction Company under the direction of Chief Engineer Frank R. Woolford. L. C. Landreth is engineer inspector on the job. Preparations for the work began on November 1, 1953, and cement was first poured on November 17. The project is scheduled for completion some time in December of this year.

Even then, it is unlikely that *California Zephyr* passengers will realize there's a lot more to a tunnel than Webster's description, which reads: "A subterranean passageway, especially one for a road, railroad, canal, etc., or for a sewer or drain."

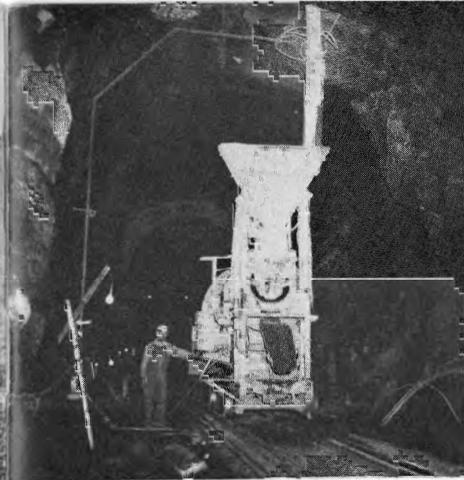
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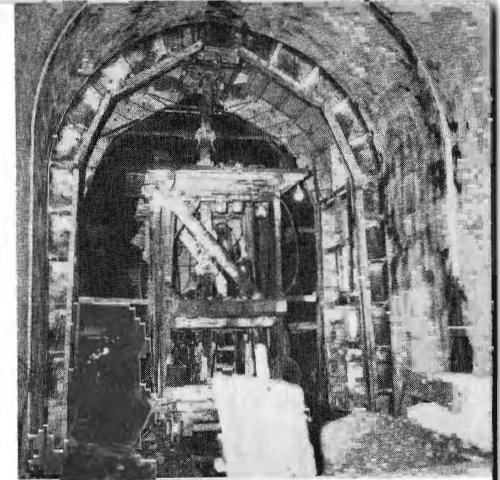


Three engines, one at the head end and two at the rear, were required to haul this freight over Beckwourth Pass on the temporary shoofly. Photo taken in 1912. Loaned by W. F. Metzger, retired engineer.

A Reno local waits just outside the east portal of Tunnel 37 for clearance to pass through on way to Portola. Temporary cement plant is shown at junction of Reno Branch and WP's main line. Old shoofly roadbed may be seen midway up mountain on left, just below thin white line of high tension power line.

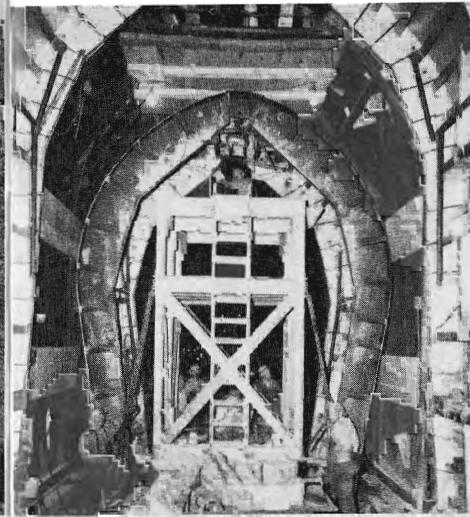


Dry aggregates are fed into mixer through holes from above top of tunnel. Water for mixing is brought in by pipe shown behind man at the left. Mixer is moved along track in tunnel and cement is dumped onto belt which takes it up to pump.

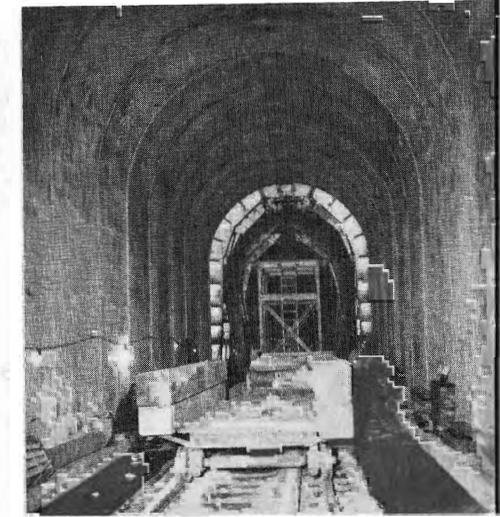


Cement is pumped up through pipe into top center of form from where it is forced over and down sides of form to fill the void between the form and tunnel wall. A six to eight-foot section is completed with each pouring of cement.

Closeup of collapsible steel form being moved with tunnel jumbo along track to new section. Lower portions of form will be spread out, when in position, to fit contour of tunnel walls.



One collapsed form passing through another form into which cement has already been poured. Picture shows several sections of tunnel cemented. Photos taken by LeRoy Howard, employee at Portola.



Born in Alameda, Plummer graduated from Sacramento Junior College. He worked as an ice man on the natural ice harvest field of the Pacific Fruit Express Company at Carlin, Nevada in 1935 and advanced through various capacities with that company until entering the Army in World War II, serving as a parachutist with the 82nd Airborne Division in Europe. Upon return to PFE, Ken was stationed at Santa Rosa, California, and Sparks, Nevada, until November 7, 1948 when he became supervisor of perishable service for WP. His appointment as superintendent of that service occurred on October 1, 1952.



K. V. Plummer, Jr.

Plummer, his wife, Ethel, and daughter, Susanne, reside in San Francisco.

* * *

A. S. Kasper, storekeeper at Oroville since 1947, is appointed material supervisor, a newly created position, effective July 16, according to an announcement by Walter C. Brunberg, manager of materials and stores.

With headquarters at San Francisco, Kasper will supervise stock control in the various stores and act as a one-man service department for field supervisors in checking on delivery of materials and the expedition of material movements.

Kasper was born at Plymouth, California, in 1907. He joined WP at Sacramento in July, 1923 as store helper and since that time has worked in Portola, Elko, Wendover and Stockton stores before moving to Oroville.

Robert C. Madsen, trainee, is appointed assistant to division superintendent, western division, a newly created position, effective June 7, 1954.

Bob hired out as a locomotive fireman on June 21, 1943. After two and one-half years in the U. S. Army, from September of 1943 until March of 1946, he returned to WP working as fireman during summer vacations of 1947-1949 while attending University of Southern California. Following graduation in June, 1950, with a BS degree in trade and transportation, he began his forty-month training program the following month. This he completed in February of this year.

* * *

Several appointments in the engineering department have been announced:

C. E. Elliott, division engineer Western Division, to engineer of track, with headquarters at San Francisco.

C. E. Forseth, division engineer Eastern Division, to division engineer Western Division.

H. H. "Bert" Elliott, assistant division engineer Eastern Division to acting division engineer, Eastern Division.

S. F. Burmeister, roadmaster District 4, Eastern Division, to acting assistant division engineer, Eastern Division.

M. L. Kizer, roadmaster District 4 (NCE) Western Division, to roadmaster District 4 (Silver Zone to Salt Lake City), Eastern Division.

Ray Hobbs, assistant roadmaster District 3, Western Division, to roadmaster District 4 (NCE), Western Division.

W. L. Chapman, assistant roadmaster District 3, Eastern Division, to assistant roadmaster, District 3 (Feather River Canyon), Western Division.

M. K. Anderson, track supervisor, Western Division, to assistant roadmaster, District 3 (Battle Mountain to Silver Zone), Eastern Division.

H. E. Grier, associate engineer, Eastern Division, to assistant roadmaster, Sacramento Northern.

L. E. Lelevich, junior engineer, Eastern Division, to associated engineer, Eastern Division.

R. J. Mounkes is appointed roadmaster District 2, Western Division, succeeding Bruce L. McNeill, retired on account of physical disability.

J. G. Howard is appointed project supervisor in charge of concreting of Tunnel 1, headquarters in Sacramento.

D. G. Hutchinson, is appointed bridge and building inspector, headquarters in Sacramento.

Patrick J. Sullivan, is appointed bridge and building inspector, Eastern Division, headquarters in Elko.

* * *

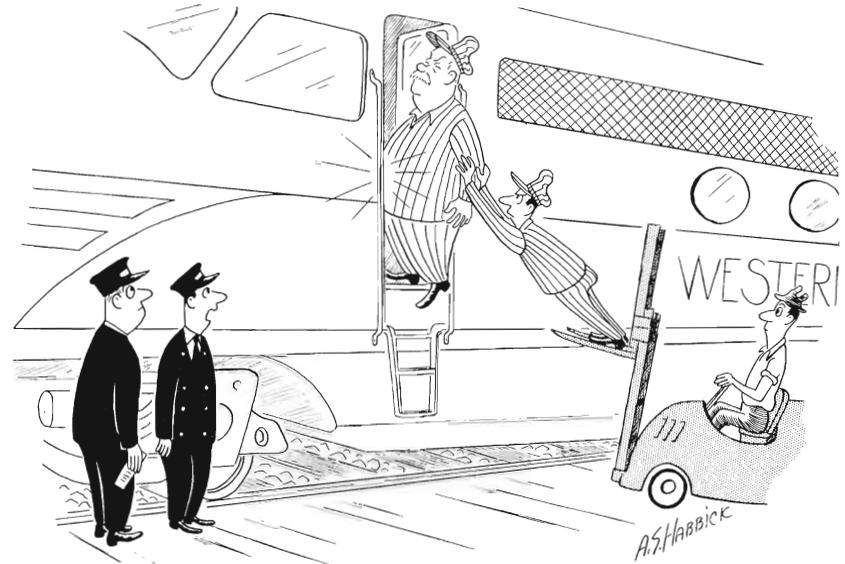
Sidney Henricksen, secretary to president, is appointed chief clerk, engineering department, San Francisco.

John R. Rossi, secretary to vice president and general manager, is appointed secretary to president.

Robert L. Hullman, president's office, is appointed secretary to vice president and general manager.

A visiting Texan was telling his Minnesota host about the big fish he had caught in his home State. "As a matter of fact," said the Texan, "I caught an eight-inch one just last week."

Unimpressed, the Minnesotan said that a fish that size was small in his State. "Maybe so," said Tex, "but down there we measure a fish between the eyes."



"Johnson's going to have to reduce or go back to steam!"



I'VE BEEN WORKIN' ON THE RAILROAD

In order to keep WP, SN and TS railroaders informed of progress being made on their respective railroads, MILEPOSTS will print under this heading from time to time descriptions of the major improvements for which the authority for expenditure has been approved.

Just authorized at an estimated cost of \$16,000, of which \$14,275 is a net charge to investment account, are improvements to various section residences and other buildings at Salduro, Arinosa, Knolls Clive, Low, Delle, and Timpie, Utah. This work will consist of stucco siding, asbestos roofing,



“Now that the railroad is modernized, dieselized and streamlined, I don't get as dirty as I used to.”

painting and other general improvements. This is a continuation of a five-year program begun last year. Already completed in 1953 are buildings at Flanigan, Sand Pass, Sano, Smoke Creek, Bronte, West Gerlach and East Gerlach.

Another expenditure totaling \$20,000 has just been authorized for the installation of teletype circuits for operation over carrier telegraph channels between San Francisco, Oakland, San Jose and Stockton. These will improve the handling of the many reports necessary for our present volume of traffic and the anticipated volume when the new Ford plant goes into operation.

San Jose is the last major terminal to be connected to general office by company telephone facilities. To eliminate the necessity of all toll calls during business hours, and to provide direct communication from present PBX's to the new Ford plant at Milpitas, installation of carrier telephone system at a cost of \$5,300 has been approved.

Also authorized for San Jose is construction of a 2,500-foot drill track to serve 30 acres of industrial property recently purchased east of 7th Street in that city. The track, at a cost of a little over \$20,000, will also serve the Mayfair Packing Company, shippers of dried fruit, which adjoins the Western Pacific property.

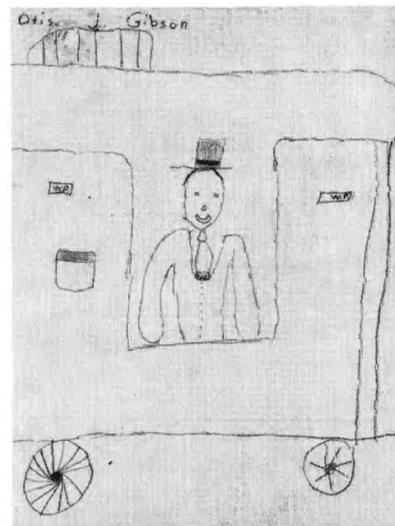
What Daddy Does



Patricia R. Gibson

In response to MILEPOSTS' offer in the June issue, seven-year-old Patricia R. Gibson is the first little Western Pacific railroader to send in a drawing of “What Daddy Does,” and to Pat goes the first brand new one-dollar bill.

Patricia's dad, Otis J. Gibson, is an attorney for Western Pacific. But, probably because she has heard Dad talk so much about the train she chose to picture him aboard the *California Zephyr* rather than sitting at his desk behind a big pile of papers.



The offer still goes and MILEPOSTS will print from time to time drawings of “What Daddy Does” sent in by any boy or girl of elementary school age whose father works for Western Pacific, Sacramento Northern, or Tidewater Southern. For each one printed, the artist will get a new one-dollar bill.

Send your drawing to the Editor, MILEPOSTS, 526 Mission Street, San Francisco 5, California. Include a picture of yourself and give your dad's name, his occupation, your name, age and name of your school.

The third annual Western Division Picnic will be held at Elk Grove Park, Elk Grove, California, on Sunday, August 22, from 9:00 a. m. until dark.

As in the past, admission is free and no tickets are required. The program will include swimming, baseball, children's events and other activities.

You, your family and friends are invited to attend.

WP WILL REMEMBER

"When a man devotes his life to an industry, he has truly paid that industry the greatest compliment."

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired.

Otto M. Beard, roundhouse foreman, Stockton.

George W. Foster, telegrapher, Quincy Junction.

John B. Gouldy, tunnel gang foreman, Western Division.

Santiago Martinez, track laborer, Shafter, Nevada.

Sam Prest, Laborer, Sacramento.

Robert L. Wallis, switchman, Portola.

HENRY FEGLEY RETIRES

Henry R. Fegley began a new life on July 1, and for the first time in nearly seventeen years he was able to say "yes!" His reticence to use that word became a part of his stock in trade back in August, 1937, when he was appointed assistant to general manager in charge of safety, book of rules and labor relations. This work was later divided when the late John C. Hoover and Homer Bryan, now retired, were put in charge of rules and safety, respectively, and Fegley alone assumed the responsibility of negotiations between the company and representatives of the various labor organizations.

Going back a few more years, the records show March 20, 1888 as the date of his birth at Emporia, Kansas. Whether he learned to say "no" early in life or while attending schools in Massachusetts he has not disclosed, but in the minds of those with whom he has bargained across the table the word was firmly established in his mind when first they met. Yet, this man, small in stature with an ever-ready smile, must hold a warm spot in their hearts as was attested by the wonderful turnout at the party given in his honor shortly before he retired.

After completing his education, Fegley took employment with the Wells Fargo Express at Los Angeles in July, 1907, remaining with that company for two and one-half years. He first joined Western Pacific in December, 1909 as clerk in the chief engineer's office at San Francisco, transferred to the purchasing department, and then to office of vice president and general manager. When Charlie Craig, now retired, became chief clerk in that department in August, 1910, Henry became secretary to C. M. Levey, vice president and general manager, who later became the fourth president of the company. In 1914 Fegley served as secretary to E. L. Brown, then vice president for both Western Pacific and Denver & Rio Grande.

There were troubled times for Western Pacific about then and Henry left to work for the Rio Grande, only to return to Western Pacific in 1928 as chief clerk to Superintendent T. E. Coyle at Sacramento. There he remained until he received his assignment in the general manager's office in 1937.

Henry is slowly getting accustomed to a lazy life, which had not been his,



W. A. Tussey, assistant to general manager-labor relations, center, presents Mrs. and Mr. Henry R. Fegley with TV set given them by WP employees.

and a visit to his new home at 3523 Michael Drive in San Mateo will probably find him, as he says, "doing a little gardening on my 80-acre ranch on a 50' x 110' lot." But we'll wager that he and Mrs. Fegley find time to tune in on many a baseball game, either by radio or by the new TV set given him by his many railroad friends on June 30.

CHARLES BRANDT RETIRES

A large group of Western Pacific railroaders turned out at Sacramento for the retirement party given Charles Brandt when he took up a life of leisure after a service that began on December 7, 1918. Taking part in the

ceremonies honoring the head time-keeper were Dan Irwin, chief clerk, and Glenn W. Curtis, superintendent, shown with Charlie at the left.

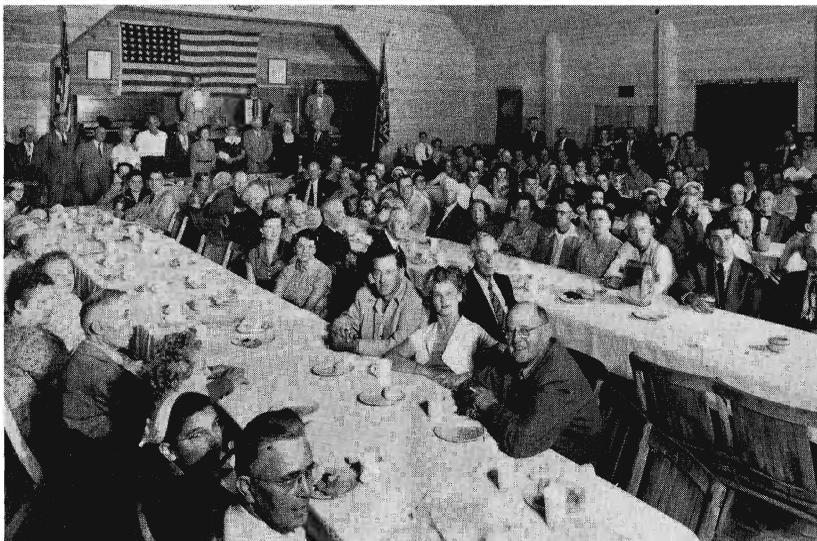
In the picture below are some of the employees who attended the retirement party.



S. N. RETIREMENT PARTY



Sacramento Northern employees who were honored on their retirement this year were: Standing from left—F. A. Pritchard, B. A. Burns, W. R. Parks, C. F. Wiseman, H. Mecham. Sitting from left—Mrs. Pritchard, Mrs. Burns, Mrs. Nita Lemenager, and Mrs. Wiseman. See SN column on Page 25 for story.



In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following, whose death has been reported:

Edgar Booth, retired carman, June 20, 1954.

John M. Coggins, carman, June 8, 1954.

Charles Elam, retired locomotive engineer, July 3, 1954.

Elbert B. Hilton, Clerk, May 20, 1954.

Albert F. Lindahl, relief towerman, June 18, 1954.

Benjamin F. Maroney, chief clerk, June 29, 1954.

Gaspar R. Martinez, retired section laborer, May 29, 1954.

Walter E. Shafley, brakeman, June 21, 1954.

Herbert R. Thring, retired boiler-maker, June 30, 1954.

Fred Warila, section laborer, June 23, 1954.

Clifton E. Whiteside, retired Sacramento Northern motorman, May 13, 1954.

“SYMBOL OF A CITY”

Western Pacific's public relations department has a large supply of a small illustrated folder—"Symbol of a City"—which tells the story behind San Francisco's fabulous cable cars.

The folder was originally designed for Western Pacific's exhibit at the 1949 Chicago Railroad Fair, where 575,000 copies were given out. Since that time, the folder has become so popular the Chamber of Commerce, Tourist and Convention Bureau, California State Automobile Association's travel bureau, and other travel agencies, are currently distributing about 6,500 copies each year. They are also distributed at many gatherings such as the Brotherhood of Locomotive Engineers' recent convention in Salt Lake City.

Many WP railroaders travel far and wide during their vacations, during

which time they meet many travelers. When a group of WP rails and their wives made a special trip to the Mardi Gras at New Orleans in 1953, Engineer O. E. Lyles, who organized the tour, took along a supply of the folders and the group made a fine distribution at all points they visited.

People from all over the world come to San Francisco and a great many of them travel by train. If you plan to visit in some other state while on your vacation this year, why not take along a handful of the cable car folders and pass them out to those you meet? Let them know there is no better way to come to San Francisco and the west coast than by the *California Zephyr*.

Write to Public Relations Department, Western Pacific Railroad, 526 Mission Street, San Francisco.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of August, 1954:

45-YEAR PIN		
William E. Meyers	Locomotive Engineer (General Chairman) ..	Western Division
35-YEAR PINS		
Loren Ames	Chief Clerk, Superintendent's Office.....	Eastern Division
William S. Thompson.....	Locomotive Engineer.....	Eastern Division
30-YEAR PINS		
Lee Classen	Head Clerk, Auditor of Revenues.....	San Francisco
Dallas B. Huggins.....	Carman.....	Mechanical Dept.
Spencer H. Lewis.....	Assistant Chief Clerk, Transportation.....	San Francisco
Ivan F. O'Malley.....	Telegrapher.....	Western Division
James A. Potter.....	Chief Clerk, Auditor of Revenues.....	San Francisco
Albert C. Thomas.....	Accountant, Engineering.....	San Francisco
Philip L. Wyche.....	Executive Assistant.....	San Francisco
25-YEAR PINS		
Frank P. Bravo.....	Telegrapher.....	Western Division
Allen L. Christensen.....	Brakeman.....	Western Division
Carl Flaig.....	Cashier, Treasurer's Office.....	San Francisco
Sam S. Gibson.....	Carpenter.....	Western Division
Ernest F. Giersch.....	Clerk.....	Western Division
Carl G. Horton.....	Janitor.....	Eastern Division
Nathan Johnson.....	Hostler Helper.....	Mechanical Dept.
Mack McDaniels.....	Chef.....	Dining Car Dept.
20-YEAR PINS		
Peter Del Moro.....	Clerk.....	Mechanical Dept.
Leo F. Delventhal, Jr.....	Transportation Engineer.....	San Francisco
David W. Harris.....	Section Foreman.....	Western Division
Anthony Villegas.....	Section Stockman.....	Store Department
15-YEAR PINS		
Dominic W. Goodman.....	Switchman.....	Western Division
Edward W. Holmes.....	Section Foreman.....	Eastern Division
Glenn H. McCormick.....	Clerk.....	Western Division
Carl Nipper.....	General Agent.....	San Jose
10-YEAR PINS		
Eric R. Borg.....	Krane Car Operator.....	Store Department
Clifford G. Garvis.....	Machinist.....	Mechanical Dept.
Glen Ginbey.....	Electrician.....	Mechanical Dept.
Louis Hill.....	Tavern Car Attendant.....	Dining Car Dept.
George W. Keen.....	Boilermaker.....	Mechanical Dept.
Shirley F. Lee, Mrs.....	Telegrapher.....	Eastern Division
Ernestine C. Whitmore, Mrs.....	Clerk, Auditor of Revenues.....	San Francisco

Plans are now being made for the big annual retirement party at Oakland for WP railroaders in that area who retire during 1954. Everyone is invited to attend the party which will be held the latter part of August. Additional information may be obtained from Mrs. Hazel Petersen, chief clerk, assistant superintendent's office, Oakland.

SACRAMENTO NORTHERN

MILEPOSTS congratulates the following Sacramento Northern employees who received service pin awards at the time of the annual presentations July 1:

35-YEAR PINS		
Nick J. Kosovich.....	B&B Foreman.....	Molena
Wernhard C. E. Scheuer.....	Agent.....	Walnut Creek
30-YEAR PINS		
Ortell J. Anderson.....	Yardmaster.....	Sacramento
William J. Bargiotis.....	Section Foreman.....	Eastport
Clarence L. Jenkins.....	Engineer.....	Yuba City
Joseph A. Lundey.....	Conductor.....	Sacramento
Lawrence R. Ramsey.....	Clerk.....	Chico
Milton F. Ziehn.....	Secretary.....	Sacramento
25-YEAR PINS		
Salome C. Mena.....	Sectionman.....	Oroville Jct.
Theodore W. Schulhoff.....	Signal Maintainer.....	Sacramento
William S. Lamont.....	Drawbridge Tender.....	Sacramento
20-YEAR PINS		
Aubrey B. Bonham.....	Conductor.....	Yuba City
LeBaron T. Coyle.....	Clerk.....	Pittsburg
10-YEAR PINS		
Preston O. Polmanteer.....	Brakeman.....	Yuba City
Antonio Leon.....	Sectionman.....	Sacramento





Caboosing

WENDOVER

Esther Witt

PETER JOSSERAND, trick dispatcher at Sacramento, was in Wendover to interview Telegrapher ANNA BELLA ALBRECHT on her career as telegrapher, agent, etc., for an article scheduled to appear in the September issue of *Railroad Magazine*.

Switchman and Mrs. EUGENE T. "BARNEY" LAVELLE are happily ensconced in a trailer home which they recently purchased from retired Conductor H. E. BAKER. It is a compact home in every respect and real comfy, too!

Graduates from Wendover Junior High School this year were Eugene, son of T & T Lineman and Mrs. THOMAS SHEA, and Kathleen, daughter of Water Service Maintainer and Mrs. VARIAN "CHUNKY" ANDERSON.

Agent and Mrs. LEO P. WATERS have purchased the PETE MCKELLAR home in Wendover and are busy as bees with interior decorating. With all this double duty, Leo says the end of the day finds him as tired as if he had pitched a double-header ball game.

Ricky and Danny Lee, of Callao, Utah, are spending their summer vacation with Switchman and Mrs. DAN W. LEE.

Retired Fireman ALBERT D. DRAKE has sold his home in Wendover and moved to Grand Junction, Colorado.

Telegrapher JAMES A. FORST has been doing relief work in Reno the past month, while ELSIE E. HART and GEORGE W. BARTO have been working at Wendover.

We were glad to have had a short visit with HARRY E. BAKER, retired conductor, who doesn't look a day older than he did the day he retired. Also we're happy to see Engineer ORTO J. KELLEY up and about again.

Waitress MARY FITZGERALD has returned to her duties in the Snack Bar and we're all glad to see her in action. We also hope Switchman WALTER R. UMSHLER will soon be back at work, too.

Beautiful Lake Henry, in Idaho, was selected as a vacation spot by Conductor and Mrs. FRANK E. "BOOTS" HOWELL. "Best fishin' and loafin' in the world," says "Boots."

Welcome to newcomers, Roadmaster and Mrs. M. L. KIZER, Switchmen CHARLES S. BOWERS and NOEL C. COLLIER, and Waitress HELEN FORST. Glad to have you with us!

MECHANICAL DEPARTMENT

Norma Joseph

Congratulations to JENNIE SIMMONS, steno-clerk who surprised everyone by coming to work with a beautiful diamond ring and announcing her name as Mrs. Dallas Hering.

NOREINE (JOHNSON) MORRIS was honored at a luncheon given her at the

Del Prado prior to her leave of absence to join the mothers-in-waiting club.

Welcome to our new steno-clerks, PAT MARIA and BARBARA COPPIN!

Secretary CHARLES JERRAULD, after 12 years' service in the Mechanical Department, has left our happy fold for new duties as secretary to General Agent ROBERT MUNCE, at Seattle. Good luck!

JOHN HICKS, assistant accountant, recently underwent a minor operation but hopes to be recuperated in time to escort his eldest daughter down the aisle.

NEW YORK CITY

Alan Hudson

Kipling was wrong. At least partly wrong, when he said the twain (no pun) shall never meet. The Occident, in the person of ART LUND, traffic manager—Central Region, came to meet the Orient, in the person of PERL WHITE, traffic manager—Eastern Region. The accompanying photograph of these two "Ancient Mariners" holding a copy of the latest *Candlewood Daily Tribune*,

Art Lund—Perl White



shows what happened when Art and his Missus weekendened recently with the Whites at their Candlewood Lake, Connecticut, cottage. Judging from the blazing headlines, which greeted the Lunds when they stepped from the train, Art must have made a big splash at Candlewood Lake! The guests brought their hosts a "Texas Fifth" which, in case you are unfamiliar as was the writer, is a bottle when emptied of its original contents could be refilled with the full content of Candlewood Lake, fish, boats, swimmers and all most comfortably.

Vice President and Mrs. M. R. ROPER joined the WHITES in representing our company at the recent annual meeting of the National Freight Traffic Association at White Sulphur Springs, Virginia.

SALT LAKE CITY

J. B. Price

As you have probably all read in the papers recently, Uranium is the big news in this city, already famous for its Tabernacle and Temple Grounds, wide streets with running water in the gutters, wonderful fishing and beautiful scenery. One indication of its bigness is the fact that if all the stock certificates now owned by our WP boys were laid end to end, they would reach San Francisco and return to Salt Lake City.

"Sorry I couldn't bring along a sample of those Idaho spuds," claims retired Engineer and Mrs. GLENN W. MORTON here from the potato state to visit friends and relatives, "but it's a little early yet."

Back at work and reporting on wonderful vacations are Engineer and Mrs. CECIL G. TRUMBO, and Engineer and

Mrs. G. B. GORHAM, who respectively visited the West Coast and Pacific Northwest; Conductor and Mrs. ORVAL F. HAYS, who went to Colby, Kansas, to visit relatives; and Conductor and Mrs. WILLIAM T. PATTERSON who enjoyed a scenic trip home from Detroit with a new Ford.

Our sincerest wishes for a quick and complete recovery for Mrs. ALFRED G. WOODWARD, wife of one of our brakemen, who has been hospitalized for observation.

Engineer EDWARD H. KELLER retired June 28 with a service record of more than 37 years. Ed hired out as a fireman on February 28, 1917 and has served in that department ever since. We'll miss you, Ed, but wish you good health and luck during your retirement.

Conductor and Mrs. HANS J. LARSEN have moved into our fair city. Welcome, folks!

Jack Turville, Seaman 2nd Class, home on leave from boot camp at Treasure Island, is the third son of Brakeman and Mrs. F. TURVILLE to serve in the U. S. Navy. Must be some sort of a record.

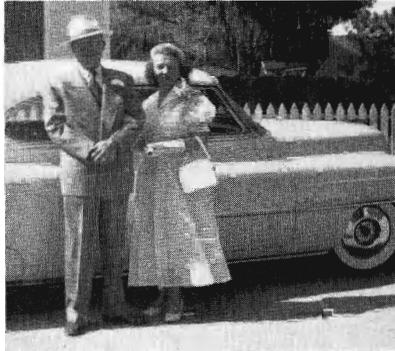
STOCKTON

Virginia Rustan

(Editor's Note: ELAINE OBENSHAIN, trainmaster's clerk, Stockton Yard, has again this month substituted for Correspondent VIRGINIA RUSTAN during Virginia's absence because of illness.)

As a high school graduation gift, PBX Operator MARY LEACH took her daughter, Darlynn, on a month's vacation trip to Chicago, New York, Washington, and New Orleans.

A scenic tour of Grand Canyon, Bryce and Yellowstone Park was made



Ted Baker, retired engineer, and Constance L. Lenzie, of Whitehorse, Yukon Territory, were married at a quiet ceremony in Carson City, June 15. The ceremony was performed at the home of Judge Dunfield. They were accompanied by Mae Elliott (roundhouse clerk) and Mrs. Annelie Dalporto of Sacramento, who joined them at a wedding dinner.

by T. D. HUNTER, a road foreman of engines, and his wife, and Switchman E. C. LYNN visited Washington, D. C. Unfortunately, he ran into some of the bad weather in Kansas.

H. R. ROSS, assistant chief clerk, and his family vacationed at Santa Cruz, where Harvey had some very good fishing.

Many of those at Stockton are glad to see RUDY KLOTZ, former assistant division engineer, who is in charge of the construction of the trackage for Zellerbach Paper Company.

We were sorry to hear of the death of Conductor JOHN W. CRUIKSHANK at his home in Stockton on June 14. Burial was at Boise, Idaho.

While walking down Market Street from general office to the Leopard Cafe for HENRY FEGLEY's retirement party last month, Chief Clerk L. I. McATEE, KEN PLUMMER and GRANT ALLEN noticed an auto blocking all traffic during the busy rush-hour. "What farmer

is causing this jam," said Ken, as they approached the car containing DAN IRWIN, JOHN McNALLY, MIKE FISHER and CHARLIE ELLIOTT. Others from Stockton attending the party were BOB TAYLOR, general agent, C. E. McDONALD, general manager of C. C. T., Agent A. D. PRATO and LEE MICHELSON, terminal trainmaster.

Congratulations to Clerks PAUL PARMENTER and PORFIRIO "BOB" GARCIA, our newest fathers! On June 23 a son, William Edward, arrived at the Parmenter home and their children now total two, a son and a daughter. The following day "Bob" announced the birth of a son. The fourth child had not been named as we mailed in this column.

On May 31 Roundhouse Foreman OTTO M. BEARD retired from service after 32 years with the company. He was presented with a power lawn mower at his home by F. F. LEMON, engineer; C. L. MYERS roundhouse foreman; W. W. SMITH, machinist; roundhouse clerks W. L. OBENSHAIN and J. E. HIGHTOWER; and Engineers H. E. VANDERVOORT, H. W. VAN HOORBEKE, J. G. TROW and K. H. BEARD, Otto's son.

H. J. KELLY has been appointed roundhouse foreman in Mr. Beard's place. Another old-timer to retire May 31 was Switchman J. M. TUCKER, who left the company with 38½ years service.

SACRAMENTO SHOPS

Marcella Schultze

The carmen "did it up right" at their annual picnic on June 5. The grown-ups and the kiddies (who certainly had their fill of pop and ice cream) were certainly having one grand time! And that baseball game! Or was it?

Several of us WP'ers attended the last Pacific Railway Club dinner in Sacramento where we saw and heard some of our local beauty talent. Not only was *Miss Sacramento of 1954* there, but also *Miss Sacramento of 1953*. Is it necessary to add that Chief Clerk HY O'RULLIAN made these arrangements?

When I called TONY SANTOS, electrician, into the office to tell his he'd won the \$100 Zone Vacation Award, he just regarded me with a blank stare and the comment, "which one are you talking about?" Seems Tony buys tickets from everyone, but after "turning on the current" (excuse us, Tony) he remarked: "Good! I'm going on my vacation next week." Any money left, Tony?

Laborer JIM HINSHAW upon being called back to work immediately broke out in a rash! However, the doctor confirmed it was measles—not the environment.

Blacksmith Foreman ELLIS ASBURY won't admit to being that old, but he proudly "let it slip" that June 24 was his and Elivra's 32nd wedding anniversary. Congratulations and our best wishes for many more. We'll still tell everyone you're only 39, Ellis.

Our sympathy to Machinist BILL BOOTH, whose father, EDGAR BOOTH, retired carman, died recently, and to FORREST DRAKE and his wife, who lost her mother.

Two of our laborers retired in June—SAM PREST and JOHN MIROSEVICH. John says, "I'm just going to take life easy."

We hear BILL WILKINSON, electrician apprentice, was married in Reno on June 26. Congratulations and best wishes to you and your bride, Bill!

TIDEWATER SOUTHERN

Betty Rand

It's nice to see **GEORGE LYON**, Modesto agent, back on the job again after a long absence.

Wayne Rayner, son of Brakeman **H. E. RAYNER**, recently won the Junior Chamber of Commerce Golf Tournament in Stockton, and is eligible to compete at the State Tournament in Sacramento. If he wins there, he can go to the National Championship Tournament to be held in Albuquerque during July.

Conductor and Mrs. **HARRY ALLEN** returned from a vacation trip to New York City and Texas, bringing back with them a new Olds 98.

HAROLD CASSEL, Modesto bill clerk, spent his vacation in Santa Maria and Sacramento, visiting relatives and with some time out for fishing.

Conductor and Mrs. **BILL DAWSON** had their three-week vacation cut short when, after but a few days at Lake Tahoe, Mrs. Dawson came down with the flu.

LINK HUPP and family spent a few days sightseeing in San Francisco, which included seeing Cinerama, Chinatown, Fisherman's Wharf, and a try at ice skating.

OSCAR CORREA, chief clerk, Modesto, and family have returned from a camping trip at Castle Crags and Burney Falls. He's still shaking over his narrow escape with a rattlesnake—seems he tried to step on it. Brought back a nice 2½ pound rainbow—one that didn't get away with the hook.

ART TIBBETS, agent, Escalon, on recently winning a set of Aluminumware at a drawing in Modesto, said, "This is the first thing I ever won."

OAKLAND

Hazel Petersen

JOHN HAEBERLE, yard clerk, has once again been called back to the fireman's extra board and we shall miss his efficient and valuable services.

We said "Bon Voyage" to **JEAN McHARDY**, interchange clerk, who departed on the *California Zephyr* the other day enroute to New York from where she will sail for Europe. Jean is taking a ninety-day leave in order to visit relatives overseas, particularly in her native Scotland. I don't know what her Clan is, but I do know what her Plan is—to bring home some more of that plaid material with which she makes those beautiful suits.

Thanks to **AD GEBALA** for doing such a nice job while I was on vacation. His work was well taken care of by our cute little redhead, **LAUREL HERRICK**. Laurel always enjoys working in Oakland Yard for she gets to ride to "Pings" for lunch with **TONY DAY** in what she calls his "jallopy." Tony has lots of fun with this car, but don't be fooled, he has a practically new one that he unselfishly leaves at home for his lovely lady to use.

When **HENRY STAPP**, our assistant superintendent, mentioned his 35 years of service the other day we became curious as to how it all came about. Henry entered service as a carman's helper October 15, 1918. "My father, retired WP engineer, helped me get started," said Henry. "I was once a junior clerk in the auditing department at general office and returned to Oakland as a machinist-helper, hostler-helper, boilermaker-helper and then to fireman early in 1920. Promotion to engineer came in 1927, to road foreman of engines in 1938, to

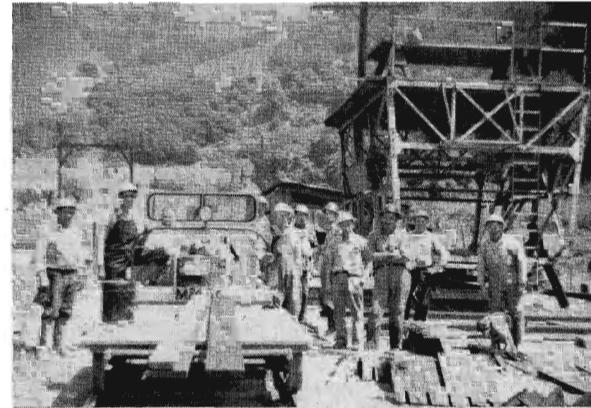
trainmaster in 1939, and I took over my present position in 1950.

"Our family came to California from Silal, old Mexico, where my father was general road foreman of engines for the Mexican Central Railroad. I might add," he continued, "we had to leave Mexico in sort of a hurry on account of the revolution.

"I recall the first WP passenger train arriving at Stockton in 1910, when I was eight. My father went to work for the company during the final months

promoted to San Francisco as engineer of tracks. **C. E. FORSETH** has been transferred from eastern division to replace him, and we extend him a royal welcome. Both, incidentally, answer to "Charlie."

Welcome also to **R. C. "BOB" MADSEN**, who recently finished his training course of several years and is now assistant to superintendent; and to **R. J. MOUNKES**, roadmaster, 2nd division, who has been assigned to fill the retirement of **B. L. "BRUCE" McNEILL**.



C. Earl Davis, extreme right, sent in this photo of Tunnel Gang No. 1 on the job at Milepost 32, Tunnel No. 1. Fourth from the right is Foreman Powers. Others not identified.

of construction in February 1910. He retired with 62 years of railroad experience, and is now actively engaged in keeping his yard the most beautiful in the Grand Lake district."

Henry is back on the job again after spending his vacation in Southern California visiting his married daughter, Beverly, and fishing at Newport Beach.

SACRAMENTO

Elsie Gonsalves

Best of luck to **C. E. ELLIOTT**, former division engineer, who has been

Also glad to hear of the promotion of **JOHN HOWARD** from B&B inspector to project supervisor. His headquarters are still Sacramento and at present John is in charge of the cementing of Tunnel 1 at Niles. Also from the eastern division is **D. G. HUTCHINSON**, new B&B inspector, replacing John Howard. Nice to have you with us.

A great loss was the retirement of **CHARLES BRANDT**, former head timekeeper. Charlie is a photo bug and his friends presented him with a beautiful camera with flash attachment as a token of his 38 years of faithful service.

T. D. HUNTER really believes in taking things literally. Just before leaving for his vacation "Deacon" dropped in to see Chief Clerk DAN IRWIN who told him to be sure and "tie up" every night. Believe it or not, "Deacon" did. A card was received each and every day telling us just where—and that's what you call "bookin' in."

TC Maintainer OWEN LEWIS has a new side line... catching owls! He had to remove one recently from a palm tree near the dispatcher's office... seems the poor thing had broken a wing and just couldn't get down. Speaking of birds and the dispatcher's office, what's this about the starlings in the trees around there picking on you boys and not bothering J. J. McNALLY, assistant superintendent? Maybe they respect your title, too, John.

MAXINE NAISBITT, accident clerk, can now retire as her three sons, Val, Mark and Eric are paying for their own haircuts. After the first two deposited themselves in the barber chair the other day, Val walked up to the barber and handed him two cents. "This is for Eric's and my haircut—Val will have to pay for his won," said he.

Welcome back to ELAINE SCHMIDT, steno-clerk, who has been away several months because of illness. Bet you were surprised to find you had a new boss—EUGENE GOODRUM, now assistant chief clerk.

ELKO

Thea Mueller

The Junior Chamber of Commerce recently sponsored a one-week paid vacation for two in the Hawaiian Islands to the person holding the lucky ticket—and who should it be but Mr.



and Mrs. CHARLIE FORSETH. When we called them in Sacramento to convey the good news they were breathless. Charlie won the trip on one one-dollar

ticket!

Approximately 85 friends attended the farewell dinner given for Charlie and his wife at the Stockmen's Hotel on June 18 and presented them with matched luggage in honor of his fine work on the eastern division and transfer to western division as division engineer.

Traveling Accountant J. G. ETCHEBEHERE and wife, Hannah, are proudly presenting their baby girl to their many friends in Elko. Johnnie is here on assignment so Hannah and the baby came along, too. Mrs. BETH HACHQUET, secretary to chief clerk, and Mrs. THEDA MUELLER, secretary to superintendent, held a steak-fry at the City Park in their honor on June 29.

We extend our sympathy to the family of Carman J. M. COGGINS, who passed away on June 8 at Elko.

WILBUR GOLDSBERRY, 1st truck dispatcher, returned from a three weeks vacation spent fishing, which seems to be a popular sport among the male employees here.

Congratulations to MADELINE CRUMPACKER, relief PBX operator and HANS MURDOCK, clerk, who journeyed to Elko and were married Saturday, June 26.

Yardmaster H. M. WESOLOWSKI accompanied his wife to San Francisco where she is undergoing treatment at the hospital. We certainly wish her a speedy recovery.

SACRAMENTO NORTHERN

Milton Ziehn

LOYD FLINDERS, section foreman at Dozier, and his wife vacationed in Southern California and Baja, California, with sons Richard and Dixon, leaving daughter, Victoria, in Modesto with grandparents Tidewater Southern Section Foreman and Mrs. L. G. FLINDERS.

MEL PARKER, assistant valuation engineer, and family planned two weeks of relaxation on their way to Northern California, and Superintendent HAROLD MULFORD included the beaches around Santa Cruz and a possible trip to Southern California with his family.

We're all glad to see the bossman, REX KEARNEY, sitting behind his desk in Room 15, if only for a few hours each day.

Roadmaster JACK KELLY has a new track supervisor, HAROLD GRIER, filling the vacancy caused by the assignment of M. H. "ANDY" ANDERSON to the eastern division of our "Salt Lake Branch."

Over 200 SN employees, present and retired, and their families gathered at Veterans Hall, West Sacramento, on Sunday, June 13, to honor seven SN'ers who retired during 1954 and, incidentally, to have a fine time themselves jawboning with former co-workers. Those retiring and recipients of appropriate gifts were: BYRON A. BURNS, automatic substation maintainer; Mrs. NITA LEMENAGER, agent at Sutter; HUGH MECHAM, pile driver engineer; WILLIAM R. PARKS, yardmaster at Sacramento; JOHN H. PRICE, leading lineman; FRANK A. PRITCHARD, agent at Woodland; and CLARENCE F. WISEMAN, automatic substation maintainer.

HARRY MITCHELL, former president and now an SN trustee, came up from his home in Atherton to talk about the SN in particular and railroads in general, and BILL NELSON, retired superintendent, again demonstrated his excellent capabilities as an Emcee. Music was provided by a roving accordianist. Hundreds of sandwiches, a score of cakes, gallons of salad and coffee disappeared in no time and ye old coffee pot for awhile ran a poor second to the demand. Eight hams went to lucky raffle winners and pictures of the party will be sent out as door prizes.

The committee of employees wishes to thank everyone who made the party a success—those who sold tickets, those who bought them and attended, those who prepared the food, served and cleaned up.

Who left a salad bowl behind? Get in touch with MILT ZIEHN.

KEDDIE

Elsie Hagen

Mr. and Mrs. Crawford Lewis, of Winnemucca, spent several days here visiting with their daughter, Mrs. TOD NELMS and family.

Brakeman and Mrs. ALDEN THOMAS narrowly escaped being killed when their auto struck a cement wall on an underpass. They are both hospitalized, Mrs. Thomas at Quincy and Mr. Alden at San Francisco.

DICK MOUNKES, roadmaster, and his wife, who have been living in Salt Lake City stopped off to see friends and relatives enroute to his new assignment at Sacramento.

Mrs. VIRGIL SIMPSON is working in the place of Mrs. GLADYS FLIPPEN, roadmaster's clerk, who has taken her

two daughters on a vacation to visit relatives in New Mexico and Arizona.

Engineers CARL MARSHALL, San Jose, O. E. LYLES, Stockton, HARRY HILTON, Richmond, and Fireman CHARLES MAXWELL, and their wives, were all Keddie visitors during June.

We have quite a number of young boys in the Little Baseball League, and they are really showing the grownups how the game is played!

A very colorful wedding for Miss Hazel Barry, daughter of Roadmaster CHET BARRY, was held in the Quincy



Catholic Church June 5. Dennis McMenemy, the groom, is the son of Mr. and Mrs. W. McMenemy of Oakland. The couple are making their home in Fallon, Nevada, where the groom is stationed with the U. S. Navy.

A pink elephant, a green rat, and a yellow snake walked into a cocktail bar. "You're a little early, boys," said the bartender, "he's not here yet."—C of G Magazine.

OROVILLE

Helen R. Small

Several WP families have reason to be proud of their daughters. Mary Lou, daughter of Engineer and Mrs. R. E. BISHOP, received the high honor of membership in the Mortar Board, a National Honor Society. She is a student at University of California. Joan, daughter of Diesel Supervisor and Mrs. J. F. FLYNN, graduated with distinction from San Jose State Teachers' College, being awarded the bachelor of arts degree and a general teaching credential. Patricia, daughter of retired Ditcher Engineer and Mrs. WILLIAM SANFORD, was one of four Oroville High School seniors chosen by the National Honor Society at Washington, D. C. for high scholastic ratings in a national aptitude test. Patricia will attend university at Salem, Oregon, on scholarship she received, majoring in English.

The old dining room of the WP depot has been taken over by the State Division of Water Resources as their office while making studies in conjunction with the construction of Oroville Dam. The crew will complete relocation studies on approximately 14 miles of the Feather River Railway and about 23 miles of WP's main line.

Retired Baggage-Caller E. B. "JACK" HILTON passed away at Oroville on May 20. Jack had been in failing health for several years.

Mrs. Arthur W. Dryden, wife of CONDUCTOR DRYDEN, lost her mother, Mrs. Isabelle LaValle on May 15. She passed away at her home in Sacramento.

Brakeman WALTER E. SHAFLEY passed away here on June 21 at the age of 69.



He began his career with WP in 1930. Services were conducted by the Oroville Elks and interment was in Memorial Park. He is survived by his wife, Lucille, and a son in Colorado.

We're happy to report that RAY T. RONAN, roundhouse foreman, is back at his post following surgery at St. Josephs.

Signal Maintainer EMORY FIELDS has been transferred to Belden, and MARVIN W. FIELDS is now signal maintainer at Oroville.

Rain and a hailstorm which stopped all traffic in Yellowstone Park followed your correspondent most of the way back from a vacation in Illinois and Iowa, returning via the Black Hills, Yosemite and Long Beach.

The Ice Follies and bright lights of San Francisco took up some of PBC-Clerk WILLIAM FOSDICK's vacation, the rest being spent "spoiling my little grandson."

Retired Conductor and Mrs. GEORGE W. NEWMAN left by *California Zephyr* July 5 to pick up a new Buick at the factory and a tour of the New England States and Canada, and Conductor O. J. CROWE enjoyed a tour of Zion National Park and the Mother Lode country. We have no report on the size and number of fish D. W. GRIFFIN, baggageman-caller, hooked while fishing at Ft. Bragg.

"BERTIE" LONE, roundhouse clerk, was another Ice Follies customer during vacation, with some time spent around Portola.

Engineer WALTER BROWN and Ruth

entertained PBX-Clerk MARIE DALEY of general office and Mrs. Evelyn Reynolds, of San Francisco, over the Fourth of July after spending a week at Richardsons Springs.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Wonder if anyone can top this? L. O. NERVIG, assistant cashier, asked for a new chair back in 1924. His wish was granted and today—some thirty years later—Lou, as he is affectionately known, is using that same chair!

Lou's fondness for that particular chair is indicative of his devotion to railroading. On February 2, 1918, he began his railroading career with the St. Paul, Minneapolis & Omaha as a telegrapher. "Three years later, I got California fever," to use Lou's own

Marcella Ann, 4, and Michael Moran, 2½, are the grandchildren of Train Desk Clerk Thomas G. Moran, who sailed with their mother, Mary Jeanne McClure, daughter of T. G. Moran, to join father and husband M/Sgt. Wm. McClure, USAF, who is stationed at Nogoya, Japan.





Danny Bergin, 7 years old July 11, is the son of Evelyn P., stenographer-clerk, and Buford B. Bergin, signal department employee.

words, "moved west and was SP agent at Soda Springs." Not convinced on the Golden State he returned to Omaha, but again returned to California on February 2, 1923. Positions which followed have been cashier at Colusa on the SN, interline accountant in the audit office, and cashier of the SN freight office. He moved to his present position on December 4, 1950. We extend Lou our congratulations, both for his service to the company and his tender care of company property.

Industry Clerk and Mrs. H. C. BENTZ traveled to Santa Cruz, Yosemite and San Francisco on their vacation.

M. E. WYATT, stenographer-clerk, says he doesn't feel a day older after enjoying another birthday on July 2.

WINNEMUCCA

Doris Cavanagh

Motorcar Maintainer AL TONKINS' wife is the new district deputy president of Neva Rebekah Lodge in Winnemucca.

Back to the States from a year and one-half in Germany with the U. S. Army, Stanley Miller is working for his master's degree in education at the Nevada University summer session. Two sisters, Jewel and Priscilla, received scholarships at the university this spring. Their parents are Telegrapher and Mrs. M. C. MILLER.

Brakeman SAM SEALS could rightfully feel chesty due to son Sammy capturing all high school athletic awards during graduation.

Joint June birthday of Fireman FREE GOLLIER's wife and JUANITA STONESTREET was celebrated at the Conductor GEORGE STONESTREET home.

Medical patients include the wife of Brakeman WILLIAM HOXSEY, Humboldt Hospital; Brakeman FRANK RANKIN, Salt Lake City Hospital; Yard Clerk MIKE MICHAELS, Reno; and Signal Supervisor JAMES VAN BENTHUSEN, San Francisco.

Miss Gail Jones, daughter of late Conductor W. S. JONES, was married Sunday, May 30, to Wilbur Sweigart of the U. S. Navy. Gene Davis, son of former WP employee OTTO DAVIS, took as his bride, Miss Inez Sarasua, Saturday, June 12.

Forty-five years ago in August the WP started regular service between Salt Lake City and Elko with three trains a week each way. A WP water car was dubbed "hoodoo" after fourth wreck 19 miles west of Winnemucca. To a place called Gerlach, two miles westward, the Deep Hole division point had been moved. VIRGIL BOGUE, chief engineer, christened the new town of Portola shortly after his daughter, Virgila Bogue became queen of the Portola festival in San Francisco. Tracklaying machine was at work 115 miles west of Winnemucca.

SACRAMENTO STORE

Irene Burton

Congratulations to CHARLES MARCHAND and his wife, Mary, who celebrated their 20th Wedding Anniversary recently.

H. J. MADISON, together with WAL-

TER BRUNBERG and MYRON CHRISTY, general office, attended the 1954 AAR Purchases and Stores Meeting in Chicago in June.

MARY LOU STOCKARD is on Stork leave and we welcome TULA GROOM who will be with us during Mary Lou's absence. Also extend a welcome to BILL CHASE who has returned to help out during the summer months.

ERIC BORG traveled to Elko to relieve AL VIZINA while he was on vacation.

ALBERT MADEN and HORACE LATONA and their wives, Clara and Wanda, traveled together as far as New York City, the Madans then heading Boston way while the Latonas were on their way to Buffalo. THURMAN MOZINGA and his wife went to Missouri, while CLAUDE CRAIN and family made Tennessee their destination.

At a recent meeting of the Sacramento Valley Credit League, our EDWARD E. EVERS, chairman of the credit committee, spoke on how we as a new Credit Union conducted the Credit Committee at our weekly meetings.

WILBURTA DOYLE came out second best when she parted with an impacted wisdom tooth. Her face was badly swollen and quite painful.

Two fathers in our office were glad of Father's Day. ALTON DABBS received a little scale, the size of a cigarette lighter, that will not only measure the fish but also weigh them, providing he can catch the fish. CHARLES REID, received a Polaroid Camera, celebrating not only Father's Day but his birthday as well. Charles was glad he didn't count himself in at the birthday party in May, as he was presented with an angel food cake with pink frosting and an extra helping of ice cream.

AL MADAN, chief clerk, is helping to

formulate plans for our picnic August 22. Remember the date—the place is Elk Grove Park.

If only the old shelves being torn out of our store department building could talk, what a wealth of information they could give. They were replaced with new metal shelves for the new store building.

PORTOLA

Phyllis Laughlin

Goodbye and good luck to PATRICK SULLIVAN who left Portola after three years as B&B foreman for his new appointment June 16 as bridge and building inspector, eastern division, headquarters Elko.

Hello again to ROBERT RONEY, crew clerk, who returned to Portola again to work during the summer vacation. He will return to school this Fall.

Wedding congratulations to Fireman HARRY VAN DRIELEN and Jane King on their recent marriage at Carson City. The couple spent their honeymoon in San Francisco and the Bay Area. Also, to Mrs. Madelon Crumpacker and HANCE MURDOCK, cashier, on their marriage at Elko June 26 at the home of Mrs. Laura Nelson. Attendants were retired Engineer and Mrs. GEORGE COX, Mrs. FRANCES YOE and Mrs. Nelson.

GEORGE W. FOSTER retired as agent at Quincy Junction on June 15 after 25 years of railroad service, 12 of which were with Western Pacific. George and



his wife will live on their small farm two miles south of Spring Garden where they will farm and spend their spare time gold mining. George says he has enjoyed



John T. Switzer, switchman, was the lucky winner of the WP Vacation Club. Correspondent Phyllis Laughlin, who sold the winning ticket, gets her award from Virgil Edwards, Trainmaster, who hands over the winning award to winner Switzer.

his time with the WP and wishes the company and its employees the very best of luck, which we, in turn, wish them. The Fosters have two sons, three daughters, and seven grandchildren. Their address will be P. O. Box 23, Spring Garden, California.

Mrs. EMMA LOU PETERSON is again relieving Mrs. FRANCES MLAKAR in the roadmaster's office while FRANK, warehouseman, and Frances are on vacation. Mrs. PETERSON is the wife of BOB PETERSON, relief clerk No. 5 in the agent's office. Mrs. ERMA RAY, mother of Mrs. Peterson, is relieving Mrs. RUTH FULK, secretary and bookkeeper at the hospital during vacation.

J. C. NICHOLSON, engineer, has just returned from a 6,000-mile vacation trip touring the middle west visiting friends and relatives. As Nick says, "I was born on St. Patrick's Day, in Scotland, and have a Swedish name. Some combination, eh?"

On our injured and sick list are RAYMOND SELJO, sheet metal worker; FOREST SHROUPE, B&B helper; JIM BROWN, son of NELL BROWN, roundhouse laborer, who underwent surgery at U. C. Hospital in San Francisco.

Condolences to Mrs. Lucille Shafley on the death of her husband WALTER SHAFLEY on June 21 at Oroville Curran Hospital. Walter was brakeman on the *California Zephyr* as his last assignment with Conductor FLETCHER. He hired out on the WP on August 3, 1930, and was 69 at the time of his death. Besides his wife, he is survived by two sisters, Mrs. Burt Benedict and Mrs. Ernie Craun, of Michigan, Mrs. Alice Wolfe, an 85-year old aunt, and a step son, Robert Hundley, of Colorado.

Celebrating June birthdays were Mrs. FLORENCE HUGHES, perishable department; HAP MANIT, relief clerk No. 1; E. L. DUFFY, and Mr. Duffy's granddaughter Paula Jean, of Keddie, and PHYLLIS LAUGHLIN.

R. W. CRUMPACKER, roundhouse foreman, and Mrs. Marian Ruth Birkett were married at the home of Mr. and Mrs. A. S. Rose in Elko on May 31. Congratulations and best wishes!

"Pat," exclaimed his proverbial pal, Mike, "what's this I'm hearing about ye joining up with them communists? Are ye crazy, man?"
"Mike, it's the God's truth. I joined up with them last week. The doctor told me I had but ten days to live and 'tis better one of them communists die than a good Irishman!"

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Gwen Monds, Maurice Notter, Mary Nichols, Carl Rath, Bill Royal, Dudley Thickers, Frank Tufo.

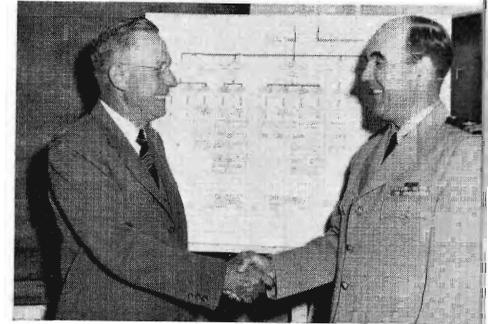
At the annual installation banquet of the 20-30 Club of Metropolitan San Francisco on June 26, officers elected for the ensuing year included DONALD L. LOFTUS (transportation engineer) as president, and ARTHUR LLOYD (public relations representative) as treasurer.

At a wedding held in Prescott, Arizona, on July 18, Margaret Elizabeth Windsor became the bride of GARDNER S. ROGERS, engineering estimator.

MARGARET ANN MARTIN, former *California Zephyr* "Zephyrette" became the bride of Dr. Herbert Carlton Howard at a wedding on July 2 at the All Souls Episcopal Church in Berkeley. Following a honeymoon in Europe and after November 1, they will make their home at Coral Gables, Florida.

BERNICE DUKE, clerk, accounting, announced her engagement to Airman 2/C Bob Miller of the U. S. Air Force, whose home is in Bellefontaine, Ohio. The wedding date has not been set.

June 9 brought the arrival of Kerry Daniel to the home of Passenger Traffic Representative and Mrs. AL HOCTOR, their fourth child. Kerry's brothers and sister are Michael, 12; Susan,



Ralph T. Ott, chief rate analyst, was guest lecturer recently for the Transportation & Traffic Management course at Oakland Naval Supply Center freight transportation school. Lt. Raymond A. Watson, an instructor, is at right. Official USN photograph.

11; and Allan, 1½. Congratulations!

RAY SANTIAGO is back on his job in the telegraph office after two years on Okinawa with the Army. They'll probably miss Ray for he played an excellent 2nd base on their ball team.

Those with whom he had worked and the many others who knew BEN MARONEY, were saddened to learn of his death on June 29. He had been in ill health for some time but kept on the job. Ben began his job on September 15, 1921 and passed up his pension about two years ago. He is survived by his sister, Mrs. Ada C. Clarke.

(Continued on Page 35)



On May 30, 61 members of the C. W. Johnston clan assembled at Taft for a family reunion. Twenty-three were unable to attend. "Ages ran from two weeks up and up," claims Johnston. Party was held in City Park. Johnston is car foreman, San Francisco.

SPORTS

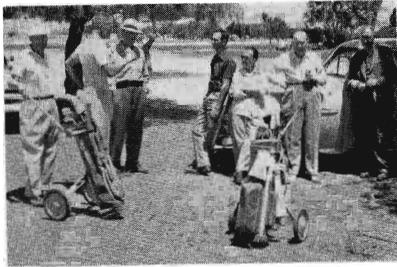
Maurice Notter
Sports Editor

GOLF

An eight over par 79 gave Bob Runge, Fresno general agent, a three stroke win over Larry Shaughnessy for employee's low gross in the third annual WP Golf Tournament on July 10. Stan Dinkel, Lee Sherwood and Ken Stoney fired 83's to tie for third.

Low gross for the day, however, went to Dick Graham, guest from Milwaukee, who put together a regulation 35-36 for an even par over San Jose's Hillview course. Second low gross for the day went to Ken Potter, a friend of Charlie Dooling, who turned in a nice 78, two strokes ahead of Ed Dunne, guest of Larry Shaughnessy.

Bob Toll scored a net 58 in the blind bogie tournament to lead Jack Carneglia, guest, by five strokes. A 64 and a 65 gave Fred Brandes and Ken Stoney second and third for employee's



Found taking a breather and a beer at the tenth hole are Ollie Nowell, Bob Runge, Carl Nipper, Dean Dorsey, Frank Rauwolf, Johnny Carroll and Charlie Myers. The San Jose boys didn't play but brought the beer.

low net, while John Conlan, Santa Fe, and George Smith, Missouri Pacific, won the guest's second and third place net with a 67 and a 69.

Ollie Nowell, Oakland roundhouse foreman, four-ironed a shot 12' 10" from the fourth pin to win the hole-in-one contest.

Mrs. Ollie Nowell came in with a 91 for ladies low gross, and tied at 76 with Retta Alexander, secretary, who grossed 109, to tie for low net. Guest Mary Jane Hollin's 110 was good for third low gross, but she lost low net by one stroke to Mrs. Ken Stoney, who grossed a 133.

Carl Nipper Charlie Myers and Johnny Carroll didn't get a chance to play, but they did bring along hard boiled eggs and a couple of washtubs full of ice cold refreshments for the record 60 players who passed the tenth tee. This was a surprise not planned by the committee, Chuck Faye, Russ Cleland and Jim Hickey.



Bob Toll, lot net winner, is about to sink a putt as partner Hinze retrieves his ball.



California's Coastal deer season opens August 7, and for you nimrods who get your buck, here's a few tips that might help to improve

the quality of your venison and make packing out of your kill a little easier.

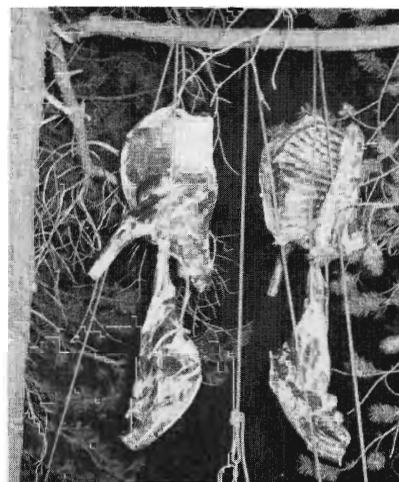
1. Pull the hide off your buck as quickly as possible.

2. Get the meat to a chill room as soon as you can, even if it means interrupting the hunt for a day.

3. Age the meat properly before using. U. S. Government specifications recommend that fresh killed beef be aged from eight to 10 days at 38 degrees Fahrenheit before consumption. Venison is quite similar to beef in many respects and proper aging is important.

4. Don't back-pack your buck out in one piece. That's one of the best ways to wind up a victim of over exertion or a zealous hunter's rifle.

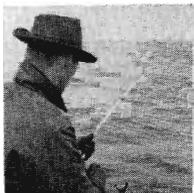
My annual hunting companion and I have a system which we have used for years and believe it to be one of the



best. When we down a buck we dress him on the spot, sack him up, and walk out with him. To accomplish this we carry four light canvas bags approximately 40 inches long and 24 inches wide; 20 feet of light rope to truss up the buck for skinning; and a collapsible-frame hacksaw with several spare blades for quartering. After the animal has been quartered and sacked, the hide is folded through the horns and we're ready to head for camp, as is illustrated in the accompanying photograph. Try this system with your next buck and you'll find the task of getting your venison from the woods to the pot much easier, and the quality of the meat will be greatly improved.



The chill nights of the fall hunting season permits the aging of venison right in camp. At sundown, the meat goes up on the "bear pole," where it remains until dawn, when it is taken down, placed in a vermin-proof bag (a clean Navy mattress cover is good) and wrapped in blankets or a heavy tarp to be placed in a cool, airy place. This procedure is repeated each night until time to break camp. In transporting your venison from camp to home, keep it well wrapped in a tarp or blanket. This keeps meat cold until cutting.

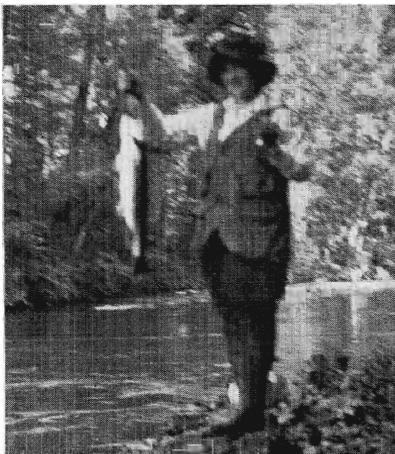


According to all indications, the big salmon are in at last and trollers working the waters off the Farallones are tying into some real action. Frank Ferguson reports that on two consecutive trips, all hands aboard took limits and near limits, with the chinooks going from 17 to 27 pounds. Western Pacific anglers who fished with Frank on the two trips out were Suzan Fitch, beautiful and talented daughter of Sam Fordyce; Leo Delventhal and Gardner Rogers.

* * *

Here's one for the stronger sex. After digesting so many fish stories of late, Eleanor White, signal department statistical clerk, could stand it no longer and confided in me that she once caught a trout in the McCloud river that not only singed the whiskers of every old angling dog at the McCloud Country

Eleanor White



Club, but it set a record that's likely to stand for some time to come. Using a salmon egg for bait, she hooked, fought, and landed a Dolly Varden that tipped the Fairbanks at an even eight pounds! To prove her story, Eleanor brought in the accompanying picture if you're still not convinced. "It's in the records, too," claims Eleanor, "should you care to look it up."

* * *

Kay Brodney, our fisherwoman from the engineering department, did it again. At the Western Association of Angling & Casting Clubs Tournament held in San Francisco July 3, 4 and 5, she took first place in the following woman's division events: dry fly accuracy, wet fly accuracy, Skish-plug accuracy, Skish-plug distance. In the Skish-plug distance event, Kay turned in an average of 218 feet, to set an unofficial record!

She will participate in the National events to be held at Long Beach.

* * *

Getting back to salt water for the moment, the Annual Sausalito Salmon Derby got under way July 17 and runs to September 10. First prize is \$1,000 with seven weekly awards for the largest salmon caught. Entry fee is \$1 for those wishing to participate.

SOFTBALL

A string of bad breaks put Western Pacific's softball team in last place at the end of the San Francisco Industrial League, but the rails are determined to boost their standing in the San Francisco Recreation League which starts soon.

"We'll settle for nothing less than first place," says Ron Quint, the team manager.



Al King, inspector of transportation, spent a week at Lake Almanor recently just fishin' and relaxin'. To prove the fish were biting, Al had this picture taken with one of the big ones. Good-looking trout.

BOWLING

Pins are flying in Western Pacific's Mixed Doubles Summer League (two men and two ladies to each,) which got under way May 6. At the half-way mark three teams are tied for first with 10 wins and eight losses, two teams are tied for second with nine wins and nine losses, and three teams divided third position with eight wins and 10 losses.

Lenore Studt and Janet Seidler lead the ladies high average with 136 each for the season, followed by Irene Johnson, Marie Cassou and Ann Malfa in that order. Frank Thompson leads the men with an average of 167.

High game finds Barbara Bruders leading the gals with a smashing 203 pins, leading Janet Seidler by four. Top spot among the men is currently held by Pete Casey's 220-pin game.

Lenore Studt and Frank Thompson hold down high series leads with 452 and 573 pins respectively.

CABOOSING . . .

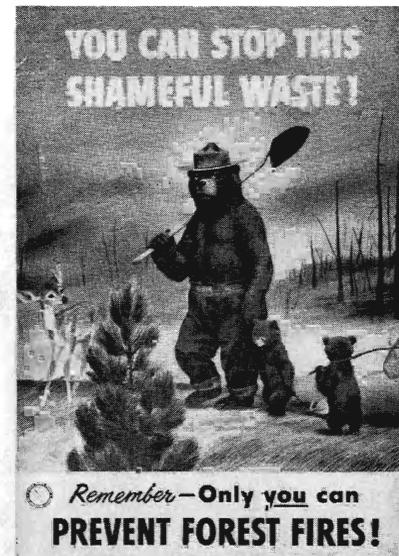
(Continued from Page 31)

Sorry to learn that BOB GONSALVES, special passenger representative, had to return to the hospital last month for another operation. We hope this fifth one will be the last, Bob, and we're glad to hear you are improving rapidly.

TONY JOVICK, relief wire chief, brought his daughter Mary to the office last month to look over (and she was looked over, too!) the place where her pappy works.

DON BAERD, T & T mechanic is away because of the serious illness of his father who recently suffered a cerebral hemorrhage at his home in Santa Rosa.

Mary Lou and Miles Rath, of Las Cruces, New Mexico, spent their vacation in San Francisco with CARL RATH, manager-wire chief, and his wife, FLORENCE, accounting.



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RAILROAD LINES



Rock Island orders four-car Talgo-type train for its Chicago-Peoria service.

. . .

Baltimore & Ohio, Pennsylvania, New York Central and New Haven also interested.

. . .

Wabash begins Chicago-New York "piggy-back" service.

. . .

Maine Central completes its 100 per cent dieselization program.

. . .

Southern Pacific completes newly designed dome car in its Sacramento shops.

. . .

Long Island asks for bids on fleet of more than 100 new air-conditioned passenger cars.

. . .

Purchase of 350 refrigerator cars authorized by Bangor & Aroostook directors at estimated cost of \$3.5 million.

. . .

Purchase of 55 Budd rail-diesel cars and 12 diesel units will end steam power on Boston & Maine and make them most extensive users of self-propelled cars.

. . .

Three Louisiana & Arkansas trainmen burned to death last month when a loaded gasoline truck exploded after colliding with a freight. Truckdriver injured slightly.