

WESTERN PACIFIC
Mileposts
DECEMBER 1950



WESTERN PACIFIC Mileposts



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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

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CORRESPONDENTS: Bill McGrath, Chicago; Nevada Michelson, Elko; Elsie Haggen, Keddie; Robert Munce Jr., Los Angeles; Hazel Petersen, Oakland; Helen Small, Oroville; Phyllis Rockwell, Portola; Jim Kenney, Sacramento; Madge Slaughtner, Sacramento Shops; Irene Burton, Sacramento Store; Jimmy Collins, Bob Gonsalves, Salt Lake City; Rita Connolly, Molly Fagan, Lawrence Gerring, Maurice Notter, Carl Rath, Dudley Thickens, San Francisco; Chas. H. Myers, San Jose; Gene Trace, Stockton; Dora Monroe, Tidewater Southern; Shirley Lee, Wendover.



OPERATION BLUE CHIP

With "Operation Blue Chip" on November 27 to 29, inclusive, Western Pacific placed itself on inspection by those interested in bidding on the forthcoming bond issue.

An eleven-car train, the "Blue Chip Special," carried more than forty leading insurance company executives and investment bankers, most of them from Eastern cities, over the entire main line, accompanied by President Whitman and a dozen or so other WP officials as hosts. On the first day the special ran from Salt Lake City to Keddie, tying up there for the night. The following day was marked by a trip up the Northern California Extension and then down the Feather River Canyon, the train tying up at Oroville, where a "question and answer" meeting on the bonds was held in the station in the evening. On the third and last day the party inspected the Sacramento Shops and, on arrival at Oakland, was transferred to two glass top vista-dome buses for a trip around WP installations and then to the visitors' hotels. A cocktail party and buffet supper given by the Directors that evening officially ended the tour.

The financial men expressed themselves as extremely well impressed with the condition and prospects of our railroad. The importance of this satisfaction to every one on the road can be realized when the scope and purpose of the \$22 million First and Refunding Mortgage bond issue is understood. Sixteen million, one hundred and thirty-three thousand dollars will be used to retire existing bonds which pay a higher rate of interest than that

now obtainable. The balance will be used to partially reimburse the company treasury for the cost of recent improvements and thus to provide treasury funds for the additional C.T.C., heavy rail, new freight cars, etc., on which the prosperity of the road and its employees depends.

All departments cooperated to insure that Operation Blue Chip went smoothly and space does not permit mention of all who helped to make it successful. The dining car department, however, did itself proud and its Roast Feather River Bear (meat by courtesy of the Plumas County Chamber of Commerce) was a real thrill to the Easterners. The diner was in charge of steward Mike Zellin.

The lounge car and vista-dome car on the rear end of the train were equipped with a sound system, over which descriptions of industries being passed were given, radio news received, and records played. This was installed and operated by Dick Czeikowitz. Mention should also be made of P. F. Prentiss, now Oroville trainmaster, who picked up a passenger arriving one day late on the California Zephyr long before dawn at Doyle and motored him to catch the Blue Chip Special at Westwood—incidentally the first WP passenger to board a train at that point.

On December 1, President Whitman addressed the following letter to officers of the company:

"Will you please express to all of those in your department who helped make "Operation Blue Chip" such an outstanding success, my great appreci-

HAROLD MICHAEL McKENNA

The Korean war struck close to home again when notice was received that Private First Class Harold Michael McKenna, 18-year-old stepson of Gilbert R. Patterson, fireman, and son of Mrs. Elizabeth Patterson of Portola gave his life in action against the enemy at Inchon, Korea, on September 16, 1950.

Young Harold enlisted in the Marine Corps July 26, 1949, and after receiving his basic training in San Diego was stationed at Alameda until July 14, 1950, when he left for Korea.

Born February 1, 1932, at Leadville, Colorado, he received his elementary and high school education there before coming to Portola.

One brother, Charles McKenna, lives in Butte, Montana, and a second

brother, Earl McKenna, is living in Denver, Colorado.

Just two days before Harold lost his life as a result of a fragment wound, he wrote his last letter to his parents, which is being reprinted below with their kind permission:

"Dear Mother and Dad:

By the time you receive this letter we will have already made an amphibious landing on Korea. I hope that this landing will mean the end of the war . . . I am not certain that I will be home for Christmas, but I am quite sure that the war will be over. . . . We are going to land close to the capital of South Korea and the strongpoint of the enemy. I know that this will be a great success.

Somehow, I am not a bit worried, as both the Catholics and Protestants had services tonight and I went to ours, and we are going to have mass tomorrow before we hit the beach.

Well, Mom, I guess I can't expect you not to worry, but I hope you will pray a lot and not worry too much.

All my love,
HAROLD."

ation for their loyal and helpful efforts.

"I am sure that most of them are aware of the fine compliments we had on such matters as the meals, handling of the train, the skill in answering questions and giving information, etc., but if it had not been for the combined teamwork of all of the people in the various departments, we would not have had such a favorable impression created of the Western Pacific organization. Many people told me that they had never seen a trip so well handled and had never seen a group of individuals who were more alert and aggressive and well informed as our group.

"I might add my own commendations that 'Operation Blue Chip' was conducted in true Western Pacific style and all who helped should be commended."



Harold McKenna

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All my love,
HAROLD."

MILEPOSTS

It Can Happen Here!

(The following article appeared in the October 23 issue of California Feature Service.)

Good news it was for California motorists last week when the State Department of Public Works announced plans for spending 115 million dollars on highway construction and repair beginning next July 1. That much money should do a lot toward making our highways, which have deteriorated rapidly of late years, safer and more pleasurable for the motoring public.

However, some highway news last week from the State of Maryland may well serve as a warning to Californians that expenditure of money cannot of itself assure better highways and country roads.

For more than four months, a one-mile stretch of standard-construction highway there has been closed to ordinary traffic. Day and night, during that time, eight trucks of varying weights have been grinding back and forth along individual sections of the pavement. The purpose of the experiment, financed by the U. S. Bureau of Public Roads and ten cooperating States, was to determine to what extent heavy and overloaded trucks damage public highways.

The result? The public of Maryland already is in a state of alarm over the incredible disintegration of the test pavement. "It is bulging and cracking," cries the Baltimore *Evening Sun*, in an editorial demanding rigid enforcement of truck-weight laws.

Another newspaper, the *Sunday Sun*, declared that "Marylanders know that dozens of overloaded vehicles are picked up each week on Maryland highways. They also know that the

fines levied for overloading are very often ridiculously low and . . . have not put much of a damper on violations."

California's motorists don't need a testing experiment to prove that their highways are being pounded to pieces by trucking law violators. The evidence is on every highway in the State. Unless the public demands and insists on law-enforced correction of these abuses, expenditure of that 115 million on highways will be tax money wasted.

As a little added stimulant to your thinking, may we add these final words, taken from a columnist writing for a Berkeley, California, newspaper:

"It is good to breathe the invigorating Berkeley air again . . . and to get back at ye ol' desk . . .

"Seems we have been away a month, rather than just a little more than a week. . . . With 2,985 miles on the speedometer of the '51 Packard, most of it rolled up in other states, we thought when we hit California pavement at Needles we would never, never again gripe at this State's excellent highway system. . . . But by the time we had reached Oakland we had come to the conclusion the State is maintaining the highways for the trucks, not the car drivers. . . . At no place between here and Detroit, Mich., did we hit the truck traffic that jams California highways. . . . Stinking trucks, trucks that throw sawdust, debris of various kinds against the windshield, trucks that hog half of the two-lane roads at 35 m.p.h. . . . Truck after truck with autos wedged between or trailing along behind for mile after mile."

MILEPOSTS

UP THE LADDER

Heading a list of changes made in Western Pacific's operating department, James F. Lynch became superintendent of the company's eastern division, extending from Portola eastward to Salt Lake City, effective November 16.

Born at Denver, Colorado, on January 11, 1904, Jimmy received his education in Colorado and Utah public schools. He began his railroad career working for the Denver & Rio Grande Western in 1920 as a clerk, and after a short career of only four years with that road came to the Western Pacific as brakeman on April 4, 1924.



James F. Lynch

It wasn't long before he began his climb up the ladder, and September, 1926, found him promoted to yardmaster at Elko, from which position he progressed to that of trainmaster at Wendover on June 1, 1941. Less than four years later he received the title of assistant superintendent, with headquarters at Elko, which position he retained until his latest appointment became effective.

Well respected all along the line and referred to as a "swell guy" by his fellow employees, Jimmy's name is well known around Elko, where he makes his home with a fine family which includes three boys and one girl. The oldest son, James Jr., 24, is now a senior at the University of Nevada; Robert, 22, is now stationed at Pearl

Harbor as an ensign in the U. S. Navy; William, 22, a twin brother to Robert, is also in the Armed Forces, stationed at Camp Attebury, Colorado. Daughter, 13-year-old Melva Ann, an accomplished musician, lives at home with mother, Elsie, and dad.

William G. Howell, probably better known to his railroadin' pals as "Bill" or "Rusty," has been appointed assistant superintendent of the company's eastern division, following promotion of James F. Lynch to position of superintendent on November 16.

Like his new boss, Bill is also a native of Colorado, having been born in Pueblo on September 22, 1905. After considerable moves, his family settled in Salt Lake City in 1910, where his father worked for the D&RGW for a number of years. After graduating from West Side High School in that city, he continued his education by attending night and part-time school during 1921 and 1922. By this time his dad went to work as boiler foreman at Western Pacific's Elko shops, and after moving there Bill also went to work for WP on August 7, 1923, as a crew caller, serving in that capacity at Elko and Wendover. In February of 1924, he entered train service and was promoted to conductor on August 13, 1926. Then followed ten years as extra yardmaster at Wendover and Winne-



William G. Howell

muca, finally being assigned yardmaster at Portola on December 15, 1936, in which position he remained until his appointment as assistant trainmaster at Sacramento on December 16, 1941. Two months later, Bill returned to Portola as trainmaster, serving there until his transfer to Stockton on March 1, 1948, which position he held until his recent appointment.

His dad, Morgan O. Howell, retired in 1946, after serving as boiler foreman and traveling boiler foreman for the Western Pacific system.

Three brothers also work for Western Pacific, Frank E. and Morgan O. as conductors and Ernest P. as brakeman.

A member of the Elks Lodge since 1927, Bill's one hobby is baseball—playing or watching.

He will make his home in Elko, where he and his wife were married on March 22, 1928. They have no children.

Effective November 16, 1950, Henry E. Stapp has been appointed assistant superintendent of the western division, with headquarters at Oakland, in a newly created position. Henry will have jurisdiction over San Francisco, Oakland, San Jose, and main track to Niles Junction and the San Jose branch.

October 1, 1902, was a great day for the Stapp family when Henry became an addition to the family at Sherman, Texas. His grade school education was received at Mexico City, El Paso, Stockton, San Leandro and Oakland, and after attending high school at Stockton and Oakland he went to work

for the WP as carman-helper on October 15, 1918. A rather well-rounded-out career consisted of duties as junior clerk in the auditor's office in San Francisco, a hostler-helper at the Oakland roundhouse, locomotive fireman June 1, 1920, with later promotion to position of engineer on October 11, 1928. After a stint as road foreman of engines on the third and fourth subdivisions, beginning May 21, 1938, Henry became trainmaster of those subdivisions on June 1, 1939.

Commissioned Captain of the Transportation Corps, U. S. Army, on March 15, 1943, he was assigned as Chief of the Transportation Section, 10th Port of Embarkation. Sailing for North Africa in April of 1943, he served in the North African Campaign, attached to the famous First Ar-



Henry E. Stapp

more Corps commanded by the late General George S. Patton and, in July of 1943 accompanied the invasion of Sicily. In charge of land transportation in the Palermo Port area during the campaign, Henry was promoted to Major at that city on December 12, 1943, and was placed on the inactive list on account of disability on October 15, 1944. During his Army career he received the European-African-Middle Eastern service medal with one bronze battle star, the Victory Medal and commendation by General Hugh Gaffey, commander of the Second Armored Division.

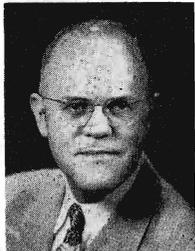
He returned to the Western Pacific

as trainmaster of the first and second subdivisions at Stockton on October 16, 1944, serving in that capacity until March 1, 1948, when he relieved terminal trainmaster E. A. Thompson at Oakland.

Although he was quite active in high school track, baseball and football sports, he has now settled down to the more inactive sports of fishing, hunting and travel.

Henry's daughter, Mrs. Ragland of Hollywood, is a graduate of the Pasadena Play House, and appears on the legitimate stage under the name of Georgia Lord.

With the retirement of E. A. McCarthy from the position of assistant traffic manager at Western Pacific's Chicago office, A. H. Lund has been appointed to succeed in that position effective December 1.



Arthur H. Lund

Born in Oakland on June 17, 1897, Art received his education in that city's public schools, and entered the employ of the Southern Pacific Company in their general offices in September, 1915. He later worked at the Ferry as ticket clerk and later as freight clerk on the Sacramento river boats. After later serving as counter clerk in their district freight office, he resigned to enlist in the U. S. Army in February of 1918. Following his discharge at Camp Eustis, Virginia, in May of 1919, he remained there for

one year working as a civilian yardmaster.

Following his return to San Francisco in January, 1920, and two and one-half years as chief clerk for the Great Northern, he accepted the position as city freight agent for the Western Pacific in September, 1923, at Oakland. After five years with the Burlington Lines between 1925 and 1930, he returned to the Western Pacific as city freight agent at San Francisco and was made general agent at Spokane on October 17, 1931, following construction of the Bieber Line. Upon merger of the Spokane and Seattle territories on May 1, 1943, he has served as general agent at the latter city until his most recent appointment. Of the original employees sent to the Northwest upon opening of the Bieber line in 1931, Art is the last to leave that territory.

An enthusiastic club member, he is a member of the Washington Athletic Club of Seattle; Seattle Transportation Club; Seattle Passenger Club; Greater Seattle, Inc.; Athletic Round Table, Spokane; Early Birds Breakfast Club, Spokane; Spokane Commercial Travelers; Sadir Khan Grotto, Spokane; Oriental Lodge No. 74, F. and A. M., Spokane; BOF Club, Spokane; and the Wenatchee Traffic Club. He was also recently installed as Chief Pistol of the Seattle Pistol Club, a fun organization of Seattle transportation men.

In addition, he finds time somehow for his two hobbies—yachting and fishing. Married, he has one daughter, a graduate of the University of Washington, who is now married and residing in Seattle.

OTHER PERSONNEL CHANGES ANNOUNCED

The following appointments and jurisdictional changes in the operating department were announced by superintendents Lynch of the eastern division and Curtis of the western division, effective November 16, 1950:

V. H. Edwards, appointed trainmaster, with headquarters at Portola, with jurisdiction east Portola to Weso.

I. L. Kilgore, appointed terminal trainmaster, with jurisdiction over the Portola terminal.

G. S. Allen, appointed assistant trainmaster, headquarters at Wendover, with jurisdiction Alazon to Ellerbeck Junction.

M. W. Hammond, appointed road foreman of engines, with headquarters at Portola.

H. M. Yoe, trainmaster, with headquarters at Elko, will have jurisdiction over the territory Weso to Alazon.

H. L. McGlothlen, trainmaster at Salt Lake City, will have jurisdiction over Western Pacific operating matters at Salt Lake City and territory from Jeremy Street, SLC, to Ellerbeck Junction, inclusive; also Tooele and Ellerbeck branches.

Positions of assistant trainmaster, Portola, and one road foreman of engines, Elko, have been abolished.

J. J. McNally, appointed trainmaster at Stockton, with jurisdiction between East Niles Junction and West Oroville Yard, except Stockton terminal and Sacramento yard.

P. F. Prentiss, appointed trainmaster, Oroville, with jurisdiction between West Oroville yard and West Portola yard.

L. A. Henry, appointed terminal trainmaster at Stockton, with jurisdiction over Stockton terminal in-

cluding main track Ortega to North Channel Line Junction and the North Channel Line.

M. J. McDonald, appointed acting assistant trainmaster, Oakland, with territory San Francisco and Oakland terminals, including main line Oakland to East Niles Junction and San Jose Branch.

G. H. Evans, appointed assistant trainmaster, Keddie, with jurisdiction between Keddie and Bieber (fourth subdivision), including Keddie Yard (third subdivision).

Leroy Foster, appointed assistant trainmaster, Sacramento, with jurisdiction over Sacramento Yard.

E. J. Hillier, appointed chief dispatcher, Sacramento.

J. G. Nolte has been assigned position of yardmaster, Stockton.

The positions of terminal trainmaster and assistant terminal trainmaster, Oakland; assistant trainmaster, Stockton; and trainmaster, Keddie, have been abolished.

Effective December 1, E. E. Gleason's title of superintendent of motive power was changed to chief mechanical officer, with similar change in title for assistant chief mechanical officer, E. T. Cuyler.

Following A. H. Lund's appointment to the position of assistant traffic manager at Chicago, C. J. Fischer takes over the general agent's position at Seattle, with F. M. Rowe succeeding Fischer as general agent at Reno.

Upon the retirement of Fred A. Lamb as auditor of disbursements, the appointment of C. E. Warner to that position was announced, effective December 1.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of November, 1950:

45-YEAR PIN		
Fred A. Lamb	Auditor of Disbursements	San Francisco
40-YEAR PIN		
Jack R. Stratton	Machinist	Mechanical Dept.
30-YEAR PINS		
Lloyd J. Hughes	Switchman	Western Division
Guy Parry	Conductor	Eastern Division
G. A. Pullen	Agent-Telegrapher (retired)	Western Division
George Vedder	Bookkeeper	San Francisco
25-YEAR PINS		
Edwin E. Eager	Carman Foreman	Mechanical Dept.
Gus J. Karras	Machinist Helper	Mechanical Dept.
Harry D. Spradlin	Locomotive Engineer	Western Division
20-YEAR PINS		
James R. Brown	Locomotive Engineer	Western Division
Daniel W. Copeland	Telegrapher	Eastern Division
Patrick A. Fahy	Brakeman	Western Division
James H. Haines	Switchman	Western Division
Hans J. Larsen	Conductor	Eastern Division
Byron C. McConnell	Section Foreman	Western Division
Joseph B. Price	Conductor	Eastern Division
15-YEAR PINS		
Robert A. Henderson	Conductor	Western Division
Kenneth D. Lewis	Secretary-Clerk	Executive Dept.
Odes E. Lyles	Locomotive Engineer	Western Division
Alvin Miles	Conductor	Western Division
10-YEAR PINS		
Paul Edwards	Carman	Mechanical Dept.
William D. Eyre	Locomotive Engineer	Eastern Division
Bert F. Finchley	General Clerk	Mechanical Dept.
James T. Gamble	Conductor	Eastern Division
Harry E. Hurst	Locomotive Engineer	Eastern Division
Wayman Kelly	Machinist	Mechanical Dept.
Lorge P. Lamberg	Night Diesel Foreman	Mechanical Dept.
Norman G. Owens	Sheet Metal Worker	Mechanical Dept.
Herman Rohdenburg	Water Service Maintainer	Western Division
Edgar R. Sullivan	Conductor	Eastern Division

Succeeding Warner to the position of assistant to general auditor, in charge of income taxes, is E. F. Demotte, and F. W. Ahlert has been appointed assistant to general auditor, in charge of insurance, succeeding Demotte, both appointments effective December 1.

On November 1, the dining car and hotel section of the accounting depart-

ment will be under the direct jurisdiction of W. G. Levy, auditor of revenues.

Joe: "Whatever became of our old track supervisor?"

Doaks: "Hadn't you heard? He's the new B&B supervisor."

Joe: "Oh. So he switched to culvert!"



Teachers Visit Railroads

San Francisco's three railroads, Western Pacific, Southern Pacific and Santa Fe joined together as hosts to forty-seven of the three thousand school teachers anxious to see modern industry in action during Business-Education Day, sponsored by the San Francisco Chamber of Commerce on November 10.

In Santa Fe buses the group left the general assembly at the Fox Theater for a tour of facilities of the three railroads. First Santa Fe's car barging operations at China Basin were visited. Here the teachers viewed the unique radio-telephone setup used between the shore and tugs towing freight-car barges across the Bay. The system also handles communications between switch engines and the yard office.

The group then journeyed to Oakland for a look at SP's modern diesel shop where operations were explained in detail. The party was then escorted through the streamliner City of San Francisco as it was being readied for its departure to Chicago.

Then, over to the Western Pacific coach yard for an abalone luncheon in two dining cars where, as one teacher put it, "everything was done to make

it seem like an actual trip except the passing scenery." After lunch, the instructors rode through the automatic train washer in the domes of two California Zephyr coaches, following which they visited the new commissary and the new Budd diesel-rail car, the "Zephyrette."

The afternoon closed with a panel discussion at the Southern Pacific

(Continued on Page 18)

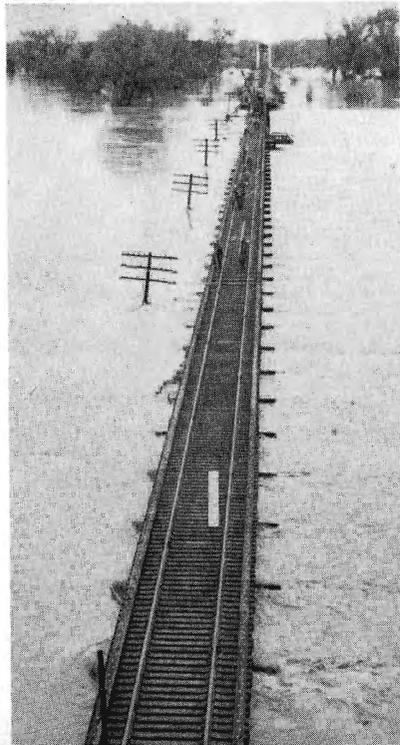
In behalf of the three railroads, Gilbert H. Kneiss, assistant to president, presents an orchid instead of an apple to Lorraine Mahoney and Jane Vanderhurst, two of the 47 teachers, each of whom received a corsage.





Above: WP trestle in background, SN trestle in foreground. Company forces were busy keeping debris from backing up against trestles.

Left: WP trestle. Note American River bridge in distance. Also note depth of water on telephone poles. Photos by Hy O'Rullian.



CALIFORNIA SUNSHINE!

As most of our readers are aware, Thanksgiving time in Northern California was anything but dry. Western Pacific's engineering and bridge and building departments have their own words for the deluge of rain and melting snow that caused the usually placid Sacramento and American rivers to leave their banks and go on a rampage of destruction. Foregoing their turkey dinners and subsisting on waterlogged hamburgers, which W. T. Richards insists were "but good," crews went into action on November 21, when the first of six bents to eventually go in Bridge 140.10 was washed away. Traffic was stopped, trains and passengers were detoured by train and bus and amphibious operations were started by members of those departments. Long hours of exhausting work under the scrutiny of snakes, frogs and other ani-

mals seeking refuge from the swirling waters, including a dog which floated by on a chesterfield (this one satisfied at least one), resulted in traffic being restored to normal as Number 18 crossed the bridge about 2 o'clock on November 24.

On the scene were H. C. Munson, F. R. Woolford, W. T. Richards, A. W. Carlson, Gordon Switzer and Bob Nordstrom and a host of other employees, all busy as beavers. Arthur Carlson, now walking around with a limp, refuses to say which bridge he fell or was pushed from, but he was joined by Frank Woolford, G. W. Curtis, N. A. McPherson, Johnny Howard and Earl Davis, all of whom must have thought it was Saturday night. Davis emerged the victor in the good, clean (?) fun, having fallen in twice. Clarence Moser, SN B&B supervisor, also qualified for membership in the underwater club.

But, as the trains began to roll again, chief engineer Woolford commended the crew on the excellent work, splendid cooperation, and untiring zeal.

Western Pacific also came in for much praise for its contribution of a train of flat cars that were used to evacuate hundreds of people, when nearly 6,000 persons were evacuated from their Marysville homes when the Yuba River broke its levee at Hamonton on November 20 and 21. With the railroad embankment 14 feet above the level of the land, stranded families waiting on roof tops were picked up in boats of the Yuba-Sutter Boat Club and taken to the right-of-way and hauled away to safety. Members of the relief train were conductor Moss, engineer Grubbs, brakemen Brown and Graham, and a fireman, whose name was not learned.

WP WILL REMEMBER

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

Now retired, after serving Western Pacific well, are:

James E. Bowen, assistant time-keeper, Sacramento.

Clyde W. Lang, laborer, Elko.

Harry A. Mugridge, clerk, San Francisco.

George H. Newman, conductor, Oroville.

Charles A. Pike, clerk, Oakland.

Manuel C. Silva, marine captain, Oakland.

In Memoriam

Peter A. Christopoulos, formerly employed as carman at Sacramento before his retirement on February 20, 1947, died on October 19, 1950. Mr. Christopoulos entered company service on April 2, 1928.

James J. Cowan, storekeeper, died on October 31, 1950. Mr. Cowan came to the Western Pacific December 6, 1924, and leaves a widow, Mrs. Susanna J. Cowan, of Portola.

Employed as engineer, and a company employee since August of 1947, Albert B. Dawson died on October 31, 1950. He is survived by his widow, Mrs. Frances Dawson of Sacramento.

Retired since September 1, 1944, former blacksmith Patrick H. Gaul died on September 21, 1950. Mr. Gaul entered company service on November 5, 1922.

William H. Martin, Sacramento Northern engineer, died on October 27, 1950. Mr. Martin leaves a widow, Mrs. Lena Martin, of Sacramento. He entered company service September 13, 1926.

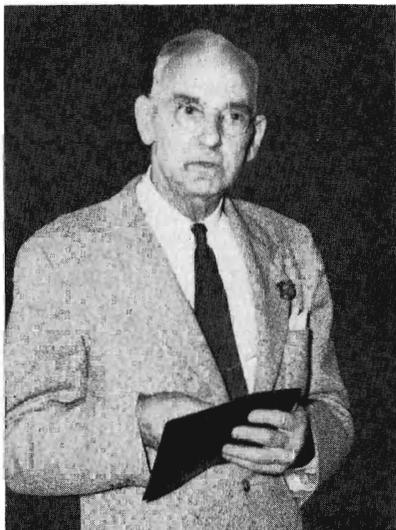
Alva Overlin, formerly employed as a train dispatcher at Elko until his retirement February 17, 1949, died on September 16, 1950. His service with Western Pacific began on June 12, 1944.

Switchman John A. Wilfong, died on November 6, 1950. He entered company service July 28, 1930, and leaves a widow, Mrs. Lena M. Wilfong of Sacramento.

Old-Timers Bid Farewell

About four years ago, Homer Bryan met two Western Pacific rail foremen who had just put on their hats in roadmaster Goodwin's office at Winnemucca for a long ride home to Junco. Always a good mixer and a friend to all, Homer invited the two men up town for a bite to eat and a little coffee before their homeward journey. It was accepted.

Hardly more than two weeks later, news of this hospitality reached Homer while on a visit to Oakland yard and, quite pleased, it set Homer to thinking. Maybe those boys out there on line might appreciate a little of this hospitality. He went to Harry Mitchell, then president, with the idea, and out of this began the friendship for his



Homer Bryan

fellow employee that Homer has so well characterized during his reign as company ambassador of good will while handling Safety First matters for Western Pacific.

Born in Fortuna, California, in 1885, Homer received a public school education and later was enrolled in the extension divisions of the University of California and the University of Wisconsin.

He began railroading in 1902 as fireman on the Northwestern Pacific and, promoted to engineer, ran his first train at the age of 19. He joined Western Pacific in October, 1908, during construction days, working as fireman, hostler and engineer. His first run on the WP was with a work train operated in connection with construction between Stockton and Oakland, and he received his first passenger assignment in August, 1910. Succeeding years found him working out of Portola, on the San Jose Branch, and later between Oroville and Oakland, handling the power for the *Exposition Flyer*. As number one engineer on the seniority list at the time of his retirement, November 30, 1950, Homer has in his possession his first train order, No. 4, issued by the Santa Fe on August 10, 1905, at Eureka, and his last train order issued May 13, 1945, at Pleasanton, with instructions to hold engine 84, first 11, at Sunol for Extra 306, east.

Always interested in nature, Homer was a member of the Oakland Park Board from 1931 to 1943, with four years of that service as president. He is a member of the Board of Directors of the California Spring Garden Show,

Inc., and is active in the San Francisco Business Men's Garden Club and the Oakland Business Men's Garden Club. Acclaim from those who have seen the beautiful garden at his Saratoga home speaks well of his "green thumb" acquaintance with Mother Nature and all her colorful beauty.

One son, 17-year-old Jim, a 6 foot 5½ inch basketball star at Los Gatos High School, lives at home with dad and mother, Mrs. Doris Bryan. Another son, Quentin, 24, 6 feet 3 inches, is married and a teacher at South San Francisco Junior High School, while two married daughters, Mrs. Doris Little and Mrs. Beverly Olsen, complete the Bryan family.

His many friends at Western Pacific and elsewhere, wish him many happy years in retirement.



Edward A. McCarthy

Aspirations for a Big League baseball career were nipped in the bud—but quick when father John McCarthy corralled his son and herded him back to the home range at a tender age, following a brief career in semi-pro ball in and around Chicago, including a sign-up with the Atlanta Crackers of the Southern Association.

This was, of course, eighteen years after the birth of Edward A. McCarthy at Bloomington, Illinois, on November 3, 1885, and attendance in schools in and around Chicago, followed by graduation from Old South Division High School in that city.

As a railroad career offered the most excitement other than baseball, he accepted a job in 1903 as caller with the Chicago and Eastern Illinois railroad. His hardest day's work on that job was trying to call the crews on pay day before the pay car arrived. From

there he went to bill clerk, ticket clerk, chief clerk and agent, subsequently accepting a position as assistant agent in the Union Stock Yards with the Pere Marquette. When the C&O entered Chicago, he took the job of agent for that company, which led to contracting freight agent in 1912, covering Chicago's south side. Ed held that position until January 1, 1918, when the Government took over the lines and closed the traffic offices. Then, after six months with the Hyatt Roller Bearing Company, he was promoted to manager of Traffic and Deliveries of the Accessory Group, known as the United Motors Section, General Motors Corp., which job he held until coming to Western Pacific in November of 1929. Covering the Chicago Loop territory until October, 1931, Ed was appointed general agent at Portland, Oregon, on completion of the Bieber

line, where he remained until March 1, 1937, when he was appointed assistant traffic manager at Chicago, the position from which he retired on November 30.

Married September 25, 1907, at Chicago to Ann Fritsch, this happy couple managed to raise and keep four boisterous boys and two girls on the straight and narrow path, leaving little time for hobbies other than trying to outsmart competitors for a carload of freight.

He did manage to find time to become an active member of the Union League Club of Chicago, Traffic Club of Chicago, Associated Traffic Clubs of America, the Transportation Association of America, and several traffic clubs in various cities located in the Chicago territory.

With the thought that he is now old enough to take up golf, he intends to forsake Chicago and take up residence in Southern California, of which, no doubt, our company's Los Angeles correspondent will be glad to learn.

He leaves the company with the best of wishes from his Western Pacific friends and co-workers.

Following his birth on May 11, 1885, in New York City, and later attendance at the Twenty-third Street School there, Howard W. Graham left there on a trip to see the world which ended in San Francisco late in the year 1905. A victim of the earthquake and fire in that city, he was left with little when the smoke cleared away, and after a short while in the automobile rent business, entered Western Pacific service in June, 1907, working under the direction of Virgil Bogue, then chief engineer of construction. It was Howard's duty to deliver "powder

jacks" from San Francisco to various locations along the line of construction. As the "jacks" were good drinking men, he had to avoid all towns en route which was more or less something of a chore. He left the Western Pacific in 1908, but after serving with the Southern Pacific's hospital department from 1909, he re-entered the employ of Western Pacific at Portola in 1926, transferring to Stockton in 1927, where he was married on December 9 of that year and now makes his home.

One of Howard's last assignments was on the relief train to the city of Marysville during the flood and heavy storms that battered that city last month. He retired from service on November 30 with the best wishes from his fellow workers.

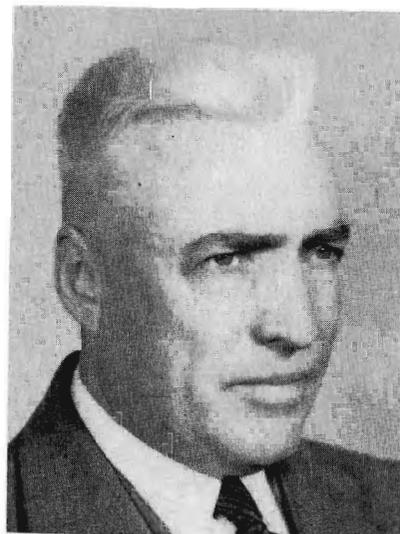
Terminating a lifetime railroad career that began at the age of 17, J. J. Duggan took leave from the Western Pacific and entered a new career when he retired from service on November 15, 1950.

Born at Endicott, Nebraska, on November 2, 1887, Jack began his railroad service in 1904, following education received in Nebraska schools, working successively as telegrapher and train dispatcher for the Chicago, Burlington & Quincy Railroad's Wymore division until 1909. After serving one year as train dispatcher on the Denver & Rio Grande's Salt Lake division, he then went to work as train dispatcher and chief train dispatcher for the Southern Pacific Company on that road's San Joaquin division, and in 1918 went to serve with the U.S. Army's 31st Engineers as First Lieutenant, with overseas duties for the next two years.

Jack first went to work for the

Western Pacific in 1902 following his discharge from the Army, and in subsequent years has served the railroad as train dispatcher, chief train dispatcher, trainmaster and superintendent, from which position he went into retirement.

An old member of the Elks and the American Legion, Jack says he has no plans for the future except to take a good rest. He has never had time for hobbies, but feels that he can now develop some without any trouble.



Jack J. Duggan

Married for 37 years, he and his wife have established a home at 3717 "M" Street, Sacramento 16, California, where they will always be happy to hear from any of their old friends of the Western Pacific family.

They may be assured they have the best wishes from all those friends for many happy years ahead.

Terminating a railroad career that began and ended with the Western Pacific, Frederick A. Lamb, auditor of disbursements, retired on November 30, the first employee to accumulate 45 years of service with the Company.

Born in New York City on November 1, 1885, where he received his grade and high school education, Fred came to California with his parents in 1905. Following a short course at the Davis Agriculture School, he entered Western Pacific service in December



Fred Lamb has received his 45-year pin from President Whitman, the first WP employee to accumulate 45 years of service with the company.

of that year, nearly five years before the Company ran its first passenger train and almost four years before Leonard Tomasso drove the last spike joining the rails on Spanish Creek Bridge, November 1, 1909.

The Company's office was then located in the old California Safe Deposit

and Trust Co. building at California and Montgomery Streets (now Bank of America building), and the staff consisted of approximately fifteen employees. The San Francisco earthquake and fire put an end to those quarters and the office was moved to the Bacon Block in Oakland. Five months later it returned to temporary quarters on Montgomery Street, where it remained until moving into the Mills Building in 1906. The Company moved to its present location at 526 Mission Street in January, 1942.

Fred worked in the Company's accounting department during his entire railroad career, spending some time at nearly every desk in that department.

The Lambs have a fine home in Redwood City and have two sons, one a graduate of Stanford University and the other a graduate of the University of Southern California.

Fred is an active member of the Masonic Order, and the American Federation of Musicians as a professional pianist, in which role he intends to spend much of his future time not required for gardening.

TEACHERS

(Continued from Page 11)

Building in San Francisco, presided over by Elmer B. Johnson, Santa Fe freight traffic manager, in which officials of the three railroads took part and explained functions of their freight, passenger, operating, auditing and public relations departments, and railroads in general. The teachers were invited to partake in the discussions and ask questions.

Loaded with literature, filled with lunch, decorated with orchids and

TELETYPE NETWORK EXPANDED

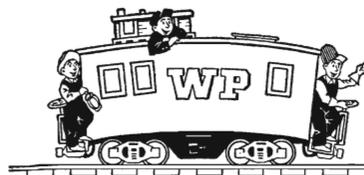
With the installation of five new teletype stations on November 20, this company's leased wire service was increased to a network of 17 offices to give shippers fast, accurate, up-to-the-minute information on every shipment routed "via Western Pacific."

The East-West leg of the network, linking San Francisco and New York and all intermediate traffic agencies, was completed earlier this year and with the North-South chain now completed, Seattle, Portland, San Jose, Fresno, and Los Angeles agencies are able to make immediate contact with all other points.

Early every morning a complete report of all cars in transit over the Western Pacific lines is "broadcast" simultaneously from San Francisco, giving representatives in Western Pacific traffic offices throughout the country the information they need to let shippers or consignees know the exact hour and minute their cars left a particular passing point.

Automatic tape transmitters, sending and receiving over sixty words a minute, also give shippers and consignees immediate reports of consists, arrival and departure times, and speeds the tracing of cars and shipments. If there is a delay in transit, this, too, is immediately reported to the consignees.

having learned much about the railroad industry, the teachers expressed themselves as feeling much better prepared to give their pupils an inside picture of rail operations in the San Francisco Bay Area.



Caboosing

We are happy to report the addition of three new correspondents to MILEPOSTS' staff: Phyllis Rockwell, Portola; Elsie Haggan, Keddie; and Jim Kenney, Sacramento. We are sorry to lose Gordon Halverson, resigned from SN; Fred Kreuger, due to his limited time at Sacramento; Jim Mills, San Francisco, recalled to the Armed Forces; and Virginia Rustan, transferred to Lathrop from Stockton. Your correspondents have been doing a fine job and, with the addition of Portola, Keddie and Sacramento, we believe news of the WP System will be well presented in this column. Your cooperation with the correspondents will, of course, be welcome.

Wendover

Congratulations to I. L. KILGORE on his promotion to terminal trainmaster at Portola. We wish "Kil" every success. GRANT S. ALLEN arrived here from Sacramento to take "Kil's" place as assistant trainmaster. We feel that Sacramento's loss is our gain and hope he will enjoy his stay here.

It's good to see R. E. ALLISON swinging that switchman's lantern again after being away on sick leave. Welcome back, Bob!

We're sure that his friends around Oakland and Fruitvale will be glad to hear that HARVEY L. NAYLOR is doing fine following an operation in the St. Marks Hospital in Salt Lake City.

The Salt Lake *Tribune* of November 26 carried a picture of the very lovely bride of brakeman EARL KILGORE. Best of luck to you and the new Missus, Earl, and congratulations, also, to hostler helper, TONY MARTINEZ and his wife, who were recently married at Elko.

Lots of good deer hunting stories circulating this year and, as usual, everyone's "special spot" was the best.

Conductor T. E. MURPHY said it took only one shot each for both he and his son to get their deer, but they have to prove it. Your humble reporter was afraid she would never be the same again, following her experience on a hunting trip. It's a great sport IF you can stand the sore muscles and aches! We'll bet no one was happier to see the season close this year than E. T. "BARNEY" LAVELLE. Reason? Ask Barney.

With the coming of the holiday season, we at Wendover would like to take this opportunity to wish everyone in the Western Pacific family a very Merry Christmas and a Happy New Year!

Portola

It was nice to see W. G. HOWELL and his wife, who stopped off to visit at Portola while en route to Elko, where Bill will take over his new position as assistant superintendent—Eastern Division.

Our welcome mat is out for trainmaster V. H. EDWARDS, terminal train-

DECEMBER COVER

"The Day After Christmas"

Seven-year-old Werner Wikander plays conductor as this Western Pacific model freight train whizzes around the Christmas tree. His dad, William Wikander, is S. N. general bookkeeper at G. O.

Western Pacific
Mileposts



master I. L. KILGORE, and road foreman of engines M. W. HAMMOND. We hope you will all enjoy your stay at Portola.

With regret we bid farewell to trainmaster A. W. TAYLOR, assistant trainmaster E. L. WILKS, and terminal trainmaster F. E. MILLER, Sr., with whom we enjoyed working for so few years.

EARL FONDA, cashier, and Mrs. Fonda, enjoyed two weeks' vacation in Oregon and Washington. Was nice to see the pictures of their trip on their return. JOHN "CORKY" CLARK spent his vacation hunting and fishing, and what fish stories he had to tell!

JOE "SPIKE" REED, train desk clerk, claims he found hunting just a little expensive while on his vacation. Oh, well, Spike, what meat isn't? Better luck next year.

Apparently, CHARLIE ALEXANDER, relief clerk, is doing okay with his chicken farm. It's not everyone that can drive around in a new 1950 Chevy pickup.

Congratulations to fireman BILL BURNS and Betty Lee Barney, who were married in Reno, October 22, and brakeman E. F. REYNOLDS and Mary June Kearns, who listened to the wedding bells in Portola on November 11.

That smoke around Portola recently was from the "boxes" of cigars that were passed out by engineer HARRY and Mrs. ALT, brakeman WALT POWELL and wife, and switchman ROY and Mrs. MONAHAN, on account of new arrivals: Debra Lee Alt, November 3; Pamela Jean Powell, November 10; and another girl, Sharon Lee Monahan, November 20.

We were all grieved at the tragic death of JAMES COWAN, storekeeper,

who was drowned while fishing at Gold Lake on October 31. We will all miss Jimmie and his travel stories, and our condolences are extended to Mrs. Cowan and family.

Former general clerk, LT. SAM DEWHIRST, has returned to the Korean front after having been twice wounded.

We are all going to miss little TONY VESVIK, section hand, who died October 20, following a heart attack.

A very Merry Christmas and a prosperous New Year to all our friends on the Western Pacific.

Oakland

ROD DAVIS, head painter, had friends from Salt Lake drop in over Thanksgiving and he had to sleep on the springs, his mattress being utilized elsewhere. Result: Rod woke up several mornings with a lame back. Moral: Don't brag about your new home!

JACK MILLER, store clerk, had good reason to celebrate the holidays. The lucky fellow is being transferred to Portola as storekeeper.

RED DANIELSON, storekeeper, is the champion cockle (clam to you) digger of the Oakland terminal—or so he claims. Says he has won trophies for cockles and horseneck clams over such experts as ROD DAVIS, CARL HUNTER, GLEN FURTNEY, and HAPPY JOHNSON (mechanical and store departments) at Stinson and Dillon beaches.

MURRAY HAYNIE is again doing his stint as yardmaster at Terminous and KARL HENRICH is stationmaster at W.P. mole, replacing GEORGE RAAB, who is back with JIM DILLON as assistant.

We had a lot of people on the sick list over Thanksgiving and some of



Meet the members of the Oakland general agents' office. Standing, left to right: Ernie Evans, manifest and assistant chief clerk; Russ Cleland, Fred C. S. Bagge, Al McNamara, John Kaffun, Elmer Lindquist and Sheldon Glatt, traffic representatives; Al Pengel, chief clerk. Sitting, Holly Doyle, secretary; Al Rowland, commercial agent; Dorothy Sherman, manifest clerk.

them had their turkey dinners in bed, namely, switchmen JESSIE BARNETT, TERENCE DUNLEAVY, GEORGE BOUSHEY, GLEN HERSHINGER, FRANK DIGNON (Oakland); BILL RUSSELL, PAUL FERGON, SYLVESTER O'GAR, BOB DITTY, and FRED BANGS (San Francisco). Also, clerks HAL LING and DOC CRAMPTON. Hope they are all up to their Christmas dinners.

We were sorry to hear of the death of roundhouse foreman BILL GOOD's mother just before Thanksgiving, and extend our most sincere condolences.

CAPTAIN SILVA just can't stay away from the mole. "Just came down for a peep at the Humaconna," said Cap,

as he hurried home to paint the kitchen—just a step from water colors.

W. C. WOOD has bid in as agent at Hayward, relieving agent HICKMAN, who is on sick leave following a long-time illness. Wood replaces W. S. STARR, who temporarily took over the agency.

We at Oakland wish to extend our best wishes for an enjoyable Holiday Season to all Western Pacific railroaders.

Keddie

Since the *California Zephyr* has been stopping at Keddie there has been quite an increase in passenger traffic out of here. A lot of credit is no doubt

due to the courteous handling and nice personality of agent PETE HANLEY.

Second trick operator BECKLEY, a recent bridegroom, is pleasantly surprised every Sunday night when his bride brings in a very delicious lunch. Only catch is, the rest of the office force enjoy it, too.

EDWARD DONAHUE, from Greenville, has taken the three to twelve call clerk position, relieving PAUL FERREL, the day man. MRS. NETTIE FOX is still away following a broken ankle suffered while putting out a call.

Signal maintenance man VAN BENTHUSEN is back to work after spending a week in the Oroville hospital.

P. PHILLIPS has taken over the third trick operator position, replacing JIM BROWN, who now works as dispatcher at Elko.



Left to right: Mrs. Mildred Chapman, wife of the late Wilmer Chapman, Sr., locomotive engineer, postmaster at Keddie who, for the past 17 years, has delivered the mail sacks to the depot each night; Joe Clinton, relief yardmaster; Mrs. Nettie Fox, second trick call clerk, and second trick operator Beckley, presented her with a little gift as a token of esteem for her many trips to the depot. Photo by Elsie Hagan.

Engine 210 is gleaming these days, following her new paint job, and is just waiting for the winter season when she will go into snow-plow service. No. 201 is, likewise, rarin' to go, No. 21 will operate out of Portola, and 208 and diesel 903-DC are now in the Sacramento shops being equipped for the stormy weather. No. 35 is scheduled for similar treatment on the next trip to the shops. It CAN get cold even in sunny California!

Along with a very smart new paint job inside and out, our depot now has a new telegraph table, installed by GILBERT WARE, T&T maintainer, with the assistance of division linemen DON McDONALD from Westwood, and ROBERT CHAPMAN, Keddie.

Keddie crews had their hands full during the recent rainy spell keeping the work trains going day and night to keep the road open. Just another "little" job the railroads have to perform while competitors roll merrily along at the expense of we taxpayers.

We will all miss the smiling face of PHIL PRENTISS, who left last month for Oroville, but we welcome GRANT EVANS back among us after having been gone so many years.

To all Western Pacific employees from Keddie, a very Merry Christmas and a bright and prosperous New Year!

Sacramento

While none of the employees in the Superintendent's office had their homes inundated, many had to take wide detours to their homes on account of the recent flood conditions. Assistant T&E timekeeper, DON RICHMAND, as a Master Sergeant in the California National Guard and BILL HOLT, di-

vision engineer's office, also a National Guard member, were alerted for emergency duty and spent some time with the flood control parties.

Anybody want a tall, thin Oldsmobile? Chief clerk DAN IRWIN is the boy to see. Few weeks ago, daring Dan narrowly defied death and, with Destiny's hand upon his shoulder, escaped unscathed when—yes, you guessed it, he ran his Olds through a red light. Not only was the Olds clobbered, but, worse yet, he couldn't lay a hand on the other guy.

It is said that a Californian seldom returns from Nevada with a buck, but a party which ALICE MARR accompanied did the trick. Uh huh, a 200-pounder!

When VAN DAVISON's pet pigeon recently took a first place in all color birds competition, he cooed sweetly: "Dandy hobby. Make a few bills off these birds and feather your nest." So funny, we loft and loft!

Here's a red-hot item of division significance yet. FRANK O'LEARY turned down some overtime. Next thing we know, Uncle Ed will be doing it.

Fellow employees and brother train detainers welcomed GEORGE HARLAN back to work as assistant chief dispatcher after an extended sick leave.

What is so merry as our mail room (known as Character Corner). Who could be sad after a visit with JEAN SMITH and LOIS KENNEY, the mail room impresarios.

We wish to extend to all our fellow employees our best wishes for the coming Holidays.

Sacramento Shops

George Cuyler, son of assistant chief mechanical officer, E. T. CUYLER, had

the lead in St. Mary's College Drama Club play *Behind These Doors*. George is studying journalism.

TRUDY MACDONALD's husband has been called to the Marine Corps and is stationed in San Diego. Naturally, week-end traffic to that city has increased.

Working temporarily as steno to master mechanic L. M. MORRIS was DOROTHY JOHNSTONE from the superintendent's office. NORENE JOHNSON, who was on leave of absence, returned the first part of December.

Some changes made at the Shops lately include JAMES MUSILLANI as new file clerk; BERT FINCHLEY, now assistant AAR clerk, and J. L. HICKS as general clerk in that department. A. L. RODRIGUEZ, former shop clerk, has filled the position of clerk in the timekeeping office, left vacant by the retirement of JIM BOWEN.

When JIM retired, the mechanical department presented him with numerous gifts and he was one surprised person. Through MILEPOSTS we would like Jim to know we all miss him.

Nineteen fifty seems to be CLAUDE ARMSTRONG's lucky year. Lucky numbers have brought him the sum total of \$687.50. Guess P. T. Barnum knew what he was saying.

STAN HEANEY, assistant accountant, and his spouse had a hard time getting back from Montana after spending Thanksgiving there with relatives on account of the Sacramento flood conditions slightly interfering with No. 18's schedule.

BOB MORRIS, supervisor of reclamation, and his wife have moved into their new home in Hollywood Park. Bob says he never knew putting in a lawn required so much work.

With his wife in Iowa for the past two months with her mother, who is quite ill, ED CUYLER is getting a good taste of batchin'.

Busy making plans and buying furniture, BUD KIMBALL, chief time-keeper, and his Missus plan to move into their new home in February.

Due to his ability to pick out winners in the football games, BILL



MITCHELL is now the proud owner of a new G. E. portable radio.

We're happy to have with us two newcomers to the mechanical engineer's office, BOB COULAM, draftsman, and BILL BREINER, special mechanical assistant.

Christmas will soon be here and the mechanical department is looking forward to our annual party—then comes New Year's—then . . . that let-down feeling and back to work. Meanwhile,

we all send hearty Christmas and New Year greetings to our big W. P. family!

Sacramento Store

ALMA KLEIPZIG was called to Chicago recently due to illness in Bill K's family. We hope nothing serious.

We will miss GLADYS MORTON, who had to resign her position as purchase bill clerk on account of illness.

A badly infected foot put GEORGIA CHINDAHL on the sick list.

Appointed acting storekeeper for the signal department, MARTIN COUGHLIN took the place of GEORGE CRUM, who is on leave of absence.

ED HAWKINS is taking Martin's place at Store 6, and ERIC BORG received the bid for report and stock clerk.

LUCIUS REAVES was operated on the day after Thanksgiving and will be confined in Mercy Hospital before resuming his duties near the first of the year.

While CLAUD CRAIN enjoyed a vacation spent up at Madison, NINO PONCIONI had to spend most of his time helping his mother-in-law keep the water out of her home during the recent floods. To make matters worse, Nino lost his brother-in-law just recently.

At the recent meeting of the Capital City Lodge, Brotherhood of Railway Clerks' annual turkey dinner, the most amazing thing was watching chief clerks DAN IRWIN, superintendent's office, and HY O'RULLIAN, motive-power office, helping President BOB KECK with the dish-drying chore. AL MADDEN, chief clerk, store department, found the work too light and rested for more arduous chores.

KATHY STEFANI has been filling in as typist during our rush season and

LAVON ROBINSON has been assisting as comptometer clerk.

The Store Department sends the Season's Greetings to everyone along the line.

Sacramento Northern

Away on vacations last month were MEL PARKER, assistant valuation engineer, and secretary RUTH CRANE. Not that Ruth wasn't glad to sleep in late, what with saving their partly finished home from the American River flood.

From all reports, many localities are wishing they had built their homes on arks instead of foundations.

Our best of luck goes with GORDON HALVERSON, who resigned to take over new duties with River Lines.

REX KEARNEY, our president, returned from a trip East just in time to direct flood protection on the S. N. and T. S.

AL FIPPIN and CLARENCE MOSER report pheasant hunting this year was better than ever. The proof's in the eatin', fellows!

A very Merry Christmas and a Happy New Year to all you railroaders.

Tidewater Southern

While a rather moist vacation was enjoyed by FRANK LINDEE, TF&PA, and O. S. CORREA, chief clerk, both of Modesto, giving them ample opportunity to rest and relax, such was not the case for Superintendent J. E. KENADY, WILLIAM ST. JEOR, roadmaster, and our section gangs, who maintained a 24-hour vigil for three days to save two bridges, the lifeline of the T. S.

GEORGE HARMON and L. G. FLINDERS, section foremen, and their crews and the bridge gang, N. S. WESTFALL and

AVERY BLUM, resembled lumbermen on a log jam amid the surging waters on the Tuolumne bridge, swinging their pike poles like mad.

A beaming countenance and a box of cigars heralded the arrival of a daughter to J. L. RASOR, JR., bill clerk, Modesto, increasing the family number to four.

Credit goes also to J. AGUILAR and C. P. LINDMAN, section foremen, and their crews, for their long weary hours successfully fighting the waters of the Stanislaus River.

Best wishes to all for an enjoyable Christmas Season!

Los Angeles

Former Bay area denizens, clerks DORIS HILL and KEITH JOHNSON, journeyed to the cold, foggy north to spend Thanksgiving Day with their parents.

FRANK SELL, chief clerk, goes vacationing during December in order to spend Christmas with his family in Chicago. Apparently, the fellow just can't stand these bright sunny holiday seasons we have down here.

Our very best Southern California greetings to all you fellow sufferers for the coming Holiday Season!

Salt Lake City

Traffic representative BILL SILFVAST and his wife recently returned from a week's vacation spent in Oakland and San Jose with Bill's brothers.

After spending Thanksgiving with their son, BOB, located in the engineering department at the Sacramento Shops, general agent and Mrs. H. R. COULAM went to visit friends in Klamath Falls, Portland, and Seattle . . . sort of postman's holiday, as Ray formerly worked those three points. Then

on to San Francisco to attend the Inter-City Rotary meeting between the Salt Lake City and San Francisco clubs on December 5.

District passenger representative BOB GONSALVES was the official delegate representing Sigma Alpha Epsilon at the inauguration of Dr. Louis Linden Madsen, eighth president of Utah State Agricultural College in Logan, Utah, on November 3.

Traffic clerk LEE MARSHALL, his wife, and two sons are to spend Christmas this year with his parents in Palo Alto. Last year it was with Mrs. Marshall's folks in Carson City. For one who is 1,600 miles away from relatives, it sure would be nice to be so close to loved ones at Holiday time.

The Salt Lake City traffic office takes this opportunity to send best wishes for a Happy Christmas and most prosperous New Year to all members of the Western Pacific family.

It is a pleasure to report the return to service of engineer DENNIS McKENNA, after an absence of about four years. Dennis is in the Salt Lake freight pool.

Zephyr brakeman J. G. RUTHERFORD has been on the sick list since the first of September and we hope to see him on the job again soon.

Since our last report, and before this goes to press, brakeman ORVILLE HAYS should be back on the Zephyr again, following his recent illness.

Some of our people sure get around. Take firstince GEORGE PATTERSON, who has been off thirty days on a trip around Montana. Sounds mighty nice, George.

We all congratulate JIMMY LYNCH on his recent promotion and pledge our full support to him in his new office.

Well deserved, Jimmy! Also wish to congratulate our new assistant superintendent, W. G. "RUSTY" HOWELL, and welcome him back home again.

At this time would like to extend our best wishes to all the gang on the W. P. for the best Christmas Season ever.

Chicago

Bon voyage to our good friend, EDWARD A. MCCARTHY, on his retirement, November 30. May his Ship of State always have smooth sailing.

ARTHUR LUND's record, achievement and reputation are well known to all of us here and we're proud to welcome him to Chicago as our new assistant traffic manager. We hope you will feel right at home, Art.

FRED ROBBINS, the Arkansas philosopher, commenting on the fact, perhaps too little thought of, that whether you are calling on a customer in person or on the phone, you are actually your Company rolled up into one man.

Group of Chicago's married men (we must keep them anonymous) recently huddled and came up with these sage bits:

"Before marriage, boy yearns for girl . . . afterward, the "y" is silent."

"Chasing a woman is fun . . . the trouble begins when you catch her."

"Only one man in a thousand is a leader of men . . . the others follow women."

Chicago and vicinity have been hearing so much about the new addition to the McGRATH family, just approaching 11 weeks, that finally MARIE LIBBE asked Bill if his prodigy could talk yet. "Talk," said Bill, "what's the sense of his learning to talk when he gets everything by yelling."

JOHNNY RIEGAL finally gave up and

put his golf clubs away. John is one of those die-hards who will pound the fairways (and we mean pound) until the last leaves have long ago left the trees and the snow comes swirling over the greens. Maybe it's the long roll you get on your drives across the frozen fairways, eh John?

Where did the export crew ever come up with those loud bows? GERRY COFFEY, JACK BOQUIST, JIM BAKER, and FRED SWEENEY have recently come up with some creations that defy description. JAKE EPHRAIM swears that those neck-pieces are the answer to the atom bomb!

Merry Christmas and Happy New Year from Chicago—the windy city . . . this material is an example! But, boy oh boy, wouldn't that Los Angeles bunch like to see a white Christmas!

Oroville

While agent W. W. LANG vacationed with his wife, spending part of the time in San Francisco, with a trip to Portola, too, he was relieved by E. J. SHERRILL.

Not that batching is so bad, but switchman C. E. McCARTY was glad to have his wife return from a visit with her mother in Wyoming.

Retired conductor FRED R. HUFFMAN and wife were recent visitors in Oroville, calling on old friends. Freddie looks grand—must be enjoying his retirement.

Conductor E. L. FERGUSON and Mrs. Sarah L. Nallon of Binghampton, New York, were married in Reno on November 3, and will live in Oroville. They were accompanied by retired switchman HERBERT GRUMMETT and wife.

We were shocked to learn that storekeeper J. J. COWAN of Portola drowned

in Gold Lake, October 31, while on a duck hunting trip, accompanied by LEE SERVIA, also of Portola. Mr. Cowan is survived by his wife, Susanna; son James of Portola; and daughters, Rose Renee and Mrs. Juanita J. Stewart, both of Sacramento. He was a native of Los Angeles.

Congratulations to section foreman



R. J. HALL, of Craig, on the birth of a new granddaughter, Phyllis Elaine, September 25, to Mr. and Mrs. E. W. Griggs (Pauline Hall) of Chilcoat.

Switchman LEROY McNALLY, Portola, spent some time in Oroville recently taking treatments for a leg injury. His wife and young daughter accompanied him and all visited in the home of his parents, the J. J. McNALLYS. LEROY later went to San Francisco for a check-up on his injured knee.

Relief clerk W. R. WIGGINS and wife are the proud parents of a son, Terry Wayman, who arrived November 22. They have two other children.

THOMAS ALLEN HUNTER, son of road foreman and MRS. T. D. HUNTER, was married November 5 to Miss Charlotte Rose Gambrel, daughter of Mr. and Mrs. T. A. Gambrel of Oroville. Rev. Ellis E. Peterson performed the single ring service at the First Methodist Church, following which the young couple left for a honeymoon trip to Los Angeles. They will be at home at 1236 Second Avenue, Oroville.

Corporal Joseph C. Jimenez, Jr., son of carman JOSEPH JIMENEZ and wife, was married recently to Miss Toni Ramirez in Kansas, where the young Jimenez is stationed with the Army Medical Corps at Fort Riley.

Ceremonies were held in the First Congregational Church, November 19, when Miss Bessie May Taylor, daughter of conductor L. D. and MRS. TAYLOR, became the wife of Jimmie Wallace Johnson.

Our very best wishes to all these happy couples.

MRS. ED OWENS, clerk at Winnemucca, was called to Oroville recently when her husband was rushed to the hospital for an emergency appendectomy. At the latest report, Ed was doing fine.

Former Western Pacific ticket clerk MRS. FRANKIE BLALOCK of San Francisco, was visiting old friends in Oroville recently. She was accompanied by her daughter, Mrs. Don Deeds, and grandson, Michael.

Yardmaster R. O. "Boss" BONNER and wife became proud grandparents when their daughter and husband, Mr. and Mrs. Claude Wilson, Jr., of San

Jose, announced the birth of a son, Marc, November 13. Weight 9 pounds 8½ ounces. Congratulations to all!

Trainmaster P. F. PRENTISS and his wife will move into a new home just purchased in Oroville as soon as final arrangements are complete.

Our very best wishes to all for a Merry Christmas and a Happy and Prosperous New Year.

Elko

HANNA ETCHEBEHERE and CAROL JONES attended the wedding of Carol's sister, Virginia, and Dr. Samuel E. Neff in Denver on November 18. Hanna, lifelong friend of the bride, was matron of honor. Accompanying them in JOHNNY ETCHEBEHERE's new Oldsmobile were Prof. and Mrs. Jones, parents of Carol and Virginia. Mrs. Neff, a nurse in Denver's Rose Memorial Hospital, was an employee of Western Pacific at Elko during the last war.

FRED EGELSTON, general clerk, says the Elko Daily Free Press has nothing on him. He also has broken ground for a new print shop to be erected near his home across the river.

TOM CLARK, and his wife and little daughter spent the Thanksgiving holidays with Tom's relatives in Salt Lake City.

The "flu" epidemic that has been making the rounds during the past few weeks, appeared in our office with damaging effects. EDNA PHILLIPS, THEDA MUELLER, CAROLINE WOLF, and JOHNNY MURPHY were confined to their homes for several days, while many other employees were ill over the week-end periods.

Can you imagine living in Elko and working at the Western Pacific offices

over a period of years and never having seen the new swimming pool, the ball parks, the Sunset Heights residential district or even Ranchinn? In many years, HANS TEICHMAN has been no farther east than the Elko Lamaille Power Co. office, no farther west or south than the WP depot, and no farther north than the First National Bank! Small world, isn't it? Hans promised to "see Elko" during his November vacation.

After having completed basic training at San Antonio, Texas, FRANK CLAWSON and KEITH PETERSON are in Colorado, where Frank will study aerial photography and Keith will study business administration. BILL SMALES is in Georgia, but we didn't learn what field he has chosen. FERRIN ALLEN received his call a short time ago, and is now in Fort Riley, Kansas.

We have learned that agent GEORGE and MRS. OLSON of Loyalton have contributed not once, but twice to the Armed Forces. Jim Olson, who was an engineman on a sea-going tub, asked to be transferred to the *Gull*, a minesweeper running between Japan and Korea, because he wanted to help make the lanes safe for brother Bill, who is receiving his final training at San Diego.

Our sincerest congratulations to our new superintendent, J. F. LYNCH, and assistant superintendent W. G. HOWELL. Jimmy and Bill will make an ideal combination—both are men's men. Both will give a square deal and both will expect a square deal in return—and that's what makes any business successful.

JOHNNY and HANNA ETCHEBEHERE spent most of their time on the road while driving to Berkeley for the Big

Game, what with high water at Reno and the entire trip from there on composed of washout and detours. Johnny said the game was worth while, even to equipping his new Olds with pontoons. (Next time ride the WP.)

We quote the following paragraph from the November 12 issue of the *New York Times*, describing WP's new Budd car:

"There are no canasta tables on the *Zephyrette*, but at the luncheon stop in the spic-and-span Commercial Hotel at Elko, Nevada, tourists can—and do—study the higher mathematics of the wide-open state's gambling devices."

Oh, well, so long as they didn't forget to mention Elko. . . .

We take this opportunity to extend from Elko the very best of everything to our Fellow WP employees with the hope that your coming Holiday Season will be the finest ever.

San Francisco

Best wishes for speedy recoveries are extended to ART PETERSEN, chief clerk, auditor of revenues statistical bureau, who suffered a recent heart attack, and DAVE SPOWART, auditor of equipment service accounts, who has been under the doctor's observation.

Now employed as steno-accountant in the engineering department's AFE office, is ROBERT G. GIBBS, formerly employed in the Civil Service, on duty with the U. S. Embassy at London, directly assigned to the Air Attache. Bob is interested in the theatre, as actor and director and . . . so far . . . not married.

Neither is BOB HULLMAN, chief engineer Woolford's secretary, although we inadvertently listed his name

among the ineligible bachelors in the November MILEPOSTS. 'Scuse us, please, Bob!

Wedding bells will soon ring, however, for draftsman WALLACE IRWIN, who is making plans to middle-aisle it with Miss V. McInnes, a supervisor with the Trans-World Air Lines. Our very best wishes. A long distance swimmer, Wallace plans to enter the Dolphin Club's annual Golden Gate swim next year.



Filing away their noon-day lunches in the signal engineer's office are Marge Glatt, Frances Carbolotti, Rose Incke and, the lucky man, Harry F. Perrine, chief clerk. Photo by Maurice Notter.

Donna Forseth, daughter of division engineer CHARLEY FORSETH, was married on Saturday, December 9, in Berkeley's The Little Chapel of the Flowers. Donna was graduated from San Jose State last June, and has been a frequent visitor to our office. We wish her great happiness in her new venture.

How does JOHN ROSSI, secretary to vice president and general manager, manage to retain that slim figure? Recently, observed putting away a huge dish of strawberry shortcake topped

with gobs of whipped cream. What did Johnny do . . . you aren't kidding, he added pure cream!

Wedding bells for GUY NESMITH, purchasing department, who was married November 19 to Miss Jayne Jones of Utica, New York. They plan to make their home in San Francisco.

A little purchasing in J. C. MARCHAND's office has provided that department with two new typists, DOROTHY STOREY, transfer from the DC&H

department, and BILL DAVIS, recently from the East.

Appointed secretary to the assistant superintendent at Elko, ROSALIE ENKE recently bid adieu to her friends in the Signal Department. We wish her the best in her new assignment.

Recently returned from her vacation, A of R department's ALTA THOMAS tells of her visit to New York, Manistee, Michigan, and the Welcome Travelers Program in Chicago. Thought the California Zephyr was out of this world and brought several rolls of color movies back to prove it.

MAJOR and MRS. MANNING had Thanksgiving dinner at the Presidio Officers' Club. When asked by his fellow telegraph workers what he had, Bill said ham. Just giving the "bird" the "bird," eh, Bill.

Off his diet again, CARL "SLIM" RATH, manager-wire chief telegraph office, went to town Thanksgiving Day with two helpings of everythin'. Sure good to eat again, says Carl.

Chief clerk, telegraph, DICK CZEIKOWITZ accompanied the "Blue Chip" special, keeping the public address system and radios in good operating condition.

JOHNNY KENDALL, carrier maintainer, has been busy chasing down the mysteriously lost 24 DBS on the Salt Lake carrier circuit.

Glad to hear nothing serious came out of the illness to clerk MAX FRECOSO's little daughter, after being rushed to the hospital last month. The little tykes can really take it, Max.

MARY MCFADDEN, secretary to superintendent of telegraph, NORMAN MENZIES, doesn't hail from Boston, but she can really bake their most famous of all dishes.

Recent visitor to the general office was A. MOLDENHAUER, signal supervisor Eastern division. Just business though, he advised.

Confined to their homes because of recent illnesses were MARGIE GLATT and ELINOR BUTLER of the signal engineer's office.

Glad to see the smiling face of JIMMY CURREY once again around GO. Following his transfer to the Oakland freight office earlier in the year, Jimmy suffered a breakdown, but the Doc has okayed his return to the traffic department in a newly created position—manager of the slip bureau.

In a letter to the Editor, retired agent G. A. PULLEN writes that one thing he dislikes about retiring is being separated from old-time railroad friends. He would like to be remembered to all of his old friends and would be glad to hear from them. His present address is 2917 "O" Street, Sacramento 16. Mr. Pullen retired with over 30 years' service with Western Pacific.

Another old-timer who recently wrote to the Editor is RALPH T. STONE of 1410 Bancroft Way, Berkeley 2. Ralph made his first trip over the WP on December 29, 1909, and retired from passenger conductor service on January 31, 1944. He likewise sends his best regards to his old-time friends, and both like to keep up with WP news through MILEPOSTS, which they read from cover to cover.

Baby daughter, Margaret, brought 5 pounds 13 ounces of happiness to the home of JIM FERROL and wife, Isabella, on December 5. Jim works in the Auditor of Revenues Department.

A columnist in one of our local papers recently nominated Evangeline Baker as candidate for the next "Miss Television of San Francisco" title. Vannie, wife of G. H. BAKER, chief clerk, purchasing, is no newcomer to TV. Following a decade of radio experience on Sacramento's KROY and San Francisco's KGO, her "A Woman's Slant on the News," "The Wishing Well," and "What's the Good Word" programs were fine stepping-stones to "Looking at Fashions" (KGO-TV, Wednesdays, 7:15 p.m.), in which Vannie surrounds herself with beautiful models and the latest fashions. Each show features a special theme, "San Francisco After Dark," "Spectator Sports," "San Francisco in the Rain,"

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EDITOR, MILEPOSTS:

Anyone who rides in a train, either for the first time or hundredth time, is bound to pay attention to the accompanying sounds and sights of travel. The things to be seen along the line have an appearance and give an impression they can evoke only when viewed through the windows of the modern magic carpet — the passenger train.

The passenger observes and feels the makeup of the railroad that is carrying him. The perfection of equipment and track give the passenger bodily comfort, and enhances his sense of well-being and security. In an extended trip the passenger will travel over a number of railroads, and it is not hazarding a guess to say that some of these railroads will register definite impressions. The chances are some road appealed to him as being carefully operated because all its facilities were well appointed, the roadway well groomed, the section houses of neat appearance and section equipment well maintained. The dozens of things that pass before his eyes on a trip over a railroad complete a picture in his mind, and his liking for that road depends upon the character of this picture.

The purpose of this letter is to suggest an improvement in the appearance of the work trains which look

after maintenance of way, bridges and buildings, tunnels, fences, etc.

These work trains certainly come under the observation of the traveler, their present appearance is not inspiring. Imagine the added effect on his recollections if he recalled all these trains as brightly painted, neat in appearance, an evidence of the careful management throughout the system.

These trains must be maintained by the railroad. Why not make them an eye-fel in building the confidence of the traveling public? The extra cost would be in improving their looks without adding to the cost of the work they do. Their improvement would probably improve the morale of the workers, and their output.

C. F. Beninghoff, Sacramento.

ANSWER:

Thank you for your timely letter. Western Pacific is now in the midst of an extensive program of repairing and repainting maintenance of way cars and equipment. During the past year fifty-six outfit cars have been repainted with the standard red oxide color. However, plans are now being revised to use a new "visibility" yellow paint on all work and equipment cars rather than the standard red, and the program is scheduled to begin at an early date. This new yellow has already been used in painting eight work equipment machinery units such as steam and gas driven ditchers, ro-

tary snow plows, Jordan spreaders, locomotive cranes, etc., and is proving to be a decided improvement.

During the remainder of 1950 at least two steam ditchers, two gas ditchers, three Jordan spreaders, and two 100-ton wrecking derricks and other miscellaneous work equipment will be similarly painted. Also, during the past three years, approximately forty per cent of our bridges have been repainted aluminum, replacing the previous standard black, and a program is now under way to add Western Pacific medallions at points where

they may be seen from adjacent high-ways. Similar aluminum paint is being placed on buildings in roundhouse areas along the line, replacing the old "boxcar" red, for a much improved appearance.

New paint standards for roadway buildings have been issued, and the interiors and exteriors will be eye-appealing with various pastel hues.

It is hoped that passengers traveling over the line will soon be as well impressed with the appearance of Western Pacific property as they are with the natural scenery.

Caboosing . . .

(Continued from Page 31)

etc. Aside from her camera appearances, she also supervises make-up and costumes for twenty-two KGO-TV programs. She has been most helpful in creating and keeping together the local Academy of Television Arts and Sciences. Tune in next Wednesday and see for yourself!

After 28 years with the Union Pacific, DONALD ELLINGTON, 51, is now working in the auditor of revenues department's division bureau. A veteran of World War I and a member of Omaha Post No. 1, American Legion, Don arrived in San Francisco from Omaha on November 5 and joined WP the next day. Has a daughter and son, the latter attending El Cerrito High School.

E. LUDWIG VAN DELLEN, commerce attorney, was appointed vice president of the San Francisco Region of Interstate Commerce Commission Practitioners at a meeting held in No-

vember, to serve for the next year.

From all appearances it might be that NANCY INGLE and WES CRAWFORD, both of the general agent's office at GO, were engaged in a little slugfest. However, the cast on Nancy's right hand was the aftermath of an operation on one of her fingers, while friend Wes suffered a four-hour operation after badly injuring his right hand while repairing a bathtub faucet.

Not to be outdone, our elevator operator, MIKE CAPRARO, has a bandaged digit, account having jambed a pencil point in his finger.

We welcome LILLIAN NAVONE back again after her thrilling tour of Italy, Switzerland and France during the past few months with her parents. She has taken over stenographic duties in the chief special agent's department, replacing DOROTHY LEE, resigned.

The entire gang at general office, Eighth and Brannan, and the waterfront office, send best Christmas wishes for the Holiday Season to the entire Western Pacific family.

SPORTS

NEW LEAGUE PLANNED

Preliminary arrangements are under way to form an inter-city Western Pacific Bowling League, consisting of teams from Oroville, Sacramento and Stockton. Those working for the organization of this league are Harold Branting and Don Carman, Stockton; Hy O'Rullian, Sacramento; and Marion Ebbert, Oroville.

A twelve-week traveling schedule has been suggested, to begin the first week in January, and a meeting for final arrangements was designated to start the ball rolling.

Employees from other sections of the

railroad interested in participating in the league are urged to submit their request to league officials through MILEPOST's editor. The magazine will carry results of the league games.

BOWLING

Trying to pick a first-half winner in the Western Pacific Bowling League of San Francisco would tax the ability of a Philadelphia lawyer. With three weeks to go, five teams are scorching the maple boards in an attempt to eke out a victory. It could end in a two or three-way tie, in which event a roll-off would be necessary to decide the first-half winner. As of December 7, team standings were as follows:

TEAM	WON	LOST
California Zephyrs	20	13
Freight Claims	19	14
Oakland Carmen	18	15
Engineers	17	16
Feather River	17	16

The Oakland Carmen made a fine showing December 7 when league president, Frank Thompson, gave his team a 614 series which sent the pins flying in games of 224, 212 and 178

To date, high game scores for the teams were: California Zephyrs, 936; Oakland Carmen, 898; Traffickers, 878; Freight Claims, 875; Auditors, 868; Feather River, 854; Freight Accounts, 823; and Engineers, 803.

Jim Kenney, our new Sacramento correspondent, says: "If at first you don't succeed, try shortstop."



Here is the group who established the all-time record of 18 consecutive wins in the Sacramento WP Bowling League: Back row, from left, Eric Borg, Lee Norene and Bruce Stilwell. Front row, from left, Jim Musillani and Hy O'Rullian.

BOWLING

An all-time record was recently set in the Western Pacific Bowling League at Sacramento when the "Wreckers" literally knocked the pins from under the league by winning 19 of their last 20 games, 18 of them being consecutive victories.

The team, composed of Eric Borg, Lee Norene, Bruce Stilwell, Jim Musillani and Hy O'Rullian, has its eye on a large share of the \$525 prize money that will be distributed to winners when the season ends.

A nip and tuck battle is in progress between the "Zephyrs" and "Caboose" fives for second honors.

Team standings as of December 8 were as follows:

TEAM	WON	LOST
Wreckers	24	6
Zephyrs	17	13
Caboose	16	14
Stags	14	16
Lariats	10	20
Derailers	9	21

The WPAC annual Bass Derby did not turn out too successful this year. Out of all the participants only three fish were caught. Prize winners were: First, M. R. Gomes, 15-pounder; second, Ace Drummon, 9-pounder; and third, A. Ottoson, 5-pounder.

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Best Wishes
for a
Happy and Prosperous
New Year