

WESTERN PACIFIC
Mileposts
FEBRUARY 1953



WESTERN PACIFIC Mileposts

Vol. IV, No. 7

FEBRUARY, 1953

*Milepost No. 43

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

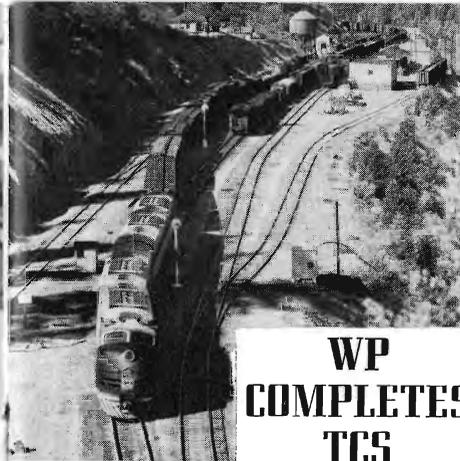
Member American Railway Magazine Editors' Association
Member Northern California Industrial Editors' Association

CONTENTS

Page

WP Completes TCS.....	3
Group Insurance Tips.....	6
WP Will Remember.....	7
In the Good Old Days.....	11
Promotions and Transfers.....	12
Employee Activities.....	14
Don't Be HALF Safe!.....	15
Mileposts in Gold.....	16
In Memoriam.....	17
In the Armed Forces.....	18
Caboosing.....	19
Sports.....	34
Railroad Lines.....	36

* Milepost No. 43: Just out of the picture to the left is Henry J. Kaiser Company's Sand and Gravel Division plant at Radum. One of the largest operations of its kind in the West, it is their principal source of supply, and was one of the first industries developed by Kaiser.



WP COMPLETES TCS

At 3:01 p. m., January 14, Western Pacific's traffic control system was completed and placed into operation on the last 72 miles of previously unsignalled main line between Delle and Salt Lake City, Utah. With the completion of this installation, the company's 924 miles of main line track between Oakland and Salt Lake City is being operated under modern signalling, all of it TCS with the exception of 178 miles of paired track which Western Pacific shares with Southern Pacific between Weso and Alazon, Nevada.

Western Pacific began its first TCS installation (then known as Centralized Traffic Control) between Oroville and Portola, California, in 1943, completing the 116-mile project through the Feather River Canyon in June, 1944, prior to which time, the only continuous signal protection in service was the two-position Style B semaphore signals installed on the paired track in Nevada.

The control machine for the first installation was originally located at

FEBRUARY, 1953

Keddie, but was moved to Sacramento when the second installation was inaugurated between Oakland and Stockton in 1947, in order that all dispatchers might be centrally located at the division headquarters. The final section of the Oakland-Stockton installation was placed in service in March, 1948.

Immediately thereafter, construction was commenced on the second subdivision of the western division between Stockton and Oroville. With the completion of this 111-mile section in July, 1949, the entire main line of the western division was then TCS controlled by three machines located at the Sacramento division headquarters.

When the company decided to extend its TCS system eastward from Portola to Salt Lake City, a distance of 605 miles, one of the problems confronting the project was the possibility of partial or complete work stoppages during severe winters of northern Nevada and Utah. Consideration was given every possible means by which construction could be speeded during the summer months. As a consequence, with the authorization of the first installation

Charley Rhines, assistant construction supervisor, makes a final check of a completed signal case before the instruments are strapped down with a special strapping tool prior to shipment of the case to field forces.



of TCS between Portola and Gerlach, Nevada, early in 1949, it was decided that all remaining cases and houses would be fitted out and wired by men of the company's signal department.

While it was believed that the new arrangement presented several advantages, the primary gain would be the resultant saving of time due to all production schedules being controlled and

the latest in equipment such as lathes, bench grinders, drill press, cutting and welding outfits and test equipment. The concrete products yard, previously located at Livermore, was moved to Sacramento, bringing together a complete terminal from which to carry on this and all subsequent signal construction projects and repair work.

Upon completion of the Sacramento

Passenger and Freight Trains Speeded . . .

established by the signal engineer's office and not being dependent upon outside parties.

Since it was desirable that all work be done at a centralized point, facilities were erected on the property at Sacramento, which included a modern warehouse, quonset-type shop building, storage sheds and loading platforms. A mobile crane unit was purchased for the handling of heavy cases and houses and the shop outfitted with

facilities, a wire gang was assembled under the supervision of R. B. Kunde, signal foreman, who, working from plans designed and prepared by the signal engineer's staff at San Francisco, soon had the first shipments of completed units rolling eastward to be set on location and tied in. In addition to wiring new cases and houses and converting seventy-one Style "B" semaphores to searchlight signals, the wire gang handled all routine repair and

Doris Thorne, secretary, cuts in the signals on the Elko TCS board upon completion of the final installation January 14, with the assistance of Bill Howell, assistant superintendent; Bruce L. McNeil, Jr., junior assistant engineer; Andy Piers, dispatcher; Charles Forseth, division engineer; and G. W. Naylor, chief dispatcher.



overhaul jobs that found their way into the shop.

The over-all results of the decision to set up shop to wire cases and houses on WP property, would tend to prove the soundness of the scheme. Not only has it been an important factor in speeding up installation of TCS, but it fits nicely into the signal department's personnel training program. Because

in the early 1830's. The first mechanical signal device on record in this country was a flag, used as early as 1832, and later a peach basket, lowered and raised on a mast.

The red canvas ball system was introduced in 1852. In 1853, tall towers surmounted by metallic banners were introduced. Lamps were used for night indications in the same year and, in

. . . With Even Greater Increase in Safety

each man assigned to the signal shop gang has the opportunity to work with the various steps of preparing a case or house for field installation, it gives him a basic knowledge of the equipment and the integral part each piece plays in the system.

Following completion of the first 117-mile installation on the eastern division in August, 1950, the remaining installations between Gerlach, Nevada, and Salt Lake City, were completed step by step during the following twenty-nine months.

Railway signaling in America began

1855, the tilting arm signal came into use. It was not until 1878 that the first known application of electricity was used in signaling, with introduction of the electro-pneumatic automatic block signal.

On duty twenty-four hours of the day, seven days a week, in all sorts and conditions of weather, TCS will keep Western Pacific train crews informed that the track ahead is clear, warn them to proceed with caution, or direct them to come to a full stop, enabling trains to be moved with minimum delay in delivering passengers and freight in a most orderly operation.

General view of the signal department shop facilities at Sacramento.



GROUP INSURANCE TIPS

An occasional misunderstanding has arisen among employees concerning the proper procedure for handling payment of claims, filing change of status cards, and reporting temporary layoffs, furloughs, or leaves of absence, in connection with Western Pacific's Group Dependent Insurance Plan. If not clarified, you may be deprived of certain privileges to which you are entitled.

ARE YOUR DEPENDENTS INSURED?: If you don't know, contact your supervisor, or refer to Page 10 in your insurance booklet. You must pay the proper amount of premium for each month in accordance with the Class you should be in, otherwise your dependents will not be insured.

If you have a wife only, you must pay for Class II; deduction \$3.50.

If you have a wife and child, or children, you must pay \$6.90; deduction for Class III.

There are only two conditions where an employee can pay for Class I; deduction \$3.40:

- 1) Male employee has child or children under 19 years of age, and has no wife.
- 2) Female employee has child or children under 19 years of age. This employee cannot insure her husband under the Plan.

Stepchildren, and legally adopted grandchildren, which you support, are eligible dependents.

CHANGE OF STATUS CARD: Designed to advise the Insurance Department of your status change from one class to another. For example: Class II, wife only (deduction \$3.50) must be

changed to Class III, wife and child or children (deduction \$6.90) when you acquire one or more dependent children. If you are already in Class III, no status change card is required to report additional dependents. You should also report any change from a Class III to a Class II status, which would bring about a reduction in your deductions. The blue card, Form GP-23013, may be obtained from your supervisor.

PREMIUMS: Premiums are collected in advance from second period earnings to cover the following month. If off work during second half payroll period in any month, and you have insufficient earnings to cover premium deduction, payment may be made in advance by mail to F. W. Ahlert, 526 Mission Street, San Francisco 5. Make checks payable to The Western Pacific Railroad Company.

CERTIFICATES: If you have not received your certificate and are having deductions made, contact your supervisor.

If you are a member and have any questions concerning the Plan, or if you are not a member and you desire to join the Plan, write Mr. Ahlert.

(Other Group Insurance Tips will appear in MILEPOSTS from time to time.)

A young wife was sobbing out the details of a bitter quarrel she had had with her husband. "And he's left the house," she added tearfully. "Oh, I wouldn't worry too much about that," said the friend, who was familiar with their somewhat stormy married life. "After all, he's done that before." "Yes, I know," wailed the unhappy wife, "but this time he's taken his bowling ball!"—T&P TOPICS.

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:

* *John J. Coakley*, miner, Niles.

Santiago Flores, carman, Stockton.

Charles Freeman, T&T engineer, System.

John F. Stone, general foreman, San Francisco.

Eugene B. Wasson, clerk, Sacramento.

* Left service prior to retirement.

* * *

Henry E. Poulterer, one of the West's most able and best loved transportation men, retired from his active railroad career as vice president-traffic on January 31.

Although born in Portland, Oregon, January 3, 1888, Poulterer's family were early California settlers and his mother, at the age of 96, still lives in Pasadena. From high school Henry began working as a messenger for Western Union, a job he soon after performed for the Great Northern, before joining Union Pacific's freight traffic department as office boy in 1906. Moving up through many traffic jobs, he was made assistant general freight agent at Omaha, Nebraska, in 1927, from which position he came to Western Pacific as assistant freight traffic manager in April, 1931.

Poulterer was advanced to freight traffic manager in June, 1937, and in December, 1941, was elected vice president-traffic for the entire Western Pacific system. His tenure of office has seen innumerable service improvements—the introduction of the

California Zephyr, compartmentizer freight cars, and personalized service to shippers being a few.

During his years in railroad service, a good part of which was spent "on the road," he has made hundreds of close personal friends throughout the entire country through his most gracious personality. His last two weeks in office were spent in a sort of farewell tour to say "good-bye" to some of these shippers and transportation men who have shown for him their affectionate regard.

Poulterer is married to the former Miss Lucile Byrne and their home is in Millbrae. He has a daughter, Nancy, and grandson, living in Portland. His clubs include the Family, Commercial and Transportation, of San Francisco, and the Union League, of Chicago.

His attempt at fishing has not been too successful, but he is known to be a colossal eater of crawfish, upon the productivity of which he used to speculate from his home on Palatine Hill overlooking the Willamette River in Portland. He is also a remarkably successful pool player. As a gardener, his bean pole settings are a thing of beauty, with each bean pole absolutely straight and proper. The beans, however, appear to be discouraged in attempting to develop into such perfection.

* * *

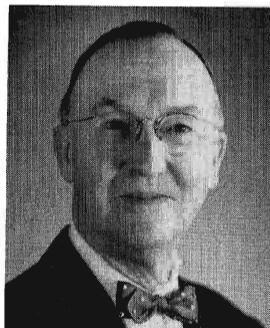
After more than twenty-three years of loyal and enthusiastic service, John R. Strachan retired from Western Pacific service as assistant general auditor.

Jack was born in Fraserburg, Aberdeenshire, Scotland, on July 9, 1887. He

began his railroad career as a clerk with the St. Louis-San Francisco Railway in January, 1910, and held various clerical and supervisory positions with that railroad until 1929, when he resigned to accept a position as traveling accountant in Western Pacific's accounting department.

dition would imply a man of much less age, in all probability a necessity for defending his "unusual luck" when the cards are on the table.

For over forty-two years he has been a member of Dayton Lodge No. 147, A. F. & A. M. of Dayton, Ohio. He is also an active member of the Scottish



H. E. Poulterer



J. R. Strachan



H. M. Yoe

"J. R.," as he is called by his associates and fellow employees, was appointed assistant to general auditor in November, 1944, and held that position until July 1, 1948, when he was promoted to position of assistant general auditor.

While "JR's" affability has earned him the love and respect of his co-workers in all departments of the company, his fame does not stop there, for, in addition to his philosophical outlook on life and his eager willingness to assist anyone, he is also well known for his keen ability with brush and oils, having taken great pride in several private showings of his canvases in the San Francisco area.

Few would realize that Strachan had passed his sixty-fifth birthday, for his quick step and excellent physical con-

Rite Masons, California Bodies, and the Islam Shrine of San Francisco.

The little man with the inevitable bow tie has oft been told in recent months "we are going to miss you when you're gone!" But, concurrently with his retirement and his associate's expression of gratitude for his long and faithful service, is his assurance that he has so implanted himself in their hearts that he can never be forgotten.

* * *

Harrison M. Yoe, retired from his position as trainmaster at Elko, December 31, 1952, after forty-nine years of railroading.

Harry was born December 8, 1887, near Shelbyville, Shelby County, Missouri, and spent his boyhood with his parents on a farm in Ohio. He learned telegraphy on the Baltimore & Ohio at Midvale and Peninsula, Ohio, while

working thirteen hours a day as agent's helper for \$15 a month.

He started as telegrapher on the N. & S. S. at Cleveland in 1904, followed by three years with the Pennsylvania Railroad and four years on the Black Hills division of the Chicago & North Western. Harry joined Western

in the Hayward area. He was first employed by Western Pacific on March 4, 1918, but left in 1921 to enter the grocery business. Finding this not to his liking, he returned to Western Pacific on May 8, 1922, as agent's account clerk, from which position he advanced to that of chief clerk.



A. Petersen



Vina Shostrom



A. P. Thomson

Pacific as telegrapher and extra train dispatcher on February 26 of the following year. Until his retirement he served as night chief dispatcher, chief dispatcher and trainmaster, except for several months spent as train dispatcher with the Brigham & Garfield Railroad at Magna, Utah.

Harry and Mrs. Yoe will remain at home, 245 West Pine Street, Elko, this winter. He claims he has no particular hobbies, but expects to do some hunting and fishing, in season, provided his health permits.

* * *

Arthur Petersen retired December 31, 1952, as chief clerk of the auditor of revenues department's statistical bureau, after a service of nearly thirty-five years, thirty of which were consecutive.

"Pete" was born in San Lorenzo, California, and received his education

Many of the old-timers will remember "Pete" as the "Mulligan Stew Kid," having been chief cook and bottle washer on many fishing trips. He did, and still gives cause to signify his adeptness at holding the "high hand," and in more active sports has been a keen participant in bowling and other company activities.

He resides at 725 Pine Street, San Francisco, with his wife, Rose, and it is hoped that he finds time to occasionally drop in on the gang.

* * *

Vina Shostrom laid down her pen as bookkeeper in the office of auditor of miscellaneous accounts on December 31 to retire after thirty-one years with Western Pacific.

Born in Dayton, Iowa, sixty-five years ago, Vina spent most of her youth in Des Moines, where she re-

ceived her schooling, moving to California in 1919. She first worked for a local insurance company after coming to California, and because of her adaptability was sent by the company to Hartford, Connecticut, for special training which she put into effect upon her return to San Francisco.

Vina studied comptometry and joined Western Pacific's passenger department on June 23, 1921, worked in the freight department, personnel department under the late Frank King, was in charge of the fuel desk and for the past seven years was bookkeeper under Henry Wendt, auditor of miscellaneous accounts.

As a hobby, Vina has always been interested in physical education, and successfully operated gym classes while in Des Moines. She is a member of the Golden Chain Chapter, Order of Eastern Star, Oakland.

A lover of travel has taken her to all U. S. National Parks, Panama Canal and to most of the States, and since retiring she has already visited Los Angeles, Santa Anita, Palm Springs and other Southern California points, and intends to spend more time in travel and living, every day having a good time.

* * *

With a long look back to its beginning, Roadmaster Andrew P. Thomson closed his fifty-year career in the railroad industry on December 31, 1952.

Retiring in good health and with an adequate jingle in his jeans, Andy intends to spend some time travelling with his attractive wife, the former Elizabeth McQueen, who he married in Gateway, Utah, on November 1, 1905. In between trips, they intend to further beautify their flower garden

and adequately spoil their grandchildren.

Commencing as a track laborer with Union Pacific in 1903 at the age of 16, Andy progressed steadily in that department until appointed roadmaster in 1916, a position he held with that road until October, 1932. Western Pacific was then fortunate in acquiring his services, where his talents were soon recognized as he was appointed roadmaster at Winnemucca in October, 1933, and transferred to Salt Lake City in October of 1937.

During the past year, Andy supervised one of the heaviest work programs ever assigned to a WP roadmaster, that of completing TCS track work between Wendover and Salt Lake City, plus renewing rail and reballasting 37 miles of main track near Salt Lake City.

On the evening of December 20, Andy was the surprised guest of honor at a banquet in Salt Lake City, where more than sixty of his friends had gathered to wish him a full measure of peace and contentment in his retirement. Seated at a flower-bedecked table with Mrs. Thomson, his sons and daughters-in-law, Andy beamed mightily as Superintendent Lynch spoke proudly of his 50-year railroad career only to climax his remarks with "when I saw Andy hire out here twenty years ago, I knew he would not stay." With that, Jimmy presented the Thomsons with a four-piece matched set of luggage, and to Andy, a sizeable cashier's check to acquire the hobby tools his sons stoutly maintain he had always borrowed from them with small returns, and finally a parchment scroll containing the signatures of his host of friends among WP employees.

IN THE GOOD OLD DAYS



—Photo from Vernon Sappers collection.

TRACK gang foremen still sported frock coats and hard hats when Western Pacific's first through passenger train reached Oakland August 22, 1910. This photo, taken a few days before, shows the gandy dancers putting finishing touches on the railroad in preparation for this gala event.

WESTERN PACIFIC will be fifty years old on March 3. Watch for the special Golden Anniversary number of MILEPOSTS with the Western Pacific story—NEXT MONTH.

PROMOTIONS AND TRANSFERS

An error was made on page 9 in the January issue, announcing the appointment of William G. Levy and Clifford E. Warner as assistants to the general auditor. The title should have read assistant general auditors.

* * *



M. W. Roper



E. H. Lindquist



J. C. Banta

Effective February 1, Malcolm W. Roper became vice - president, traffic, succeeding Henry E. Poulterer upon his retirement from the company on January 31, reported on Page 7.

Roper reached his position as senior traffic officer after spending his entire working career in the company's traffic department, which began as office boy in the freight office in October of 1923.

His biography appeared in the November issue of MILEPOSTS announcing his appointment to position as assistant vice-president in charge of traffic.

* * *

Elmer H. Lindquist has been appointed commercial agent at Oakland, effective December 16, 1952, succeeding Al Rowland, retired.

A native of Chicago, Elmer moved to

California with his family in 1906, at the age of five, and received his schooling in Albany and Oakland Technical High School. His first employment was in January, 1918, as office boy in the general office of Standard Oil Company, San Francisco. He changed to

railroading in 1920 when he joined Western Pacific, working in the general freight agent's office at 311 California Street. A slight recession during the year of 1922 brought about a decrease in forces, and Elmer transferred to the operating department, working at the Oakland and San Francisco yard offices and at the San Francisco waterfront office.

The year 1925 found Lindquist working in the San Francisco traffic office of the Missouri Pacific, where he remained for less than one year, taking on the responsibility as sales representative in California for the R. J. Reynolds Tobacco Company, later transferring to the P. Lorillard Company with the introduction of the new Old Gold cigarette.

He returned to Western Pacific in July, 1927, as assistant chief clerk in the Oakland traffic office, and was appointed traffic representative in January, 1936.

Elmer married Thena Mickens in 1931 and the family now includes one son, Wayne, 16, who is a member of the San Leandro High School golf team. Wayne holds the unofficial course record at Oakland's Municipal Lake Chabot course with a brilliant 64 scored last year, which father would consider a good score for nine holes. The entire family are experts at fishing, and have made record catches in such famous waters at Guaymas, Mexico, and Ensenada, Baja California. They are members of the Northern California Malacozoological Society (study of deep sea life) and have lately begun a new hobby collecting sea shells.

Elmer is a member of the Oakland Traffic Club.

* * *

Joseph C. Banta has been appointed trainmaster of the first subdivision for the Sacramento Northern, effective January 1, with headquarters at Oakland.

Born April 2, 1895, Banta received his first railroad experience with the Spokane, Portland & Seattle Railway in June, 1912. During the five years with that road he served as plumber's helper, engine wiper, boilermaker's helper, machinist's helper, hostler's helper, stationary fireman, locomotive fireman and locomotive engineer.

During the first six months of 1917, Joe fired for the Northern Pacific out of Seattle, and was engineer from June, 1917, until September, 1921, while the railroads were under government jurisdiction. During the next ten years Banta worked for the Central Califor-

nia Traction Company, Northern Electric Railway and the Southern Pacific Company as brakeman and switchman, and between 1931 and 1934 was self-employed and on the payroll of various logging railroads. He spent the next seven years with the SP, SP&S and Walla Walla Valley Railway, and during 1942 was again working as locomotive engineer for the U. S. Government at Camp White, Medford, Oregon.

While engineer for the Pacific Electric Railway at Los Angeles from 1943 to 1946 he also served as local chairman for the Brotherhood of Locomotive Engineers. Joe returned to the Walla Walla Valley Railway in 1947 and served as brakeman, lineman, conductor, engineer and yardmaster during the next two years. He entered Sacramento Northern service in March, 1950, and has been employed as freight agent, brakeman, engineer and assistant trainmaster with that railroad.

Banta now holds membership in the B. of L. E., Sacramento Lodge 340, and has also held membership in the O.R.C., B. of L. F. & E., B.R.T. and S.U.N.A.



"No, I don't think she has gone out of the building—her shoes are here!"—Courtesy Dun's Review.



Harvey and Eileen Frost, recipients of the second annual WP Employee Christmas Club Rose Bowl trip to Pasadena, boarded the California Zephyr at Sacramento on New Year's Eve day all smiles over the thought of a wonderful time.



They were met at Oakland Pier by President and Mrs. Whitman, who presented Eileen, Sacramento traffic department, with a beautiful corsage and tickets for grandstand seats at the famous parade and game and other entertainment.



Because a passenger aboard a California Zephyr train last year took the time to write a letter of commendation to the Federation for Railway Progress, Zephyrette Lelah Wagner, a petite, blue-eyed brunette, was recently presented with an FRP Courtesy Award consisting of a \$25 U. S. Savings Bond and a lapel emblem.

Miss Wagner's performance of duty so impressed James A. McKenzie of Ashland, Kentucky, that he wrote: "Miss Wagner has combined her knowledge of people with her wonderful personality to make this train a great success. She is an asset to this company."

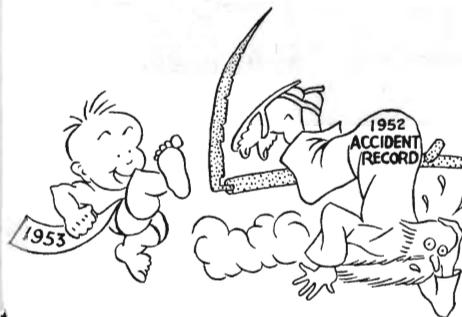
Lelah has been a Zephyrette since January, 1952.

Coming Attractions

MARCH 14 . . . Second annual Western Division spring informal dance, Governor's Hall, State Fair Grounds, Sacramento. A buffet supper will be specially prepared and served between nine and twelve by Western Pacific commissary department's master chefs, such as earned the praise of all those attending the Diablo County Club dance last fall. Dancing from nine until one to the music of Forest Long, his twelve-piece band and vocalist. Ten dollars per couple includes buffet supper, dancing, and six cocktails!

MARCH 21 . . . St. Patrick's Day invitational golf tournament. Golfing, prizes, fun. Location soon to be announced by committee composed of Jim Hickey, Russ Cleland and Chuck Faye!

MAY ??? . . . Tennis tournament—details to be announced later! Save these dates—watch for announcements.



Western Pacific employees have made great strides in every department except in our Accident Prevention Program. Far too many accidents occurred to employees and their families during the year 1952, causing a great deal of grief, pain and suffering, as well as a monetary loss in take-home pay.

Nationally, Western Pacific is listed in Group C, which includes twenty-one railroads. Our standing for 1952 was eighteenth! You can readily see that we were definitely not safety minded last year. And, as is usually the case, investigation shows these accidents could have been prevented with forethought on the part of the injured individual.

While resolution may be adopted at any time of the year, the following may help to avoid during 1953 a repetition of last year's unfortunate results, providing we put them into practice immediately:

I RESOLVE, to keep safety uppermost in my mind at work, at home, and while otherwise occupied.

I RESOLVE, to comply with the safety regulations while on the job for my own benefit as well as that of my fellow workers.

I RESOLVE, that I will make use of all the safety equipment provided to make my job safe and to prevent accidents.

I RESOLVE, to caution fellow employees when seen performing an unsafe act.

I RESOLVE, to be alert at all times and report any unsafe conditions or hazards to the proper supervisor.

I RESOLVE, that I will drive my car with extreme caution at all times, and I will instruct my family to do likewise.

Don't Be HALF Safe!

By PAUL H. JENNER

A word of caution—resolutions are worthless unless faithfully put into practice.

We know Western Pacific employees are capable of a far better safety record than was obtained in 1952. We are counting on YOUR COOPERATION to keep SAFETY IN FIRST PLACE IN '53!

ATTENTION PHILATELISTS!

In commemoration of its 50th anniversary of incorporation on March 3, Western Pacific will issue a special cachet to be cancelled by the San Francisco Post Office that date.

Philatelists are invited to send a self-addressed three-cent stamped envelope to the Department of Public Relations, Western Pacific Railroad Company, 526 Mission Street, San Francisco 5, California, on or before February 27. The cachet will be affixed and the San Francisco Post Office will cancel the envelope for mailing on March 3.

The special cachet will feature the progress of the Feather River Route through the past fifty years, which has culminated in the operation of the famous vista-dome streamliner California Zephyr.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were issued during the months of December, 1952, and January, 1953:

35-YEAR PIN		
Jesse C. Currier, Sr.	Locomotive Engineer	Western Division
30-YEAR PINS		
Marshall W. Brown	Head Draftsman	Mechanical Dept.
Leo J. Gosney	Comptroller and General Auditor	San Francisco
Thomas D. Hunter	Road Foreman of Engines	Western Division
Mrs. Aliene C. Meyers	Clerk	Western Division
A. Petersen	Chief Clerk	Aud. of Revenues
25-YEAR PINS		
Robert H. Elliott	Assistant Division Engineer	Eastern Division
Carl L. Germann	Assistant Chief Clerk	Engineering
Frank F. Lemon	Locomotive Engineer	Western Division
Mrs. A. C. Pumphrey	Telegrapher	Telegraph Dept.
John Scott	Water Service Maintainer	Eastern Division
Walter E. Vanskike	Chief Clerk	Treasurer's Dept.
20-YEAR PINS		
Norman T. Moulton	Locomotive Engineer	Western Division
Andrew P. Thomson	Roadmaster	Eastern Division
15-YEAR PINS		
Frank Aiello	Locomotive Engineer	Eastern Division
Arthur W. Carlson	Bridge Engineer	Engineering
Delbert F. McCutcheon	Telegrapher	Western Division
Anthony Villegas	Section Stockman	Store Department
10-YEAR PINS		
Wayne W. Albro	Fireman	Western Division
Froilan Arenas	Section Laborer	Western Division
Harvey E. Barlow	Clerk	Western Division
Otto L. Becker	Telegrapher	Western Division
J. M. Boquist	Clerk	Chicago
Robert J. Brown	Brakeman	Western Division
Gird C. Burk	Fireman	Western Division
Hjalmar O. Carlson	Carman	Mechanical Dept.
Pierre Chabot, Jr.	Carman	Mechanical Dept.
William J. Cochran	Clerk	Western Division
Albert G. Duncan	Brakeman	Western Division
John S. Ede	Brakeman	Western Division
John O. Evans	Brakeman	Western Division
John E. Farnsworth	Fireman	Western Division
Lewis M. Ferguson	Clerk	Western Division
Robert E. Fitzpatrick	Clerk	Western Division
Edgar A. Goff	Brakeman	Western Division
Mrs. Laura Grand	Chief Clerk	Tax Department
Mrs. Glenna D. Green	Clerk	Western Division
Edgar W. Grow	Brakeman	Western Division
Ellis D. Gulling	Brakeman	Western Division
Philip G. Heirgood	Fireman	Western Division
Herbert C. Hodges	Brakeman	Western Division
Roy D. Jayne	Fireman	Western Division
Marie M. Kistle	Clerk	Western Division
Benjamin T. Maier	Clerk	Western Division
James M. McAdams	Carman	Mechanical Dept.
Jean McHardy	Clerk	Western Division

Carson M. McNees	Brakeman	Western Division
William M. Miller	Clerk	Western Division
John G. Mims	Laborer	Mechanical Dept.
William F. Monday	Section Laborer	Western Division
Wilmer R. Moore	Fireman	Western Division
Joseph O. Patterson	Fireman	Western Division
Giovanni L. Petri	Laborer	Store Department
William L. Powell	Fireman	Western Division
Nels P. Peterson	Fireman	Eastern Division
Willie Prewitt	Waiter	D. C. & H. Dept.
James R. Quick	Clerk	Mechanical Dept.
Rae K. Raymond	Clerk	Western Division
George F. Rice	Helper	Store Department
Joseph W. Rombach	Carman	Mechanical Dept.
Cherry H. Rowley	Clerk	Western Division
George C. Sharp	Brakeman	Western Division
Charles D. Smith	Clerk	Western Division
David C. Smith	Switchman	Western Division
Jack A. Smith	Switchman	Western Division
Mrs. Edna M. Spratt	Nurse	Sacramento Shops
Maurice Story	Fireman	Western Division
Melvin R. Strang	Brakeman	Western Division
Hartie Thurston	Chair Car Porter	D. C. & H. Dept.
Guy R. Travis	Switchman	Western Division
Arthur A. Van Meter	Fireman	Western Division
Manuel Vasquez	Clerk	Western Division
William E. Wallis	Fireman	Western Division
Rufus R. Webb	Laborer	Mechanical Dept.
Henry M. Wesolowski	Yardmaster	Eastern Division



On behalf of the entire Western Pacific, Sacramento Northern and Tidewater Southern family, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees and annuitants whose death has been reported:

Orin Adams, machinist helper, died on December 29, 1952. Mr. Adams entered WP service June 14, 1928. He is survived by his widow, Mrs. Estella Adams, of Oakland.

James B. Davis, brakeman, died on December 1, 1952. Mr. Davis entered WP service October 9, 1941. He is survived by his widow, Mrs. Stella Davis, of Stockton.

Arthur J. Dommersnes, coach painter, died recently. Mr. Dommersnes entered WP service October 22, 1937, and last worked for the company on August 31, 1945.

Helen P. Goddard, waitress, died on August 15, 1952. Miss Goddard entered company service in July, 1951.

Lealon S. Graham, dozer operator, died December 18, 1952. Mr. Graham became associated with Western Pacific only last August. He is survived by his widow, Mrs. Emogene Graham, of Stockton.

Thomas C. Haltom, train dispatcher, died on December 23, 1952. Mr. Haltom joined Western Pacific on October 18, 1941. He is survived by his widow, Mrs. Mildred Haltom, of Sacramento.

Arthur Hattley, boilermaker helper, died on December 29, 1952. Mr. Hattley became a Western Pacific employee on November 12, 1945. He is survived by his widow, Mrs. Ruby L. Hattley, of Oakland.

Albert McHardy, Oakland Terminal Railway engine-helper, died on No-

vember 24, 1952. Mr. McHardy first worked for the company in October, 1945. He is survived by his widow, Mrs. Jean McHardy, of Oakland.

Charles J. McManis, conductor, died on December 7, 1952. Mr. McManis last worked for Western Pacific on December 27, 1948.

William C. Miller, conductor, died on December 9, 1952. Mr. Miller last worked for the company on April 25, 1940. He is survived by his sister, Mrs. Virginia Phillippi, of Fruitvale, Calif.

Hans Morstang, carman, died on December 17, 1952. Mr. Morstang last worked for WP on July 13, 1950.

George Pappas, section foreman, died on December 27, 1952. Mr. Pappas began his WP service on May 16, 1926. He is survived by his widow, Mrs. Lillian Pappas, of Sacramento.

Michele Roberti, section foreman, died on December 22, 1952. Mr. Roberti last worked for the company on September 29, 1948. He is survived by his widow, Mrs. A. Roberti, of Stockton.

Phillip B. Roberts, stationary engineer, died on December 7, 1952. Mr. Roberts last worked for the company on October 29, 1945.

William D. Sexton, locomotive engineer, died on November 3, 1952. Mr. Sexton entered Western Pacific service July 10, 1917, and last worked for the company on January 12, 1940.

Jacob P. Siegel, boiler shop foreman, died on November 28, 1952. Mr. Siegel entered company service on April 23, 1923. He is survived by his widow, Mrs. Dorothy Siegel, of Sacramento.

Charles E. Truesdell, Sacramento Northern conductor, died on November 10, 1952. Mr. Truesdell entered service on September 15, 1907, and last worked for SN on December 23, 1938.



In the Armed Forces

In addition to the 121 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

MARTIN ANZALDO, laborer, Oakland roundhouse.

NYAL R. AUSMUS, burro crane operator, Keddie.

ALLAN P. BEBAN, interline clerk, San Francisco.

ARTURO J. CARRILLO, electrician apprentice, Oakland.

WALTER D. DAVIS, laborer, Oakland.

DONALD K. HEDGPETH, reservation-information clerk, San Francisco.

CLIVE W. HOLM, auditor's office, San Francisco.

CLAUDE K. LIGHTLE, signalman, System.

WARREN J. McBRIDE, carman apprentice, Sacramento Shops.

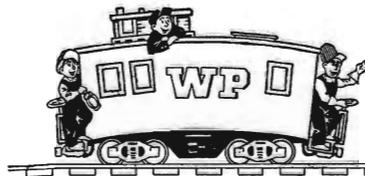
DALE M. MORGAN, signal helper, System.

WILBUR N. STUBBLEFIELD, baggage-man-janitor-caller, Keddie.

FRANK J. WHITEIS, assistant signalman, System.

LEON J. WILSON, carman, Oakland.

MILEPOSTS will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.



Caboosing

Conductor C. W. OWEN has replaced J. C. PARKER as correspondent for the operating department at Salt Lake City. It will be appreciated if those concerned will assist Charley wherever possible in providing news and happenings from that area for this column.

We wish to thank Joe Parker for the assistance he gave us while handling this assignment, which he had to discontinue because of time required for other matters.

Howard Jaeger, chief clerk, Mary Nichols, stenographer-clerk, and William F. Royal, freight claim investigator, have been appointed to the correspondent's staff at general office. Any assistance given them by employees in the general agent's office, personnel and passenger traffic departments, and freight claim department, respectively, will be very much appreciated.

WENDOVER

Shirley Lee

"And a good time was had by all" about sums up the wonderful dinner given in Salt Lake City for retiring Roadmaster A. P. THOMSON. We'll all miss Andy, but wish him well for the years to come. He plans to live in Salt Lake City where most of his family are located, and do a little traveling as the urge overtakes him. Those of us who were unable to attend because of work

assignments want you to know, Andy, we'd have been there if possible.

DANNY MALONE, cook in the WP Hotel here, is back on the job after a bout with pneumonia.

It's a girl for Switchman BILL and MAE PETTIT. Robin Anne arrived December 21 — what a nice Christmas present!—and what a nice tax deduction. Some people have all the luck.

Retired Car Inspector FRED TYROFF boarded the *Zephyrette* en route to Salt Lake City a short while ago, and claiming it was his first trip on the Budd car, asked me to direct him to the diner. Always the same Fred!

Our sincerest sympathy to Brake-man MILTON DOBSON and his family in the loss of their infant daughter recently.

JOHNNIE NAYLOR, agent at Burmester, is on vacation in Salt Lake City. He is

FEBRUARY COVER

A new W. P. GP-7 road freight diesel and string of freight cars crosses Willow Creek bridge, highest and longest viaduct on the Western Pacific, in its down-grade run between Portola and Keddie in the upper end of the Feather River Canyon.



being relieved by DAN BREW, agent at Delle, who in turn is being relieved by G. BARTO, telegrapher at Delle.

SACRAMENTO

Clarisse Doherty

Welcome JANICE HOBBS, assigned to position of stenographer-clerk, vacated by ELAINE SCHMIDT. Many of us knew Janice when she worked for WP during 1943-46, and we're happy to have her with us again.

It's a boy for T&E Timekeeper KENNY WILLIAMS and wife, Lucille. Almost a Christmas present, Paul Anthony arrived December 22 in a 7 pound 11 ounce package.

Everyone wishes to thank MARY NALLY, stenographer-clerk in the division engineer's office for making the Christmas party such a success. While Mary tickled the ivories, the boys and gals had a wonderful time singing and dancing. The committee, LAVERNE WILLIAMS, file clerk; GENE GOODRUM, personnel record clerk; VAN DAVISON, T&E timekeeper; and ELSIE GONSALVES, stenographer-clerk, are to be commended for their arrangement of the party. Turkey and trimmings, hot rolls and salads galore were served by LOIS O'LEARY, PBX-typist, and BETTY LANDERMAN, transportation clerk. The party ended on a sweet note when slices of the three-tier cake, especially baked and decorated for the party by MURRAY MILLS, Portola, was served to all present.

It was an exciting day at Sacramento when EILEEN FROST, traffic department clerk, and ELSIE GONSALVES, stenographer-clerk, were announced as winners of the Rose Bowl and East-West football games drawing. Eileen and husband Harvey had a wonderful time

at Pasadena, as did Elsie and her husband Sonny, at San Francisco.

Happy Birthday to:

BETTY LANDERMAN, transportation clerk, February 2.

WALTER CHADWICK, stenographer-clerk, February 2.

E. L. COKER, SN dispatcher, February 3.

ED HENNESSY, assistant chief clerk, February 8.

DON RICHMOND, assistant T&E timekeeper, February 8.

KENNY WILLIAMS, assistant T&E timekeeper, February 10.

J. W. JONES, SN dispatcher, February 16.

C. A. FISHER, head maintenance of way clerk, February 23.

Thought for the Day: *"Cheerful people are a constant reminder that being a grouch never pays any dividends in happiness."*

NEW YORK

Alan Hudson

The last of the vagabonds, JACK EDWARDS and AL HUDSON, returned from Tour Four, feeling as frustrated as their predecessors from this office, in their efforts to adequately express what "home plate" is like. A balmy, virtually winterless fairyland, where flowers grow in December, is quite a treat to New Yorkers, who become accustomed to snow, cold, ice and slush with the year's change. Getting to know those with whom you work, a country apart, is a wonderful opportunity. San Francisco is everything her admirers claim and more. En route home Jack and Al stopped off at Los Angeles just to see if all of FRANK SELL's boasts about that area were true. The New Yorkers had to admit they were.

We don't have space to mention the names of all those who treated us so well (they were legion), so on behalf of all the New Yorkers who were your guests, to all of you who were our hosts, we say a heartfelt "Thank You!"

But, of course, this column is supposed to be about New York, so . . . THERE WERE . . . no babies . . . no marriages (not even JOHN PEGNIM) . . . no killings . . . and no visitors. You'll have to leave us with our reveries—by next month we should be back in the swing of things.

KEDDIE

Elsie Hagen

We had rain for over a week the first part of January, and the weather is as mild as spring. With snow, we would be tunneling ourselves out. Quite different from a year ago.

Mrs. Pete Hanley, wife of Agent HANLEY, and children spent a holiday vacation with Mrs. Hanley's mother at San Jose.

We're pleased to learn that Mrs. Betty Burrows, mother of Brakeman BURROWS, is rapidly recovering from her recent illness.

Charles Mounkes, U.S. Air Force, was married to Miss Phyllis Holbrook while home on leave from his station at Norfolk, Virginia. Phyllis is the daughter of R. E. HOLBROOK, agent at Sloat, and Charles is the son of Mr. and Mrs. DICK MOUNKES, roadmaster at Salt Lake City, where they recently moved.

Conductor and Mrs. GLEN METZDORF, and Fireman and Mrs. RAY WILLIAMS, of Stockton, spent the Christmas holidays in this vicinity, and Glen is remaining to work here for a while.

Old friends were glad to see retired

Conductor DON SEGUR, SR., from Oregon, while visiting with Mr. and Mrs. ED DUNN during the holidays.

Quite a golf fan, Conductor M. E. BAUST packed up his clubs and vacationed his way around Arizona courses, picking up a few pointers during a tournament there.

Conductors M. E. PARKS and NORMAN MARTIN are also vacationing this month, where, we were not told.

JOE CLINTON, yardmaster, wound up the old year on vacation at Council Bluffs, Iowa, and Chicago. Yardmaster O'CONNORS, from Winnemucca, took over in his absence.

Conductor and Mrs. BERT CHAPMAN have adopted a lovely baby boy and are now living in Oroville. Their little daughter, Diane, is thrilled with her younger brother, Dean Allen.

We hope that Mrs. O. M. Beard, wife of OTTO BEARD, of Stockton, is well again after having been ill with pneumonia.

With so many work trains centered here lately, the hotel and restaurant has been busy as a bee hive, and many new as well as familiar faces are seen around. The Keddie - Bieber line is having its share of snowfall again, which is not unusual at this time of the year.

SACRAMENTO MECHANICAL DEPARTMENT

Norma Joseph

Refreshments were enjoyed by employees of the drafting room on December 15, celebrating MARSHALL BROWN's 30th anniversary with Western Pacific. Congratulations to this chief clerk.

There was plenty of food and fun for everybody at the Christmas Party

given by and for the Store and Mechanical departments. Honored guests included former Superintendent W. J. O'NEILL, and former Assistant Superintendent O. M. TOOMEY. It warn't a "dry" Christmas for lucky HY O'RULLIAN, chief clerk, and BILL WOLVERTON, mechanical engineer, who were first and second place winners of the raffle. JENNIE SIMMINS, stenographer, supplied the mistletoe and 'twas heard tell a couple of speeches went astray because of the little white berries.

MARION EBBERT, assistant timekeeper, celebrated New Year's Eve in a big way, passing out cigars to announce the arrival of his daughter, Mary Ann. Mother and daughter are doing fine, and proud papa claims they are both getting prettier every day.

Best Birthday Wishes for the month of January went to:

NORENE JOHNSON, stenographer-clerk.

R. L. KIMBALL, chief timekeeper.

A. M. TEXIERA, janitor.

STAN HEANEY, assistant accountant.

E. T. CUYLER, assistant chief mechanical officer.

C. E. MARCUS, supervisor of automotive equipment.

For February, our best wishes for a Happy Birthday go to:

B. W. JONES, chief accountant.

KEITH WILCOX, accountant.

JAMES QUICK, personnel record clerk.

The chief mechanical office, with FRANK RAUWOLF, coordinator of employee activities, officiating, did right well by Sacramento WP employees at the Rose Bowl drawing, picking first place for EILEEN FROST, traffic department clerk, and second place for ELSIE GONSALVES, stenographer-clerk. Honest, folks, it was really honest!

TIDEWATER SOUTHERN

Dora Monroe

BOB THOMSON, agent at Manteca, is the proud possessor of a recently acquired Mercury. We understand, however, not satisfied with the power of these new autos, he is already contemplating "souping it up." Jet propulsion, perhaps, Bob?

Smart people were Superintendent JACK KENADY, and LES FLINDERS, section foreman at Modesto. Both chose the Christmas holidays for their vacation and spent restful (?) days at home.

Wonderful news is that Brakeman CARL BALES has returned to his home and is well along the road to recovery.

CHICAGO

Jim Baker

With the excitement of the Holidays and the Rose Bowl gone, the Windy City is pretty quiet again.

As anticipated, our Christmas party was again a success. A good time was enjoyed by all present, due to GLADYS HESSON and her committee for their hard work and planning which deserves our lavish praise. And, of course, we had to have a Santa Claus which stellar rôle was provided by none other than jovial CHARLIE MATHENY, from the Wisconsin North Pole.

Donald N. Ephraim, son of JAKE EPHRAIM, traffic representative, received a nice Christmas present in the form of a notice that he recently passed the Illinois C.P.A. examination with honors. Don majored in accounting at De Paul University, Chicago.

Due to leave of absence recently granted ANN WEBER, because of illness, ELLEN REGNIER has been promoted to teletype operator. Succeeding Ellen as junior clerk, we welcome a newcomer,

PATRICIA SULLIVAN. Pat comes to us from Western Electric, Inc., with a splendid record.

Last issue we mentioned that Dan Cupid had been working overtime in our midst. We can talk now. ELLEN REGNIER came into the office just after Christmas wearing a sparkling diamond, and the lucky guy is . . . JIM RICHARDS, export department. The date hasn't been set as yet, but from all indications, it won't be too long.

While speaking of sparklers, we might add that PAT SULLIVAN also received a ring for Christmas from M/Sgt. Paul F. Grace, U.S. Army Signal Corps, Camp Drum, New York. No date has been set for the big day.

SACRAMENTO SHOPS

Marcella Kahl

Have heard so many "I don't know why I feel so tired lately," or "Gosh, I feel tired again today" expressions lately, I am beginning to reach a conclusion. Couldn't be the LATE SHOWS on those Christmas television sets, could it, fellas?

ED STEUBEN's gone back to doing electrical work on diesels, and ALEX SUTER has taken Ed's job of shop electrical maintenance. Alex is newly arrived from Switzerland, and states he likes the Shops "just fine."

The WP Amusement Club elected ACE DRUMMOND, machinist, as its new president for 1953. HORACE LATONA, Store Department, outgoing president, received a sander for his fine efforts from club members. Bet Wanda has a lot of jobs lined up for you already, Horace!

We have a new tool room going up between the diesel and machine shops. Right now it looks rather like a cracker

box, but we're sure that a few coats of paint will work wonders.

WINNEMUCCA

Doris Cavanagh

Little Dan Cupid took careful aim at GLENN VERNON DAVIS, son of former Hostler Helper and Mrs. OTTO DAVIS, now of Las Vegas, who announced his engagement during December to Mary Jane Erquiaga, of Denio, Nevada, an employee of the Bell Telephone Company here. He is warrant officer for the local national guard unit.

And wedding bells rang merrily for Pfc. LAWRENCE WIRTHLIN, fireman, and Miss Cathryn Wilson, of Payette, Idaho, on Christmas Day in the home of Conductor and Mrs. A. M. RANKIN. Pvt. Wirthlin was on short furlough from cooking for the Marine Corps at Camp Pendleton, and his bride is assistant manager of a Payette variety store. Switch Engineer ARNOLD JACKSON, uncle of the bridegroom, was best man. Larry's parents are Brakeman and Mrs. ROBERT WIRTHLIN.

New secretary to the station relations manager of ABC in Los Angeles



is FLORENCE MAESTREJUAN, formerly with KWRN in Reno. During 1948 she worked several weeks in the roadmaster's office with the late J. O. GOODWIN before becoming a telephone operator here.

Marnie Miller, a Kiwanis international scholarship student at Edinburgh University, during the holidays toured Italy, France, Germany and Switzerland. She is the daughter of Telegrapher and Mrs. M. C. MILLER, of Weso. Two other daughters, Winneva and Priscilla, are attending college at San Jose and Reno.

Switchman and Mrs. TROY THOMPSON visited in Indiana and Arkansas until the middle of January. First look at relatives in twenty-three years.

Other travelers included Mrs. ED PARRA, of the Western Inn, and grandson; HARRY ANDERSON to Stockton for medical attention; Fireman and Mrs. F. M. GOLLIHER to Oakland where son Bill underwent major surgery; Fireman and Mrs. CRAWFORD LEWIS to Keddie; Roadmaster DAN LAUGHLIN and family to Sunol; ETHEL OWEN and son, Ray, to Reno, before Ray drove to California; Conductor and Mrs. HARRY GUMM to San Francisco and Oakland; and Mrs. CHARLES MILNER to Salt Lake City.

Section Foreman and Mrs. RUSTY RHODES, of Venado, vacationed in Butte, Montana.

A/3c Robert Burhans, son of the late Brakeman BURHANS, furloughed here from Reese Air Force Base, Lubbock, Texas; S/Sgt. GEORGE, and A/2c DAVID, MENTABERRY from Texas; EARL HORTON from San Diego Naval Station; and PAUL RUTHERFORD, from Travis Air Field.

Cpl. Chris Casalez received his re-

lease from service after an Army term at Okinawa, arriving at Camp Stoneman during December. His father, I. CASALEZ, is a former roundhouse worker.

Here recently were Switchman DAVE O'CONNOR, from Keddie; Mrs. ELMER CAMPBELL and daughter, Mrs. DON LUBECK; Mrs. JIM HERRON, the ALBERT ANDERSON family from Salt Lake; Margaret Rollins and Marilyn Woodward, daughters of retired Engineers CLARENCE ROLLINS and ART WOODWARD, from Sacramento.

In hospitals recently were Section Foreman VIC GARZA, Pronto, and GABRIEL CASTRO, laborer.

Some 30 WP employees attended the Koffee Klatsch given in the roadmaster's office the afternoon of Christmas Eve. Holly, snowflakes and a lighted tree candelabra were the decorations. Each person bought his own cup of coffee at the snack bar run by MARY CAMACK. Fruit cake and candikins were furnished by DORIS CAVANAGH, relief clerk. "The Night Before Christmas" was featured in third dimension, which Fireman BILL EYRE greatly enjoyed.

PAUL ELIESON, of Elko, was so busy mending bridges in the east Winnemucca yard, he paused barely long enough to hear the jingling of bells.

Both Roadmaster DAN LAUGHLIN and AL TONKIN developed motor car trouble while paying off on Christmas Eve. They probably wished for the super-sonic speed of Old St. Nick himself.

During the holidays, the Lady Engineemen of Sonoma Lodge entertained their husbands at a turkey dinner in St. Mary's parish hall. Rails included ED DUNSTON, CHARLES HAWKINS, RAY MOORE, FRANK McDONALD, RICHARD HARRISON, HAROLD CLAUSEN, ROY LO-

MAS, ARTHUR BIGGS, ART WOODWARD, BALDY NICKOLS, PAT HAWKINS; also Mesdames BILL SHOLL, W. T. MARRS, ACE QUIGLEY, MICKEY WALSH, PEARL CLAUSEN and THELMA PULTZ.

SACRAMENTO NORTHERN

Milton Ziehn

Hot news on a cold day.

Recent and current vacationists on the SN: Trainmaster KEN WOODS, Marysville-Yuba City, put himself in an easy chair, both feet on the kitchen table, and caught up on back issue detective stories; Section Foremen PETE KALLAS, GEORGE ANTOLOPULOS, and J. R. GARCIA; also, Telephone Foreman OH OH HOOK, who is making a fast survey of life in the East.

We have just heard that Mrs. P. ARMENTA, wife of the section foreman at East Nicolaus, underwent an operation at Yuba City, and we hope that all is well with her—also that husband survives his own cooking.

Also hear that the Marysville office force have been seeing snakes in the office which, coupled with the past Holiday Season festivities, caused our eyebrows to lift, until we learned that the snakes WERE alive and required the good work of WP TRAINMASTER HENRY to dispose of them, for which the gang wish to thank him personally. Snakes alive!

The Sacramento office joined with the WP office here to stage a pre-Christmas party at a Legion Hall on December 24, and the least we can say is why hasn't it been done before? Us SNers then departed to enjoy the friendly hospitality of Chief Clerk ANDY ANDERSON and wife, Frances.

From Oakland comes word that the W. J. SORELS have a baby boy, with

mother and son doing fine and W.J. passing around cigars but somewhat put out because December didn't have a few extra days so he could laugh at the Income Tax Collector.

Retired Engineer BOB BUCKLEY visits the Oakland office often, just so they won't forget he is still able to give them an argument on various subjects.

GEORGE HADEMAN, retired road foreman of engines, also showed the Oakland boys a new Packard, which he polishes after each run out of the garage. It is predicted that said polishing will go to once a week soon, thence once a year.

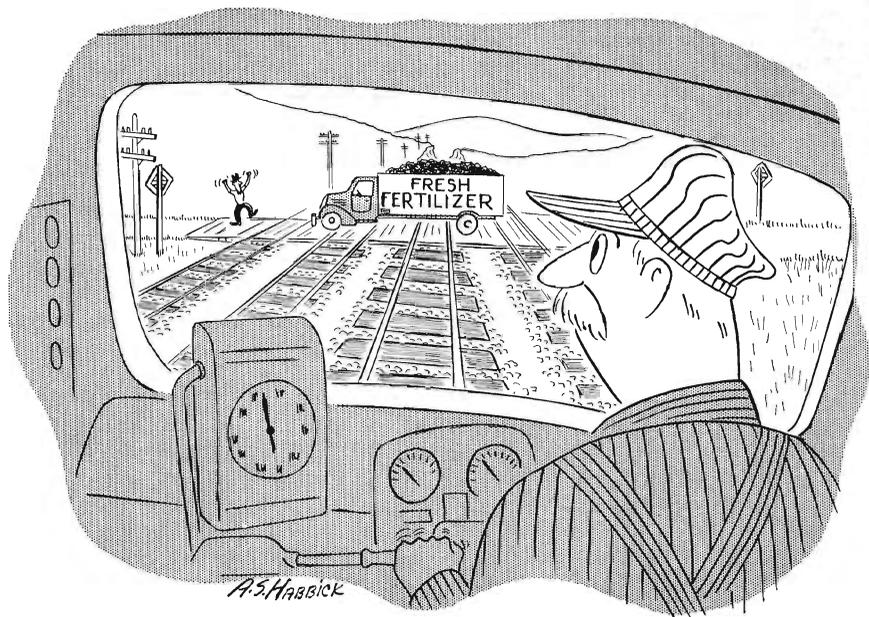
STOCKTON

Virginia Rustan

We're sorry we did not learn sooner of Engineer LEWIS J. FISCHER's transfer to Stockton from the eastern division. He and his family moved here last June and are living in College View Village. His oldest son attends College of Pacific, and his youngest son is enrolled in kindergarten at the Woodrow Wilson School. Dad just came home with a 1953 Chrysler New Yorker.

BRC, Lodge 330, held a Christmas party on December 18, entertaining around 100 members, friends and children. Santa Claus passed out gifts, candy, etc., to the children. Darlene Moyes, daughter of ERNIE MOYES, entertained the guests with her delightful voice, and Patricia, daughter of CHERRY ROWLEY, bill clerk, gave several piano solos. Dancing and refreshments were enjoyed by all. The midnight employees of the yard office, not able to attend, were sent refreshments.

Another Christmas event was a luncheon served by a caterer to the



Stockton freight office forces. Humorous gifts were exchanged among the employees and pictures were taken.

LLOYD REED, janitor, has transferred from the yard office to the freight office.

BERNARD HARDING, assistant cashier, has disposed of his Cadillac and is now sporting a new 1953 Pontiac.

Best wishes for a speedy recovery to CHERRY ROWLEY, who is suffering with laryngitis.

OROVILLE

Helen Small

Clerk V. H. NELSON and family spent several days during the holidays visiting Mrs. Nelson's parents, the I. C. BALDWINS at Portola; Car Foreman W. H. WALD and family visited Mrs. Wald's folks at Sacramento; and Assistant Superintendent J. J. McNALLY

spent Christmas with his family in Oroville, joined by son, Bob, of Portola. Since then John has been recuperating from illness which overtook him while working on a derailment on the North Line.

Among the first to enjoy 1953 vacations were LLOYD PARKER, electrician's helper; W. S. QUARREY, carman; TOMMY TAYLOR, carman's helper; GRACE BAIRD, laborer; M. H. HULL, painter; W. R. SMITH, machinist's helper apprentice; T. E. CLAYPOOL, machinist's helper; and O. W. LIND, conductor.

Back to St. Joseph's Hospital went Trainmaster PHIL PRENTISS for a ten-day treatment of an old injury to his left leg, which still gives him considerable trouble. Guests at his home over the holidays were their son and daughter,

Mr. and Mrs. OREN PRENTISS and son; Mr. and Mrs. ED GOFF and daughter, of Stockton, and the JACK KELLY family of Sacramento.

Charles M. Dryden, son of Conductor and Mrs. A. W. DRYDEN, was home on leave from Memphis, Tennessee, where he is studying electronics with the Navy.

Mrs. ROY DRYDEN, wife of retired Conductor, has been visiting with her mother, Mrs. McCullough, in Ozark, Arkansas.

Brakeman AL CHRISTENSON received his discharge from the Armed Forces and will soon return to Western Pacific. Welcome, Al!

Engineer JOE BURT, called out of Oroville recently, got only as far as Pulga when he became ill and had to be returned to Oroville-Curran Hospital by ambulance. According to reports, reaction from a drug he had taken for a cold was the cause.

Retired Janitor SAM LAMBROS is a patient at St. Joseph's and all are hopeful he will be coming home real soon. He has not been well since his retirement.

Donald Hagen, son of Car Inspector and Mrs. NEIL HAGEN, an SP switchman, has been granted a leave to attend a three-year business training course at Chico State College. Don suffered a bad break in his right leg in an auto accident last June and spent 30 days in a San Francisco hospital and nearly 60 days in an Oakland hospital.

Word has been received that S. A. STRATTON, former roundhouse foreman, was stricken with a heart attack and passed away in Springfield, Missouri, on December 26, leaving a wife and two daughters.

Clerk H. E. BALDWIN gave a farewell

get-together for Clerk W. E. GINTER, wife and two small children, who left to work as relief clerk in Oakland yard. Good luck, Bill; we'll miss you.

Mrs. Minnie Perry, widow of Conductor TOM PERRY, has been very ill, and after several days in the hospital was taken to the home of her sister, Mrs. Maude Bleakmore in Lakeport. Latest report is she is slowly improving.

OAKLAND

Hazel Petersen

Retired Brakeman J. E. FIELDER is presently confined in the VA Government Hospital at 1651 Alden Street, Denver, Colorado, and would appreciate hearing from his old friends on the WP. Come on you Rails, dust off the writing tablet, get out those Christmas pens and get busy!

Talk about the third degree . . . ART ROKE, interchange clerk, has been getting a reasonable facsimile of the same since Christmas Eve. Every other day or so a New York PT&T operator calls and asks if the Rokes will accept a collect call from Wiesbaden, Germany, from Arthur, Jr., with the U.S. Air Force. Art replies yes, but the call never comes through. Maybe they mean Christmas Eve, 1953, Art?

JOHN MORAN, marine mate, is again in the Marine Hospital. We hope that soon he can enjoy life on the outside again. Mate ARNE ANDREASEN is back on the tug *Humaconna* after a session at St. Joseph's followed by recuperation at home.

Janet Lee Glatt is a mighty sweet little gal and very pretty, too. Four months old now, SHELDON and MARGE are justly proud of their little daughter with a mass of beautiful black hair. Usually asleep when together, we know

that if MARGARET and ERNEST EVAN'S son Craig gets an eyeful of Janet, and she gets an eyeful of Craig, there will be a new young romance blossoming forth.

PAT ABBOT, stenographer-clerk, has been at home for some time following surgery and getting back her strength. We hope to see her bright, smiling face at Oakland freight station again soon. LAUREL HERRICK has been holding down the fort while Pat has been away.

Your correspondent recently made her first trip on the *California Zephyr* and what a beautiful trip it was. It will now be easy to tell people they should always "Go Western Pacific." Before making the trip I had heard, so many times, of the wonderful service, comfortable accommodations and the beauty of the scenery, and it is all true—every word of it!

ED WUELFING, check clerk, has made his fourth pint of blood contribution to the WP Reserve Blood Bank Fund and in between has made contributions to the Red Cross and to friends. That should remove any fear from the minds of those who think giving blood is difficult. He is certainly to be commended for his generosity and feeling of fellowship.

The Oakland Filter Center is still vitally in need of volunteer workers. Nothing on earth seems so important as protecting our homeland in the event of an air attack. Please offer your spare time—a few hours a week—to this important cause. Phone GLencourt 2-4325 or drop in at 610 Sixteenth Street, Oakland, and offer your services. Thanks!

Hotel Owner: "Did you find any hotel towels in that railroader's suit case?"

Hotel Detective: "No, but I found a chambermaid in his grip."

ELKO

Nevada Michelson

Our apologies to CLIFF and IDA FIELDS for calling them "grandpappy" and "grandma," which was premature, to say the least. Son, Hal, who was married in Missoula, Montana, in September, will graduate from University of Nevada in February and expect to do a stretch in Korea shortly afterward. His wife is executive director of the Washoe County Campfire Girls. No signs of grandchildren, yet!

James, Jr., and Bill, sons of Superintendent and Mrs. JIMMY LYNCH, spent the holidays with their parents in Elko. Bill has returned to Las Vegas where he is employed by Bonanza Air Lines. Jimmy, Jr., formerly with WP's engineering department, has accepted employment with Bechtel International Corp., and has departed for his new location at Puerto Arday in Venezuela, South America.

GORDON SIGMON, his wife and their two children, Norman and Peggy, visited with relatives in New Orleans, Florida and North Carolina during the holidays. Mrs. Sigmon and the children returned for the opening of school, and Gordon went to Detroit to take delivery of a new car before returning to Elko.

CAROLINE WOLF is back at her desk after a tonsilectomy which kept her confined to her home for four weeks.

The Western Pacific men's bowling team challenged and lost a match to the women's team. Shame! The stake was a steak dinner.

Congratulations to BILL BREINER on his appointment as trainmaster. We hope he'll like living up here in the sticks.

FORM 33 1st Sheet

(Uniform Domestic Straight Bill of Lading adopted by Carriers in Official, Southern and Western Classification Territories, March 15, 1922, as amended August 1, 1939)



THE WESTERN PACIFIC RAILROAD COMPANY

UNIFORM STRAIGHT BILL OF LADING

(Original—Not Negotiable)

Shipper's No. _____

Agent's No. _____

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading.

At St. Agnes Hospital 12:04 a.m. January 2nd 1953

FROM Jeanne Linehan

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), mark if consigned and destined as indicated below, which usual place of delivery at said destination; if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assignee.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to Mr. & Mrs. W. A. Linehan Jr. 3824 Arden Drive South

Destination Fresno State of Calif. County of Fresno

Route Apr-May-June-July-Aug-Sept-Oct-Nov-Dec-Jan

Delivering Carrier Dr. Dean Sandlin Car Initial Kevin Craig Car No. 3

No. Packages	Description of Articles, Special Marks and Exceptions	Weight (Subject to Carr.)	Class or Rate	Check Column
1	Infant (Homo Sapiens)	8 lb 7 oz	1st	
MARKS & EXCEPTIONS				
Male				
Blonde				
Blue eyes				
Animated				
Wired for sound				
<p>Received in good order.</p> <p>Protest filed with delivering carrier for delay in transit.</p>				

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse to the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.) _____

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received \$ _____ to apply in prepayment of the charges on the property described herein.

Agent or Cashier. _____

Per: _____ (This signature here acknowledges only the amount prepaid.)

Charges Advanced: _____

If the shipment moves between two ports by a carrier by water, the law requires that the Bill of Lading shall state whether it is "weight" or "tare" and whether the rate is dependent on value. Shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____.

From our Fresno general agent, Bob Runge, comes this original and novel birth announcement concerning an important shipment to the household of Clerk Bill and Mrs. Linehan.

Other Fresno news: Larry Drake, traffic representative, was a most popular fellow as bartician par excellence at the Fresno Transportation Club's Christmas party, and Bob Runge has been elected vice president of that organization for 1953.

SALT LAKE CITY

Lee W. Marshall
Chas. W. Owen

The Holidays are over, and while everyone seemed to enjoy them, it's good to get back to normal. Reports from train and engine service indicates a large majority of the men were able to be at home Christmas Eve and most of Christmas Day. Quite a treat to hear the phone ring without having Papa take off for the basement with the words, "if that's for me, I'm not home."

Have you noticed the wonderful aroma of fresh coffee around the caboose track at Wendover, lately? Thanks to TRAINMASTER ELDRIDGE for his generous gift. If someone has a second-hand pot to loan the 787, you might even get a cup there.

Only casualty we observed was the beautifully colored left eye of Conductor J. B. PRICE who claims he was hit by a golf ball. Could be with the wonderful weather we have been enjoying.

We don't know what FRANK NELSON, OTTO KELLY, STAN GUDMUNDSON, FRANK AIELLO and LOWELL DAVIS did on their well-earned vacations over Christmas, but we were informed that RAY HANSEN spent the time at home with his family.

Mr. and Mrs. ORVILLE HAYS didn't win the trip to Mexico City last summer, but they thought so much of the idea they have decided to vacation there this year.

Conductor O. "SPENCE" THOMAS is on vacation, but whether he is enjoying it or not is another question. Understand he is having extensive dental repairs.

Conductor and Mrs. FRANK BOULWARE were fortunate in having all their family together over the holidays. Son,

Arlan, was home on Navy leave from San Diego and their daughter and son-in-law, Mr. and Mrs. Peroni were here from Portola.

It's good to see HY CLEGG back on the job after six weeks in the hospital.

Our deepest sympathy to HAZEL and BARTY PERKINS upon the recent death of Hazel's mother. Also to OPERATOR DORSEY at Delle on the recent death of her father in Texas.

On the brighter side, we want to offer our best wishes to the young daughter of AL and BELLE POWELL on her recent recovery. After many months in a wheel chair it must seem wonderful to be up and around again. Al almost sold the chair too soon, however, for about a week after they disposed of it, he dropped an air-compressor on his foot, but luckily, no broken bones.

SCOOP! The big news you have been waiting for is here. After months of unexpected delay, the super-duper market on the "Friendly Corner" is open for business. B.T. wants all of you caboose chefs to drop by and see his many bargains with a guarantee of only a ten per cent markup!

The boys are wondering if it was the lack of seating accommodations in the Blue Room at Wendover that made HARRY FULLER give up the main line for the TV Local. All is remedied now with twelve shiny new chairs. Plenty of room if you want to come back, Harry.

Good to see LES KIZER's smiling face on the fourth subdivision again after an absence of many months. The material is flying around Burmeister now.

The eastern division lost two of its best friends last month when HARRY M. YOE, trainmaster, and ANDY P. THOMSON, roadmaster, retired after many

years of faithful service. Everyone wishes you both the best of everything in your new jobs—that of taking it easy!

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Bob Holm, Howard Jaeger, Mary Nichols, Maurice Notter, Carl Rath, Bill Royal, Dudley Thickens, Frank Tufo.

Thanks to a lot of WP people who gave clothing, gifts and groceries, and to BERTHA WILLIS and AGNES MCINERNEY, who took time to gather and wrap the gifts, an unfortunate mother and her six children had a Merry Christmas in 1952. As in previous years, the auditor of revenues department personnel had a voluntary gift barrel for those wishing to help a needy family. On Christmas Eve, this family of seven

was presented with a dinner, thirty dollars in cash, two boxes of groceries, one box of clothing, and two boxes of other gifts. Those who donated must feel wonderful and are to be congratulated for their kindness.

DICK CZEIKOWITZ, JR., telegraph, is in the market for a new fender for his Ford. CHARLEY PATE, third wire chief, busy installing parts on his Chevy was last seen looking for dual breaker points and a "hot" coil.

Manager-Wire Chief CARL RATH put in all these new parts on his coupe, plus a \$28 Sears-Roebuck radio which works fine and overcomes the tapet noise and connecting rod thump. Smart fellow. He's now considering installing a loud muffler to drown out the radio.

BOB COVINO is relieving RAY SANTI-



Attending a going-away luncheon for Ann Asdoba were, clockwise from left front: Mary Jane Hicks, Frances Humphery, Ray Best, Roy Gifford, Dave Forrest, Joe Mize, Ann, Bob Golden, Gerry Norwood, Jean Brodney, Harry Perrine and, standing, John Graser, Eleanor White, and Harry Flynn.

AGO, in Korea with the U.S. Army, as day clerk in the telegraph office, and GEORGE GORDON is doing likewise for DORIS TURNER, on maternity leave.

BOB ALBRECHT, who hails from the Western Union "QM" office in Oakland, bid in as teletype mechanic-puncher. He is now under the weather, along with BILL MANNING, from the current flu epidemic.

GRACIE GAYNOR, telegraph, entertained her father, here on a visit, by walking him up and down San Francisco's hills, which are much better than those in Oroville. Should have gone to Land's End, though, as it is real pretty out there and the hills are wonderful.

It was a real pleasure to meet and show the general agents around our telegraph office while on-tour over the property.

DAVID THOMPSON, recently returned from Korea, has taken up his former duties as signal draftsman. Welcome back, Dave!

ALMA SHAPIRO has assumed the duties as statistical clerk in the signal engineer's office, recently vacated by ANN OSDOBA.

We were all saddened to learn of the passing of DALE WIGHTMAN, retired bookkeeper. He had been living at Morgan Hill.

June, July and August are the popular vacation months, but BILL GORDON, payroll office, vacationed with his family in Montana where Bill's parents reside. It was too cold for Bill. JACK MORGAN, student traveling accountant, visited with his family at home in San Francisco, which may not seem so strange as he is usually out on the road away from home. EARL MCKELLIPS,

general disbursement clerk, spent his one-a-year trip in old New Orleans.

It was nice to see JIMMY FINLEY on his final visit to the office, before his departure to the East for a further study in Army finance.

Being a tax expert no doubt had something to do with timing the arrival of their sixth dependent at the home of Assistant General Auditor and Mrs. CLIFF WARNER December 17.

W. T. Richards, engineer of maintenance of way and structures, accompanied by Mrs. Richards, left the day after Christmas for Southern California, and a card from Palm Springs tells of his getting up at 9 o'clock every morning, swimming in the pool, lying in the sun, eating luscious food and "going native" for two weeks.

Assistant Engineer and Mrs. GUS KRAMM spent the Christmas vacation visiting her relative at Los Angeles and his brother at Stockton.

FRANK SELL can't be that convincing, but another Los Angeles visitor was BRUCE MCCREADY, his wife and baby daughter, and mother who, while visiting Mrs. McCready's parents, found the weather lovely (?)—lots of rain but no smog.

BOB FORD, with us for a few weeks as Junior draftsman, left last month to be married and for departure to the University of Colorado to study for his master's degree in geology. Good luck on your twin ventures, Bob.

BOB NORDSTROM, who has been doing supervisory work in Elko, is back with us again in engineering. Didn't say how much money he left behind, but he didn't mention any winnings either.

"Money doesn't talk these days—it goes without saying."

SACRAMENTO STORE

Irene Burton

The H. J. MADISONS received a letter from MARION LEAVEN, sending Christmas Greetings to all her former friends in the store department. She now lives in Portland with her two daughters, Mary Beth and Heather, and husband Kenneth, who was stationed at Mather Field while Marion worked as billing clerk during 1944.

HARRY MESSER, his wife, and son, Lowell, spent News Years in Pasadena but watched the Rose Bowl parade over TV as he found the crowds too much for him.

We welcome SILVERIO S. HERNANDEZ, assistant price clerk, and HELEN MELSOM, comptometer operator and clerk, who returned following an absence of several months.

January 6 was an important day for HENRY J. MADISON and SILVERIO "CHICO" HERNANDEZ, and their birthdays were celebrated with the usual birthday cake and ice cream.

GEORGIA CHINDAHL was off work for a week with an attack of the flu, which luckily has invaded our office but very little lately. J. H. MCHENRY had the misfortune to be struck down by a car which necessitated his being in the hospital with a painful leg injury.

Our deepest sympathy is extended to LAVON ROBINSON and her family in the death of her brother, recently killed in an auto accident on Jackson Road.

ERIC BORG will go to Elko to relieve AL VIZINA while Al comes to these parts for his vacation.

The shoemaker was explaining to a complaining customer the reason for the poor quality of his soles. "All the good leather," he said, "is going into steaks."

DON'T GIVE UP

When things look tough you might find encouragement in the following verse from the Office Cat, a column in the November 29 issue of the Marysville *Appeal Democrat*, sent in by J. K. Lafferty, agent-telegrapher and a five-year man with WP:

* * *

When things go wrong, as they sometimes will;

When the road you're trudging seems all up hill;

When the funds are low and the debts are high

And you want to smile but you have to sigh;

When cares are pressing you down a bit,

Rest if you must, but don't you quit. Life is queer with its twists and turns

As everyone of us sometimes learn And many a failure turns about

When he might have won if he'd stuck it out.

Don't give up, though the pace seems slow;

You may succeed with another blow; Success is failure turned inside out,

And a silver tints the clouds of doubt. You never can tell how close you are;

It may be near when it seems so far. So stick to the fight when you're hardest hit;

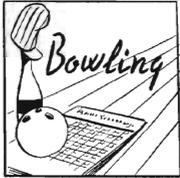
It's when things seem hardest that you musn't quit.

A Scotsman, dressed to the hilt, was standing on the platform of a railroad station in Glasgow when a friend came along. "Where are ye bound for, Jock?" asked the friend.

"I'm going to Edinboro' on my honeymoon," said Jock.

"And where is the lucky bride?"
"Am no' taking her," said the bridegroom.
"She's been there before."

SPORTS



After fourteen weeks of bowling, the East Bay Western Pacific Bowling League ended their first half on January 8 at Piedmont Lanes, with Repair Track No. 2 team out in front by 900 pins, losing only seven games out of 42 played.

The Passenger Traffic team, with a

record of 24 wins and 18 losses, lead the third place Repair Track No. 1 team by 749 pins with the latter having a 23-win and 19-loss record.

J. Prise, Zephyr Yard team, holds a 171 for top individual average, closely followed by Tom Kyle, Passenger Traffic team, and R. C. Schmidt, Repair Track No. 2, tied with 167 averages. High game to date was V. Pupione's 235, and a 577 gave Kyle high individual series.

	WON	LOST	PINS	AVER- AGE	HIGH GAME	HIGH SERIES
Repair Track No. 2.....	35	7	31,067	739	869	2,359
Passenger Traffic	24	18	30,167	718	875	2,402
Repair Track No. 1.....	23	19	29,418	700	848	2,334
Freight Traffic	21	21	28,915	688	842	2,209
Zephyr Yard	19	23	28,520	679	812	2,258
Switchmen	18	24	28,697	683	835	2,336
D. C. & H.	15	27	27,953	665	774	2,195
Freight Agents	13	29	27,649	658	752	2,152

Repair Track No. 2 and Repair Track No. 1 team members: Back row, l-r: Bud Furtney (2), Leon Wilson (2) now in Army, Jim Desautel (1), Bill Wyman (1), R. C. Schmidt (2), and Bill Wilkinson, League President. Front row, l-r: Glenn Furtney (2), Roll Rickmon (1), Tom Mooney (2), and Mell Pierner (2).



Tackle Tips



By Maurice Notter

Sunday, February 15, will see hundreds of California's salt water anglers putting to sea from more than a dozen ports along the Coast to open the 1953 ocean salmon fishing season.

In spite of the fact that it is confined strictly to coastal waters north of Monterey Bay, offshore salmon trolling is becoming one of California's most popular marine recreational sports. Each year more and more fishermen are learning the thrill of fighting the big Chinooks from the deck of a pitching boat, as evidenced in a recent State Department of Fish and Game bulletin.

Since 1946, salmon landings by ocean sport-fishermen have jumped from 2,950 fish in that year to 71,970 fish in 1951, with the total number of anglers increasing proportionately. At San Francisco, alone some 43,000 sea-going fishermen hoisted the blue peter in pursuit of king salmon during 1951.

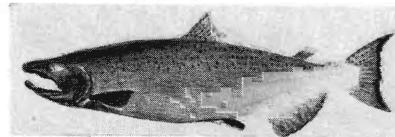
For the benefit of the prospective salmon troller we will point out the basic gear needed for this exciting nautical sport. Primary tackle requirements are a good boat, rod, and salt water reel. The rod can be either wood, bamboo, or glass, and sizes generally used by seasoned trollers run from

lightweight rods with 4½-foot, 4-ounce tip, and 16-inch butt, to the heavier rods with 6-foot tips and 24-inch butts. In the latter case, the weight of the tip should never exceed six ounces in order to insure proper playing of a hooked fish.

Reels, of which there are several good makes, should be equipped with star drag and free-spool throw-off lever, and have a capacity of no less than 150 yards of 27-pound test line. The line selected depends upon the desire of the angler and can be either nylon or linen, but in all cases must be the braided type.

Terminal tackle consists of leaders in eight or ten-foot lengths, bait harness and sinker releases. Although whole bait is usually used in taking the Chinook, the angler generally has in his tackle box a varied selection of artificial lures, most of which are designed to catch fishermen instead of fish.

Because trolling is done at depths ranging from 20 to 50 feet, heavy cast iron sinkers are used. These weights fasten to the sinker release between line and leader, and are dropped upon the strike of a heavy fish.



Fishing trips are usually arranged for in advance through one of the local bait shops, and the fare varies from \$6.25 per person on a mixed party boat, to \$8.50 on a six-party charter trip. Bait and sinkers are picked up at the bait shop just prior to departure.

She: "Thanks for the hug."
He: "The pressure was all mine."

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Y. J. SAPPERS
1802 E. 23RD ST.
OAKLAND, 6, CALIF.

Sec. 34.66, P. L. & R.

U. S. POSTAGE

PAID

San Francisco, Calif.

Permit No. 5371

Form 3547 Requested

75
24 New

Railroad Lines

Louisville & Nashville to install two million dollar CTC operation on Knoxville Division.

Northern Pacific cuts twelve hours from westward running time of the soon-to-be dome car equipped North Coast Limited, and nine and one-quarter hours east-bound.

California-Nevada Railroad Historical Society excursion March 29, Oakland to Monterey, Pacific Grove and return, via Southern Pacific.

Now celebrating its 75th anniversary, the Cotton Belt started the New Year with only diesel motive power.

Only diesels now used in Erie Railroad's freight service.

Seaboard Air Line plans construction of \$7-million hump-type freight classification yard at Hamlet, North Carolina.

First Budd rail diesel car to be used in Canada received by Canadian Pacific in January for trial runs in Montreal area.

Reduced furlough fares for military personnel traveling in uniform at own expense extended by railroads to July 31, 1953.

The Nation's railroads last year set an all-time safety record of 0.045 per 100 million miles.

Railroads represent the second largest industry in the United States, preceded only by the agriculture industry in the number of persons gainfully employed.