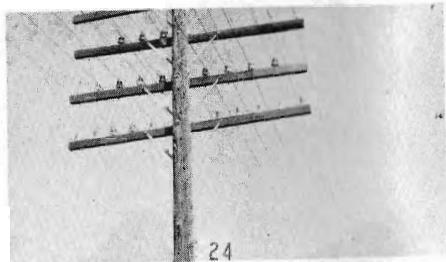
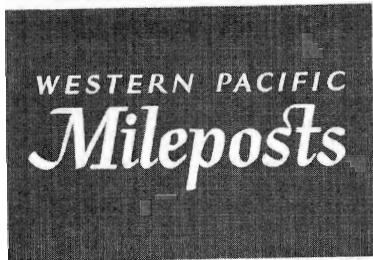


WESTERN PACIFIC
Mileposts

JULY 1951





Vol. 11, No. 12

JULY, 1951

Milepost No. 24

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: Jim Baker, Chicago; Nevada Michelson, Elko; Elsie Hagen, Keddie; Robert Munce, Jr., Los Angeles; Alan Hudson, New York; Hazel Petersen, Oakland; Helen Small, Oroville; Phyllis Rockwell, Portola; Fred Kreuger, Sacramento; Madge Slaughtner, Sacramento Mechanical Dept.; Milton Ziehn, Sacramento Northern; Marcella Kahl, Sacramento Shops; Irene Burton, Sacramento Store; Bob Gonsalves, J. C. Parker, Salt Lake City; Rita Connolly, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickens, San Francisco; Chas. H. Myers, San Jose; Gene Trace, Stockton; Dora Monroe, Tidewater Southern; Shirley Lee, Wendover.



This Is Your Zephyrette

"May I have your attention, please? Good morning (eastbound; good afternoon, westbound), this is your Zephyrette, Miss O'Grady. On behalf of the Western Pacific, Rio Grande and Burlington railroads, I welcome you aboard the *California Zephyr*. . . ."

Familiar to all who ride the *California Zephyr* is the pleasant voice heard over the train's public address system—that of the Zephyrette. According to remarks of many passengers, one of the nicest things about the famous train is its hostess, that ever-smiling and efficient young lady who rides the streamliner on its transcontinental run between Oakland and Chicago.

Neatly dressed in dark blue uniform, consisting of a two-piece suit with Zephyr pin, white blouse with CZ monogram, military cap and top coat, the Zephyrette is instantly identified by passengers as they are greeted aboard the train. Diversified duties will keep her in close contact

with the travelers throughout the journey. ". . . As I pass through the train, I hope you will stop me if you think I can be of service. We are anxious to do all we can to add to the comfort and enjoyment of your trip. Thank you for your attention."

Following this introduction, she describes briefly the train's facilities available to passengers, the scenic attractions to be viewed during the day, and announcements that are to follow. As the train approaches historic, interesting, or scenic spots along the way, she informs the passengers in advance so they may be prepared to catch these points of interest. In addition to making these announcements, the Zephyrette also operates the train's radio and recorded music from a master control board located in the dining car.

Before greeting her passengers at the check-in desk at Chicago or as they come down to the train at Oak-



Zephyrette Floraine Lovitt greets D&RGW Conductor Halderman on westbound arrival at Denver.



Zephyrette Shirley Chap makes an adjustment at the control board for the public address system.



Beginning at left above and reading along the figure "Z" are: Nellie O'Grady, Jane Connor, La Faun Williams, Sally Young, Rodna Walls,



Velma McPeek (supervisor), Shirley Chap, Floraine Lovitt, Marion Vrana, Elna Johnson, Ann Martin and Helen Schwartz.



Shirley Chap takes a dinner reservation in the dome car.

land from the ferry, she has already inspected the train to see that everything under her jurisdiction is in order. Following her greeting announcement, she goes through the train with the conductor, thus establishing herself as a crew member. She is ready to give approved first aid as taught by the Red Cross when necessary, and has a little time for baby sitting, too. The shy traveler, or the child traveling alone, may require Travelers' Aid assistance, and she makes these contacts.

The Zephyrette's room in the center of the train is her headquarters. Here she prepares her reports, sets up her dinner reservation cards to be distrib-

Floraine Lovitt sends a telegram for a passenger at Denver.



The mail must go through, assisted by Miss Chap.

uted to passengers reserving seats in the dinner at the hours they choose, etc.

Postcards, letters and telegrams sent by passengers while en route are collected and sent by her from stopover points along the line, and she distributes similar messages received en route.

While passing through the entire train about once each two hours, the Zephyrette assists women with children; children traveling alone; aids elderly or crippled people; helps the train conductor in handling difficult passengers and those who may be ill; and generally makes herself agreeable. She handles requests for special

Zephyrette Chap gets acquainted with passengers at Grand Junction.





Little Miss Buckley gets a soda mint drink from Floraine.

attention courtesies received from friends of passengers and, on detraining, lends a hand to passengers who need it, and bids them good-bye with a pleasant smile. She must conduct herself with dignity and poise and avoid any familiarities and acceptance of invitations from passengers or employees of the railroads. The Zephyrette is not permitted to drink or smoke while in uniform, and she must avoid spending time with passengers while they are drinking.

Zephyrettes must be between 24 and 28 years of age, single, between five feet four inches and five feet eight inches in height, and of good character with pleasing personalities. Strenuous and irregular hours require good physical condition, and their education must be the equivalent of a registered nurse's, or include a college degree.

Selecting and supervising the Zephyrettes is under the direction of Velma McPeck, supervisor of passenger train service for the Burlington. She was a member of the general com-

mittee of the three railroads which handled the planning and building of the *California Zephyrs*. A Kansas girl, she attended Southwestern College and was graduated from the Winfield College of Music. She taught for a while but decided that was not the life for her. A course at the School of Domestic Arts and Sciences in Chicago gave her a start at managing a department store tea room before accepting her position with the Burlington.

Of the eleven Zephyrettes now in service, Nellie O'Grady is the only one of the original crew which began service with the inauguration of the trains on March 20, 1949. Other members of the original Zephyrettes who have since left service were: Rita Billings, Kathleen Blumberg, Alice Bonar (Mrs. Fred Koch), Maxine Brown (Mrs. Amedeo Cacace), Evelyn Calder, Delores Justin (Mrs. Leo Prinster), Betty Pitschke (Mrs. Al Gelbrech), and Jean Williams.

Following is a brief biography of the Zephyrettes now in service:

An elderly lady in lower 7 gets assistance from Shirley.



ZEPHYRETTE	HOME	EDUCATION	ACTIVITIES	EXPERIENCES AS A ZEPHYRETTE
Shirley Chap	Chicago, Illinois	Knox College, Galesburg, Ill.	Reading, ice skating, amateur theatricals, Nurse's Aid work	Passing through the train with the brakeman, they heard the familiar "wolf" whistle. He whistled back and it was acknowledged. They were then invited to visit their whistling passenger—one of the famous Westinghouse talking birds.
Jane Connor	Madison, Wisconsin	University of Wisconsin	Piano, photography, interior decoration and design, home economics, Community Chest and social affairs	With four French people, two Italians and one Greek, none of whom could speak English, had to sketch figures of people in the domes, eating, etc., to explain life aboard the C. Z.
Elna Johnson	East Cleveland, Ohio	University of Denver	Skiing, skating, swimming, folk dancing, amateur theatricals, photography, sewing, cooking, collecting history of the three railroads	While being watched in the observation car by little 6-year-old Susan, Elna was complimented by the remark, "You're pretty." "Well, thank you, that's a very lovely compliment," replied Elna. Susan quickly asked: "What kind of soap do you use?"
Floraine Lovitt	Galesburg, Illinois	Brown Business College	Reading, traveling, music, piano	Tracing down the disappearance of her identification cards to a group of sailors, she offered to exchange the cards for her personal card. The cards received by the boys in exchange read: Middle Harbor Road, Oakland, the WP address.
Ann Martin (Substitute)	Berkeley, California	University of California	Skiing, fencing, sewing	A redhead, which she says explains a lot. Finds her job fabulously interesting.
Nellie O'Grady	Palo Alto, California	San Mateo Junior College; St. Joseph's College of Nursing	Sports, arts and crafts; traveled 3½ months in Europe last year	One of her biggest thrills was having General Eisenhower as passenger.
Helen Schwartz	Burlington, Iowa	Burlington Junior College	Cooking, theatricals, traveling, home decoration	Enjoys meeting people and finds them very interesting and entertaining.
Marion Vrana	Albany, California	University of California	Skating, skiing, cycling, music; Capt. World Student Service Fund	A favorite passenger was a crippled lady, able to walk only with crutches. Her charming personality made it a joy to help her.
Rodna Walls	Alameda, California	University of California	Decorative art, flower arrangement, child welfare, sports	Remembers well a young displaced couple and little girl, unable to speak English. Through a passenger-interpreter learned of their meager existence, life in labor camps and their hopes and gratitude for a future in America.
La Faun Williams	Salt Lake City, Utah	University of Utah; Hospital Corps School; Ruth Tolman Finishing and Modeling School	Utah State Symphony, sports, Red Cross, dancing, sewing	Recalls the time a lady's corset was turned in. Usual procedure was to announce lost and found articles on the P. A. system, but this was a little disconcerting. With no other solution, La Faun simply announced that a foundation garment had been found and triumphantly carried it to the passenger's room.
Sally Young	Aurora, Illinois	Carlton College, University of Missouri	Advertising art, athletics, chorus, dramatics, writing	Remembers Fif, a dog occupying a roomette, who enjoyed room service.

NEW DIESEL POWER

Two new 1,000-horsepower switching locomotives have gone into 'round-the-clock service at Elko, and three new 6,000-horsepower 4-unit diesel-electric road freight service locomotives are now speeding freight trains over Western Pacific's eastern division. Earlier this month, dieselization was made complete in the Feather River Canyon and on the Northern California's Extension, leaving steam power only on the railroad between Oakland and Oroville. Following the summer rush it is expected that the new diesels will replace up to ten steam engines, bringing closer the date of complete dieselization of the Western Pacific. At the present time, the company owns and operates 59 diesel electric locomotives, or a total of 141 locomotive units.

One of the three new road diesel locomotives purchased from General Motors' Electro-Motive Division at a cost of \$687,000 is shown ready for duty on Western Pacific's Eastern division. Double ended (cab unit, two motor units, cab unit—designated "A," "B," "B," "A") four-unit locomotive weighs approximately 440 tons, is a little over 201 feet in over-all length and has an over-all height of 15 feet. The units may be split up for operation with trains of various length and tonnage, providing combinations of 1,500, 3,000, 4,500 or 6,000 horsepower, by using one "A," one "A" and one B," two "A's," one "A" and two "B's," or the entire four units. Photo by Denzel C. Allen, Jr.

WP OUT IN FRONT

Western Pacific railroaders can feel pretty proud to know that WP took the lead over all Class I railroads in gross ton miles per train hour operation for the month of February, 1951, the last month for which figures are available, according to statistics published in the June 4 *Railway Age*.

In commenting on the results, the article states: . . . "by and large, it's pretty safe to say that any railroad with high ton mileage per train hour is being pretty well run. So here's a bouquet to Western Pacific, which took top honors in that department in February with the highly creditable record of 71,219—gross . . ." This exceeds by more than 5,000 gross ton miles per train hour, the figure set by the next highest railroad, and exceeds the figure of 67,280 with which West-



ern Pacific walked off with first place for the month of March, 1950, as reported in last year's July issue of *MILEPOSTS*.

In addition to leading the parade in that department, your railroad also placed first in three other classifications with 2,212 net ton miles per car day, 91.6 car miles per car day, and 22.8 train miles per train hour, according to the report.

One of two new switchers purchased from American Locomotive Co. at a cost of \$106,000 each, this 1,000-horsepower diesel brings to 14 the number of switchers now operated by W.P. Weighing approximately 115 tons each, the switchers are about 46 feet long and have a 30-foot wheelbase. Alco-GE photo.

CAPITOL CITY LODGE

At the June meeting, brother Ed Lindley, chairman of the blood bank committee, stated that in order to establish a blood bank, ten pints of blood must be donated to the fund. Ed Brown, superintendent's office, donated the first pint, which leaves a balance of nine pints to be contributed. Anyone in the Sacramento area working for WP is eligible to join. Employees may contact Ed Lindley or Evelyn Wyatt, 3rd and R streets freight office, vice chairman; Marcella Kahl, shop clerk, or Irene Burton, store department, for details.

William Miller, legislative representative, gave a very excellent and informative report on the Brotherhood of Railway Clerks convention held in San Francisco recently.

Brother Ed Lindley gave a very interesting report on his trip over the line when he visited Oroville, Keddie and Portola.



"Just where did you send that order for new equipment last month, Mrs. Shout?"—Cartoon courtesy Southern Railway *TIES*.



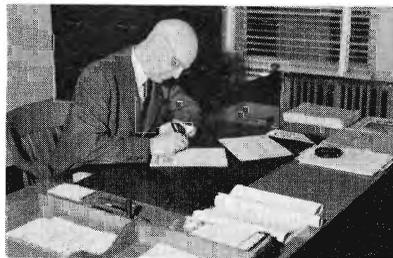
Two Old-Timers Leave WP

After an active career of over forty-two years spent in railroad service and other business closely related to railroads, Edward W. Englebright, assistant to president, retired on June 30.

After leaving the University of California in 1908, where he pursued a course in civil engineering, he was engaged in engineering work for the Southern Pacific in Dunsmuir and Klamath Falls. In 1913 he moved to New York, where he became assistant to consulting engineer, and later consulting engineer for the Union Pacific System, with the added duties of handling large purchases of locomotives, cars and other railroad requirements.

Leaving Union Pacific in 1920, he was engaged for seven years in development of a locomotive stoker business and returned to California in 1928. Englebright entered the employ of the Western Pacific in 1929 as consulting engineer, and was advanced to assistant to president in 1941.

During his Western Pacific career he took an active part in the nine-year reorganization proceedings of the company, concluded in 1944, preparation of its extensive programs for physical improvements, and purchases



Englebright working on his last assignment in a pose familiar to all who came into his office.

of diesel power and other equipment and financing operations. With engineers of the Budd Company, Denver & Rio Grande Western and the Burlington Lines, he was party to the design of the *California Zephyr* Vista-Dome trains, and was primarily responsible for some of the advanced design features incorporated in those trains for the first time.

Englebright was married in 1909 to Alice G. Naylor, and resides with his wife at 5850 Romany Road in Oakland, in a new home just recently completed.

Always hustling, Ed said the impact of his retirement didn't reach him until he saw the beautiful TV set given him by his many long-time friends at WP, a tribute he will long remember.

Retirement does not mean loafing nor puttering around the house for Ed, however, as he left July 13 for Mozambique, Africa, on a several months' assignment for the Portuguese government in connection with the expansion of that colony's railroads.

Nearly one hundred employees and friends turned out to honor and say good-bye to R. F. Barrett on the eve of his retirement, June 29, at the Del Mar restaurant in San Francisco.

During Bob's service with Western Pacific, which began with the position of accountant in the freight office on May 1, 1911, he worked under five presidents. Made assistant agent on March 1, 1920, when WP went back into corporate control, he assumed the position of agent at San Francisco in 1940, when illness prevented further duties of former agent, J. D. Feeney.

Born in San Francisco on June 12,



Bob accepts a present from Bill Hatfield, head car clerk at Eighth and Brannan Streets, on behalf of freight office employees.

1886, Bob attended St. Patrick's Parochial School where he finished the fifth grade and went to work at the age of eleven years. He served as a messenger boy for the Santa Fe in 1902, and at the time of the San Francisco earthquake and fire was in the position of assistant freight cashier for that company.

Bob makes his home with his wife in San Francisco, and has one married daughter, Mrs. Roberta Denehy of San Mateo, and a son, James, who has been with Western Pacific for seventeen years and is now head import clerk at Eighth and Brannan streets freight office.

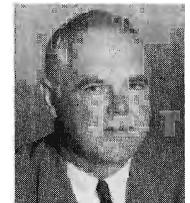
Through MILEPOSTS, Bob would like to thank the boys and girls in his department for the wonderful dinner given him on June 28, and for the beautiful camera which he says is the forerunner of a hobby he intends to enjoy. He received over one hundred cards from employees and wishes to thank each and every one for their well wishes, from the president's staff on down, and wishes success to all the fine people at WP now employed by a grand organization.

NEW WP EXECUTIVE

The appointment of Samuel W. Fordyce as executive assistant on the president's staff was announced by President Whitman, effective June 1.

After graduating from the Harvard Engineering School with two degrees in five years, he became associated with the Harvey Couch interests in 1923 as civil engineer, advancing to position as assistant to the president of the Kansas City Southern. Except for a period of four years, when he left to

engage in banking in St. Louis, and for one year when he was granted a leave of absence to serve as an assistant director of the Office of Defense Transportation in Washington, Fordyce remained



with that road until 1945, when he resigned to engage in the sale of radio equipment to railroads as vice president and general manager with offices in Washington, D. C.

Fordyce comes from a family of railroaders, his grandfather, father and uncles having been associated with other railroad companies.

Born at St. Louis, Missouri, October 12, 1899, he married Eileen Frances Halloran of Berkeley, and they have four children, Susan, Sam, Cynthia and Eileen.

Present and former affiliations include Masonic Orders, The Chicago Club, Rotary Club, Harvard Engineering Society, and the University Club, Washington, D. C.

Don't Be HALF Safe!

ACCIDENT PREVENTION AWARDS

Certificates of Merit in Accident Prevention have been presented to 153 Western Pacific foremen and supervisors who had no personal injuries in their departments reportable to the Interstate Commerce Commission during the calendar years 1947, 1948, 1949 and 1950.

While space permits listing only the names of those presented with four-year certificates, Western Pacific and MILEPOSTS congratulates the entire 153 employees and the men working under their jurisdiction for their fine work in accident prevention. Surely, nothing is more important to the company and its entire personnel than a SAFE RAILROAD, and it is hoped that when next year's awards are made the lists will approach the goal of 100 per cent. Your participation toward that goal is earnestly solicited.

The following foremen and supervisors had no reportable injuries in their departments for four consecutive years:

SACRAMENTO SHOPS

A. Johnson.....	Machine Shop
F. R. Kelleher.....	Car Department
J. Marty.....	Paint Shop
A. B. McNabb.....	Car Department

EASTERN DIVISION

C. L. Ashley.....	Section 7, Doyle
E. B. Aughe.....	Section 10, Sand Pass
T. L. Barrera.....	Section 18, Sulphur
B. I. Beason.....	Section 53, Hogan
T. Bingham.....	Section 401, Marshall
W. J. Brockman.....	Section 4, Scotts
C. G. Clontz.....	Section 64, Knolls
M. D. Cobian.....	Section 32, Rennoz
S. Colletti.....	Section 24, Winnemucca
J. L. Cook.....	Section 69, Burmester
S. A. Davenport.....	Section 67, Delle
C. L. Elliott.....	Section 63, Barro
V. C. Espinosa.....	Section 61, Salduro
V. C. Garza.....	Section 22, Pronto
A. Gonzales.....	Section 44, Ryndon
G. Hallam.....	Section 16, Trego

E. Herrera.....	Section 46, Halleck
C. L. Higley.....	Section 36, Ellison
M. C. Higley.....	Section 71, Garfield
J. J. Hodson.....	Section 5, Red Rock
E. W. Holmes.....	Section 15, E. Gerlach
H. A. Hutchinson.....	Section 28, Red House
E. Jaramillo.....	Section 31, Russell Spur
J. M. Jenista.....	Section 23, Krum
K. W. Johnson.....	Section 68, Timpie
F. M. Leyva.....	Section 9, Flanigan
J. E. Lord.....	Section 26, Golconda
G. McDaniel.....	Section 33, Kampos
H. A. McMahon.....	Section 20, Junco
M. R. Milano.....	Section 40, Tonka
J. B. Morris.....	Section 50, Boaz
J. P. Moudry.....	Section 55, Shafter
M. Nannini.....	Section 49, Wells
J. A. Nusse.....	Section 59, Ola
Duke O'Lin.....	Relief Foreman
J. W. Paddock.....	Section 39, Carlin
C. Pappas.....	Section 40, Tonka
J. Pappas.....	Section 65, Clive
E. F. Rhodes.....	Section 13, Bronte
V. Richins.....	Section 301, Plumas
V. C. Robyler.....	Section 47, Death
R. Salaz.....	Section 52, Ventosa
A. Sei.....	Section 201, Loyalton
W. J. Smith.....	Section 37, Cluro
L. W. Sperry.....	Section 38, Palisade
J. G. Wright.....	Section 42, Elko Yard

WESTERN DIVISION

H. H. Anderson.....	B&B No. 1, Marysville
D. L. Bellows.....	Section 28, Barry Creek
M. E. Bowman.....	Section SJB-1, Milpitas
J. F. Christie.....	Section B-7, Robbers Creek
F. H. Cutright.....	Section B-6, Clr. Crk. Jct.
H. Dailey.....	Section 8, Carbona
C. W. Frink.....	W.S. Gang No. 1, Stockton
R. J. Hall.....	Section 23, Craig
W. G. Harvey.....	Section 21, East Arboga
G. H. Heintz.....	Mech. Dept., San Jose
W. L. Hersch.....	Section 38, Twain
W. M. Jenkins.....	Mech. Dept., Oroville
J. Jessiman.....	Section B-14, Little Valley
D. W. Jones.....	Section 15, Thornton
M. Jorjohin.....	Section 24, Oroville Yard
J. A. Laughlin.....	Section 4, Sunol
H. H. Loyd.....	Mech. Dept., Oakland
G. W. McCauley.....	Warehouse, Stockton
B. J. McConnell.....	Section 26, Bidwell
J. J. McGraw.....	Mech. Dept., Stockton
P. A. McLaughlin.....	Section 14, Kingdon
J. J. Mart'n.....	Scaling Gang, 3rd District
T. A. Merritt.....	Section 31, Pulga
J. L. Miller.....	Section 13, Stockton East
H. L. Nash.....	Section 10, Quigley
M. Olivera.....	Section 3, Niles
G. Pappas.....	Section 20, Trowbridge
H. B. Petrick.....	Section 17, Cordova
E. J. Pusheski.....	Section B-8, Norvell
R. Roberti.....	Section B-11, Halls Flat
P. T. Ronan.....	Mech. Dept., Oroville
W. H. Sanford.....	Ditcher Gang #1, 4th Dist.

(Continued on Page 13)

C. Sandstrom.....	Section B-16, Pit River
J. Veliotes.....	Section 18, Sacramento
W. W. Walters.....	Mech. Dept., Westwood

DINING CAR DEPARTMENT

James H. Duhig.....	Buyer
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In addition to the four-year awards listed above, three-year awards went to fifteen employees on the Eastern Division, to sixteen employees on the Western Division, and to one DC&H employee. Two-year awards were presented to two Mechanical Department employees, six Eastern Division employees, nineteen Western Division employees, and six DC&H employees. One-year awards were received by two mechanical Department employees, two Eastern Division Employees, six Western Division employees and two DC&H employees.

MILITARY FUNERAL FOR RAILROADER

A full military funeral was held in Elko, June 14, in honor of Korean war hero Sgt. Charles O. Sweetwood, first WP employee and first Nevadan to lose his life on that battleground. His body was accompanied to Elko from Oakland, where it was returned from Korea June 4 aboard the USS *Lawrence Victory*. Local veterans groups cooperated at the services, conducted by Rev. C. H. Van Zee, of Elko.

Coincidentally with the ceremonies, Western Pacific's traveling blood procurement car, named in honor of Sgt. Sweetwood, made its second visit to Elko June 19 and 20. To date residents of Elko and other cities and towns along the Western Pacific and adjacent vicinities have contributed more than 8,000 pints of blood for this worthy purpose.

WP EMPLOYEE HEADS NEW RR ASSOCIATION

Women employees of various railroads in San Francisco and the Bay Area have united to form the 15th Chapter of the National Railway Business Women's Association of San Francisco. Primary purpose of the club is to establish good will between railroads through civic and social contact.

At a meeting held at the Southern Pacific Building on June 20, Western Pacific was honored by the election of Gertrude Shout (purchasing department) as Founder (President of the San Francisco Chapter, and the appointment of Mrs. Harriet Tyler (general attorney) as Parliamentarian.

Other officers elected were:

Mrs. E. M. Peterson (Southern Pacific), vice-president; Mrs. Grace Hirsch (Southern Pacific), corresponding secretary; Miss Frances Croy (Rock Island), recording secretary; and Miss Dorothy Sherman (Baltimore & Ohio), treasurer.

Initiation fee is \$1.00 and yearly dues, \$3.50.

A charter dinner was held at the Drake Wiltshire Hotel in San Francisco on July 18, and the large gathering was very enthusiastic and high hopes are held for the future of the club.

Those interested in learning more about the Association should contact Gertrude Shout, purchasing department (local 243), or Rita Connolly, transportation (local 320), at Western Pacific's general office, San Francisco.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of June, 1951:

40-YEAR PINS		
Robert F. Barrett.....	Agent.....	San Francisco
Laurie W. Whitaker.....	Switchman.....	Western Division
35-YEAR PIN		
Harry L. McGlothlen.....	Trainmaster.....	Salt Lake City
30-YEAR PINS		
George L. Harlan.....	Dispatcher.....	Western Division
K. L. Wragg.....	Traveling Accountant.....	Auditor's Office
25-YEAR PINS		
W. F. Asvitt.....	Head Payroll Clerk.....	Auditor's Office
John M. Tucker.....	Switchman.....	Western Division
20-YEAR PINS		
Clay W. Bridges.....	Section Foreman.....	Western Division
Joe Alvie Dotson.....	Blacksmith.....	Mechanical Dept.
15-YEAR PINS		
Sam M. Baker.....	Crossing Flagman.....	Western Division
Elmer K. Jones.....	Boilermaker Helper.....	Mechanical Dept.
Vaklen L. Kimball.....	Conductor.....	Eastern Division
Archie A. Lucey.....	Locomotive Engineer.....	Eastern Division
Kenneth F. McNeill.....	Conductor.....	Eastern Division
Elmer E. Schwyhart.....	Machinist.....	Mechanical Dept.
10-YEAR PINS		
Arthur W. Bowers.....	Carman.....	Mechanical Dept.
Antonio R. Branco.....	Machinist Helper.....	Mechanical Dept.
George J. Bullis.....	Switchman.....	Western Division
Alfred H. Chambers.....	Sheet Metal Worker.....	Mechanical Dept.
George Clark.....	Switchman.....	Western Division
Kenneth W. Craig.....	Conductor.....	Western Division
Allen C. Fleming.....	Conductor.....	Western Division
Douglas J. Harrington.....	Carman.....	Mechanical Dept.
John C. Helmick.....	Carman.....	Mechanical Dept.
Jay R. Kump.....	Electrician.....	Mechanical Dept.
Ernest Mancuso.....	Locomotive Engineer.....	Western Division
Robert D. Monahan.....	Brakeman.....	Western Division
Lloyd R. Quigley.....	Conductor.....	Western Division
Harry K. Reese.....	Clerk.....	Western Division
Ralph F. Sarbach.....	Roundhouse Foreman.....	Mechanical Dept.
Fay F. Strange.....	Yard Clerk.....	Eastern Division
Carl W. Stroud.....	Carman.....	Mechanical Dept.
John D. Work.....	Switchman.....	Eastern Division

SACRAMENTO NORTHERN

Once each year, Sacramento Northern employees are presented with service pins awarded during the year prior to June 30. The company congratulates the following employees who received service pin awards June 30, 1951:

40-YEAR PINS		
O. H. Hook.....	Telephone Foreman.....	Sacramento
W. E. Tatman.....	Conductor.....	Sacramento
35-YEAR PIN		
J. A. Hanlon.....	Lineman.....	Sacramento

(Continued on Page 15)

30-YEAR PINS		
G. A. Antonopoulos.....	Section Foreman.....	Yuba City
C. H. Martin.....	Electrician.....	Sacramento
A. D. Pingrey.....	Brakeman.....	Oroville
Marjorie Rippey.....	Chief Clerk.....	Marysville
25-YEAR PINS		
W. A. Blue.....	Clerk.....	Sacramento
C. B. Lawson.....	Conductor.....	Sacramento
H. J. Mulford.....	Trainmaster.....	Sacramento
W. A. Page.....	Agent.....	Colusa
R. Sachs.....	Carman.....	Oakland
G. E. Sylva.....	Chief Clerk.....	Yuba City
20-YEAR PINS		
M. Farstein.....	Carman.....	Sacramento
J. L. Kelly.....	Roadmaster.....	Sacramento
K. D. Rodebaugh.....	Substation Maintainer.....	Oakland
J. W. Woolledge.....	Trackwalker.....	Meridian
Bill Zafer.....	Trackwalker.....	Westgate
15-YEAR PINS		
A. A. Blanco.....	Section Laborer.....	Dozier
M. A. Blanco.....	Section Foreman.....	Dozier
F. P. Enriquez.....	Section Laborer.....	East Nicolaus

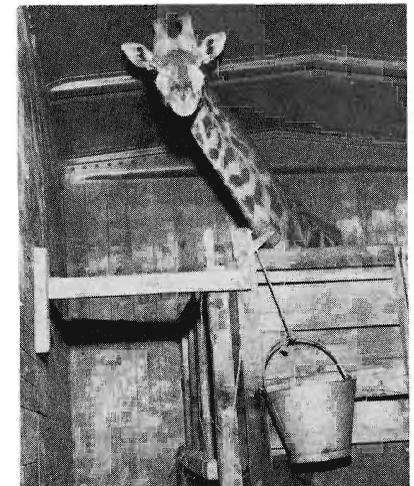
“HI, THERE!”

“Say, one of you fellows don’t happen to have a box car stretcher, do you? I sure appreciate all the things you railroaders did to make it as comfortable as possible for me while traveling from Boxton to my new home at the William Land Park Zoo in Sacramento. But even with this extra high box car I had to hold my head a little lower than usual for nine days, and with me, a stiff neck isn’t funny! I would have liked to stop off in the Feather River Canyon for a little lunch on those big trees, but I guess they were worried about me and we rolled right along. Sure would be fun to ride in one of those Vista-dome cars some day. Well, this is the end of my ride, folks, and I’m sure glad to be here. Come and see me, some time!”

—Sacramento Bee photo

BIG NEWS COMING

Plans are now cooking for one of the finest evenings of entertainment ever held for WP employees in the Bay Area and nearby points. Be sure and hold open the evening of October 5th. By all means don’t miss this affair. Watch next issue for details.



WP ACQUIRES ANOTHER INDUSTRIAL TRACT

A major step in the industrial development of northern Santa Clara County (California) was made public June 19 when Western Pacific announced the acquisition of more than 300 acres of land immediately south of Milpitas at a cost of about three quarters of a million dollars.

The tract, to be developed immediately, extends along the Oakland Road to Capitol Avenue and Landess Road.

Carl R. Nipper, Western Pacific's general agent at San Jose, appeared before the Santa Clara Board of Supervisors June 18 to request precise zoning of the tract, including approval of heavy industry. The company will install side tracks, water mains, sewer facilities, etc., and a twenty-inch gas line of the Pacific Gas & Electric Company already serves the property.

Officials of the Santa Clara County Industrial Committee and the San Jose Chamber of Commerce were elated over the announcement. Gene G. Smith, chairman of the former, said:

"This acquisition of large industrial acreage in the northern part of our county by the Western Pacific is very good news indeed to all of us interested in continued industrial expansion here. Our industrial committee has been vitally interested in this phase of the program for more than a year, and by this move we very definitely will remain in the industrial limelight of the west."

Bruce Craver, manager of the industrial department, San Jose Chamber of Commerce, issued the following comment:

"The opening of additional indus-

trial acreage in Santa Clara County could not have come at a better time. This is the biggest industrial development since Mr. Pasetta opened his industrial tract in Santa Clara. With proper development, this area, which can be served by both railroads, will place us in one of the most advantageous positions of any industrial area in California."

A FRIEND IN NEED

On June 21, Roadmaster C. R. Barry, Keddie, and Motor Car Maintainer W. G. Hardy, Oroville, were traveling by highway to look over some work being carried on by an extra gang east of Oroville. In the vicinity of Storrie, they came across a motorist in trouble, and for their kindness in assisting 77-year-old J. H. Beidler, of Rio Oso, California, the following letter was received by Supt. G. W. Curtis:

"I wish to thank your company and through it to them, the extreme kindness and courtesy shown me yesterday by two of your employees.

"I am 77 years old and was stranded in a lonely part of the Feather River Canyon by tire trouble. The AAA garage at Belden was closed, but these two gentlemen took me back to my car near Storrie, fixed up my trouble and stayed with me until I started home.

"They would not give their names or accept any pay, but I gathered from their conversation that they were the roadmaster and maintenance man around Tobin.

"If they are a sample of your personnel, you are certainly to be commended, and I will always have a warm spot in my heart for the W. P."



Sacramento Store Department

R. G. LANDROVE spent his vacation in Los Angeles, combining business with pleasure. Being a delegate from his church, he was kept pretty busy attending all sessions.

EDGAR ENSELE spent one week of his vacation in Portland, and AGNES ASH and her sister, Rita, toured the Pacific Northwest and up into Canada.

Roy and Mrs. FALQUIST spent their vacation touring in the mountains, from the Sequoia National Park to Yosemite Valley.

A card received from CHARLES MARCHAND, vacationing with Mrs. and daughter, Diane, was postmarked New York. Sounds nice!

The HORACE LATONA family, the ALBERT MADAN family, and IRENE BURTON accompanied MARCELLA and WALTER KAHL to the WP picnic and enjoyed it all immensely.

CHARLES B. REID, transferred from Oakland Store, and his family are now located at Route 1, Box 5574-D. Welcome, Charles!

We're sorry that a severe attack of shingles kept P. H. ROBINSON at home. His brother, Dale Robinson, is attending National Guard Camp at Camp Cooke for two weeks.

JAMES LEE has returned from his vacation, spent in the mountains at Camino.

The lure of the great outdoors called VERNE NELSON to the vicinity of Por-

Caboosing

tola for a week's vacation, while TONY CAPAUL and his wife spent one week at Lake Tahoe and the other trying to catch up on various jobs required at home.

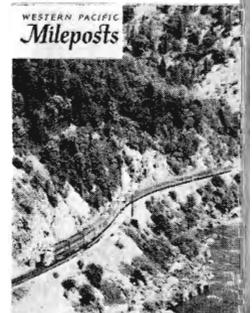
The weather man is taking good care of us now—90° during the day and about 56° at night. Just perfect.

Oroville

Congratulations to the newlyweds! Brakeman BRUCE HINTON and Minnie Ferguson, of Oakland, were married May 18 at Reno, and honeymooned on the Truckee River and Lake Tahoe. Bruce is on the *California Zephyr* run between Oroville and his home, Oakland. Brakeman CARL NELSON, Portola, exchanged "I do's" with Mrs. Gladys Ford of Oroville, at the Methodist Church in Carson City on May 11. Attendants were Mr. and Mrs. Ted Clement. After a wedding dinner at the Riverside Hotel in Reno, a reception was held in their honor at the Hob Nob Club in Oroville with about 150 guests attending.

JULY COVER

A westbound California Zephyr winds its way along WP's main line, under a traffic controlled system, and is about to pass over its own bridge crossing the Feather River far below the highway bridge near Pulga, from where this striking picture was taken, near the lower end of the picturesque Feather River Canyon.



Wife of brakeman WARREN C. DE-LANEY, and president of the Oroville Chapter of the Native Daughters of the Golden West, and the wife of WP employee DEL WILLIAMSON, attended the sixty-fifth annual convention of the Grand Parlor of NDGW at Pasadena, June 17-22.

TRAINMASTER MCNALLY returned from Chicago and a meeting of the Association of Superintendents for a little vacation, of fishing and resting. Trainmaster L. A. HENRY took over during John's absence.

Others vacationing are:

Carman O. P. SONDRÉE and wife, Reno and San Francisco; Engineer AL VRISMO and wife to Chicago, Detroit and Great Lakes in Michigan; Conductor E. L. PENINGER to Ft. Lewis, Washington, to visit Lt. M. E. GRAHAM, former assistant to chief clerk at Sacramento; WP bus driver, DAN RAYNOR and wife, fishing at Ft. Bragg; and Assistant Trainmaster GRANT EVANS, Keddie, "just taking it easy for a couple of weeks."

Meanwhile, BERT SHEPHERD took over DAN RAYNOR's work, and Trainmaster P. F. PRENTISS pinch-hitted for Assistant Trainmaster EVANS.

Car Foreman E. C. EAGER, accompanied by Master Mechanic L. M. MORRIS, left for Chicago June 23 to attend the twenty-fifth annual meeting of the AAR Mechanical Division.

Classes for promotion of brakemen to conductors were held by Trainmaster PRENTISS at Portola June 13 and 14. Promoted were: R. V. WRIGHT, J. C. COOPER, R. J. LAWRENCE and E. A. GOFF.

Relief operator M. M. ARRUDA, Oroville and Marysville, is away account the serious illness of her mother, Mrs. Sadie Blair.

R. N. WITHROW, general clerk, Oroville freight office, has taken a position as chief clerk in the Sacramento freight office. New general clerk at Oroville is M. A. McLAIN.

Yard Clerk S. E. McVEAN and family moved into their new home in the Golden Rancho addition. Train Desk Clerk V. H. NELSON moved into his home in Thermalito which he just had remodeled.

New switchmen employed at Oroville during the past month are: JAMES L. JONES, THOMAS E. MELTON, H. H. OSMON and B. B. WENDLAND.

Switchman L. I. SINGLEY, local representative of the SUNA, and Switchman C. E. McCARTY have returned from the SUNA annual convention at Buffalo, New York.

Another new employee is L. H. TRUE, baggageman-caller.

Tidewater Southern

We're glad to report that Conductor HAROLD A. CHALMERS has returned to his home from St. Joseph's Hospital in Stockton following an illness of nearly two months, and hope that his recovery will continue in a satisfactory manner.

FRANK LINDEE, TF&PA, has moved his office to Stockton. While we are very glad for him, we will certainly miss his good humor and pleasantry.

We extend our condolences to WILLIAM ST. JEOR, roadmaster, on the recent death of his father.

While J. E. KENADY, superintendent, and family, sought relaxation basking in the sun on the sands at Long Beach, GEORGE LYON, Modesto agent, and family, retired to the stimulating atmosphere of Carmel and Monterey Bay. Reports from both indicate a really enjoyable interlude.



"Be right back—gotta pick up the train tickets!"

New York City

Old Gotham's adopted sons, nee Chicagoans, JOHN NOLAN and JACK EDWARDS, are giving a hard time these days, what with the surge of the White Sox, to ART POTVIN, our Crimson Hose partisan, and ALAN HUDSON, the pride of the Yankees. Bad enough the latter two were outranked, but they must suffer the pangs of the oral darts of the upstarts as they come grinning into the office each morning.

The past several weeks have seen both on-liners and other off-liners making calls on us little chicken in Noo Yawk, among whom were Messrs. D. J. SPOWART, L. J. GOSNEY, E. T.

GALLAGHER, W. G. LEVY, F. B. STRATTON of San Francisco, and Chicago's J. B. WARREN. It is always a source of pleasure for us to be visited by our kinfolk from around home plate, and invariably, a most favorable impression is left with us.

The feud mentioned in an earlier issue, existing between our Chief Clerk ART POTVIN, and our dispenser of polished footwear, "Frank," over the relative merits of the New York and Boston entries in the American League race, somehow lacks the zest of former years. Latin tempers no longer flare, the gentlemen greet each other with most cordial salutations

and conduct themselves most decorously. No longer does the threat of the stain of blood on our nice floor tiles hover over our office. We are not sure that the lack of this former daily excitement is all to the good. It used to round out our day. It is fondly to be hoped that come the dog days of August, when the tensions of a hot penant race begin to mount, that these stalwarts will again engage in nigh-mortal combat. It is then that Frank's feeling for his team will begin to manifest itself in sacrifices at the altar of love, for then, Art will begin to polish his own shoes.

While in New York, BILL LEVY, auditor of revenues, accompanied JOHN NOLAN to Yankee Stadium (on a Sunday, wise guy!!!) to see the Champions of the World whitewash the Detroit Tigers, 5-0. San Franciscans make natural Yankee fans, inasmuch as the city by the Golden Gate has provided the royal team of baseball with so many of its great stars, the greatest of whom, need we mention his name, is most fitting company to be classed with those other immortals, Ruth and Gehrig.

Keddie

Vacation time again! Brakeman ARCHIE FERGERSON and family spent theirs at Oakland; Conductor ELMER PARTAIN and his wife went to San Francisco and Stockton; and Fireman RAY WILLIAMS and his wife spent their time at Santa Cruz with friends.

We sure miss the old steam whistle on Engine 27 which left our midst on Memorial Day — quite appropriate. Engineer CARL HAGEN and Fireman THACKER took it out on the work train just before she left.

Yardmaster JIM CONNORS and wife, from Winnemucca, are here for a few weeks working relief while WAYNE GEIL and his family are enjoying a vacation at Santa Cruz.

Congratulations to four new conductors, promoted from brakeman at the examination held in Keddie last month: E. E. REDDICK, E. L. DUNN, M. R. STRANG and C. H. STRAHAN.

ALTHEA EVANS, crew dispatcher at Stockton, spent a day up here visiting with her parents, Mr. and Mrs. GRANT EVANS, as did AL EVANS and family. Meanwhile the GRANT EVANS spent some of their time at Stockton before going up into Oregon. BOB MCILVEEN and PHIL PRENTISS carried on for Grant.

ELMER SCHWYHART and C. CAUGHY, SR., machinists, have moved their families down to Oroville where they are now employed following closing of the Keddie roundhouse. Storekeeper E. E. CHRISTIAN, and JOHNNY EAGER went to Stockton, and RUDY SAACE moved to Oakland.

Conductor WALTER and Mrs. DAMASKE stopped off in Keddie on their way home to Stockton from their vacation.

Congratulations to C. A. SELF, yardmaster, elected General Chairman for the Yardmasters of America representing Western Pacific employees.

Yardmaster C. A. SELF and Conductor CLYDE FISHER attended the Shrine Homecoming at Reno, June 23.

Assistant Roadmaster DAN LAUGHLIN has his family with him for an extended visit.

Fireman JACK and Mrs. BELMONT of Stockton, formerly of Keddie, stopped off for a few days during vacation and had the misfortune of having a deer

jump onto his car, causing considerable damage to the car. And after all the years you lived in Keddie, Jack!

Fireman MAXWELL and family have moved to Oakland.

New managers are taking over the Keddie store, closed by the Kilpatricks who managed it for several years.

PAUL FERREL, call clerk, is on vacation—mostly fishing, and Mrs. R. L. HOLT is taking over his duties.

Conductor JACK CRUICKSHANK's wife and baby daughter went to Columbus, Ohio, last month to visit relatives and friends.

Nice to see Conductor ART TAYLOR and his wife, who visited us recently.

JOE ROSSI has taken over the Keddie restaurant and hotel, and Mr. and Mrs. CHARLES NELMS, of Elko, have been put in as managers. Former owners, Mr. and Mrs. JACK SULLIVAN, have been in poor health and are moving south.

Sacramento Shops

Many, many favorable comments about the WP picnic at Linda Vista. All attending from the Shops are looking forward to another!

Lost two more of our boys to the Armed Services. Carman Apprentice R. L. DICK was inducted into the Army, and Machinist Apprentice U. K. SARGENT went into the Air Force, no doubt as "Sargent."

J. F. WHITE, carman, was presented with a fishing pole and accessories on his retirement after twenty-five years with WP. You should have seen the bait—what a lovely mermaid!

Numerous shop employees enjoyed the Pacific Railway Club meeting in Sacramento during June. A very informative talk on small tools for diesel engine maintenance, highlighted with illustrating slides, was given by F. E.

Molley, assistant superintendent of motive power, Southern Pacific, Sacramento.

Carman R. BRUSCO and his wife welcomed a third son to their family last month and "papa" is home on vacation (?) leave.

The electrical department has become the proud owner of a new truck which is to be outfitted solely with electrical supplies. They'll soon be as ready to roll on short notice as Ross' derailment crew.

Chicago

Wedding bells! Our office sweetheart, ANN WEBER, to Walter "Pat" Weber, on June 2. Congratulations to the happy couple who have moved into a new home in Westchester, a Chicago suburb.

After making a trip up Wausau-way with CHARLIE MATHENY, bossman ART LUND was so surprised and thrilled with the beauty of Wisconsin, he almost convinced Charlie that a fellow should be willing to work for half pay—just to live up there!

Lucky JAKE EPHRAIM was among the 230 passengers aboard the fifteen-car "Prairie Farmer" WLS Special Tour when it left Chicago June 24 en route to San Francisco via Salt Lake City (WP, of course). Being a passenger man has its advantages. (Please note, we didn't say Los Angeles!)

Leading off with vacations — KEN RANK spent five days at the Spring Pow Wown of Dairymen's Country Club, Boulder Junction, Wisconsin. Ken's dad, Mr. C. F. Rank, manager mail, express, baggage and milk department, Milwaukee Road, treats his three sons to this outing annually—stag, too! Ken says they fished for big

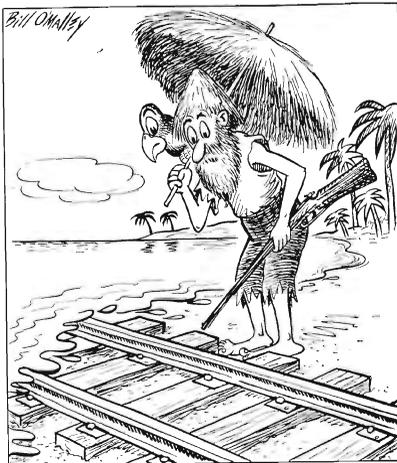
ones but couldn't even catch the small ones.

Realizing an ambition of many years to take a cruise on the Great Lakes, bossman, ART LUND and the Mrs. sailed from Chicago June 23 aboard the SS *North America* for a one-week vacation cruise to Mackinac Island, Detroit, Cleveland, Buffalo and return.

JOHNNY RIEGEL and family vacationing for a week down Eureka Springs, Arkansas, way. After hearing so much about the beauty of the Ozarks from Freddie Robbins, Johnny couldn't resist any longer.

GEORGE WENIG, HAL NORDBERG and BOB RITCHIE attended the Minneapolis Traffic Club's annual outing at Gull Lake, Minnesota. Hal came back with a beautiful woolen blanket as a prize for catching a two-pound crappie (that's a fish to you). Haven't heard whether the prize was for the smallest or largest fish.

Due to the extreme heat in the teletype room, a new fan has been installed. A tempting place to go in, take



off our shoes, and catch up on our work.

Will withhold comment about our GO! GO! SOX ball club until later.

Portola

Welcome to Assistant Roadmaster DAN LAUGHLIN, Keddie, his wife May, twin sons Jimmie and Dannie and daughter Marian, who spent a recent Sunday at the Portola-Westwood baseball game.

Nice to see LT. SAMMIE and DEE DEWHIRST while they were visiting his mother, Mrs. Amy Dewhirst, en route to Fort Lewis, Washington, to await further orders. Sammie was former general clerk and Dee was former roadmaster's clerk at Portola.

Another clerk to answer Uncle Sam's call to service was JOHN HARDY, relief roundhouse clerk. He will be missed by his family and friends. Young John Hardy's father is Engineer GUY HARDY, and his brother, DELBERT, is crew clerk.

Sorry to see PHILIP HAZLETT, relief clerk No. 4, bid to Reno as general clerk warehouseman. Good luck, Phil, and we know you will be glad to be home with your wife and boys.

The annual Shell Oil Convention was held again at the beautiful Feather River Inn and about 150 attended, arriving daily on the *California Zephyr* from the east and west.

Portola is quite proud of their new post office, officially opened on April 27. Postmaster Joe Sheeley was kidnapped from the old post office by members of the Portola Rotary Club and carried to the new building on a fire truck with sirens screaming. E. A. Weitmann acted as master of ceremonies and members of Troop 47 raised the flag over the building.

Mrs. Gordon Ziegler and sons, and George and Mrs. Algeo, from Sacramento, visited at Portola with their father, HANCE MURDOCK, relief clerk No. 3.

Births at Portola: Diana Lynn, June 20, to parents Crew Clerk DELBERT and Mrs. HARDY; Phillip Martin, June 21, to parents Fireman GEORGE and Mrs. OLES, and Cherylyn Ann to Mr. and Mrs. CHARLES REDD. Charles is in the ice deck department.

Cashier EARL FOND and wife, and Engineer BRUCE and Mrs. VANCE spent three weeks in the East visiting Chicago, Detroit, Milwaukee, Kansas City and St. Louis. They drove home in a new Cadillac via the Southern Route and took in the Lincoln Memorial at Springfield and the Will Rogers' Memorial at Guthrie, Oklahoma, and spent a day touring through the Carlsbad, New Mexico, caverns.

Crew Clerk CLARENCE ROWE and LEE WINKLER, orderly at the hospital, spent two weeks fishing and visiting relatives at Albany and Corvallis, Oregon.

FRANCES MLAKAR, roadmaster's clerk, spent one week of her vacation at home attending her mother, Mrs. Carrie Hardwick, who we are sorry to report has been on the ailing list. VIOLA JONES relieved Mrs. Mlakar while away.

ANTONETTE BETTGER is relieving LOLA HENSLEY, relief telegrapher No. 19, who is spending her vacation at home resting and getting acquainted with her 5-month-old daughter, Nola.

Switchman RAY GOSSETT and wife were happy to see their son and his wife, Mr. and Mrs. William Gossett, and grandson, David Benson, visiting from Kansas City.

Glad to hear that CARL STROUD, car

inspector, is getting along nicely after a major operation in San Francisco, and hope to see him up and around soon again.

Elko

MARY LAMBERTY is again efficiently discharging her duties as secretary to the chief clerk after a much-needed rest and vacation with friends and relatives in Los Angeles. DORIS THORNE filled in during Mary's absence.

Mary Todd Michelson, daughter of Nevada and the late A. P. Michelson, chief dispatcher on the Eastern division for many years, was born on Lincoln's Birthday in 1933, thus her name. Valedictorian of the Elko High School's class of 1951, she made a record of 2.89 for her four years in high school, 3.00 being the highest mark obtainable. In addition she was editor of the "POHOB" yearbook during her senior year, played clarinet in the band, earning her lyre and four bars, earned her English "E" in dramatics and the "Masque and Gavel," highest award given in dramatics. She was also a member of the Language Club, Girls Athletic Association, Pep Band, Pep Club, Dramatics Club and DeLaureola (honorary history society), and plays the piano. She is presently employed by W.P., but plans to study nursing, during a two-year pre-med course at University of Utah, to be followed by three years in hospital work. Mary's brother, Leland Michelson, is trainmaster at Salt Lake City, and her other brother, Ralph, is chief for the Bell Telephone Company at Elko.



LOIS and SETH MANCA are on the job again after two weeks spent in Los Angeles with their daughter, Marilyn, and their new grandson, Philip. ESTHER CAREY handled the duties of stenographer in the timekeeping department during Lois' absence and is now employed in the office of Attorney George Wright.

EDNA PHILLIPS, PBX operator, is spending a few weeks visiting with her daughter, Leah Thraen and family at San Jose. DORIS THORNE is handling the board during her absence.

HARLAN FORD has returned to work for the summer months from school under the G.I. Bill of Rights, exercising his seniority by displacing DON HETHCOCK in the timekeeping department. Don has returned to his original position as "800" clerk. LELAND FORD (on relative of Harlan) and JIMMY CALKINS, JR., two of our veteran clerks attending school, are taking special courses during summer sessions. Leland is studying civil engineering at the University of Nevada and Jimmy has just graduated from Hastings Law School in San Francisco. Jimmy (Leland's brother), who has been studying dentistry at Logan, Utah, has returned to work as switchman.

TONY PRIMEAUX has returned to work following a vacation spent with his wife, Ellen, and their two boys with Governor Charles Russell and family in Carson City, the governor and Ellen being cousins. JACK HOWES, a recent high school graduate, assisted in the timekeeping department during Tony's absence.

LES MORRIS, cashier, spent part of his vacation attending the Grand Lodge sessions of the Masonic Order at Reno, and the rest, resting. MARY TODD MICHELSON relieved Les as cashier and spent the first two weeks of July at Winnemucca relieving HENRY MENTABERRY, cashier there. By coincidence, Mary's brother, LELAND MICHELSON, now trainmaster at Salt Lake City, was cashier at Winnemucca fifteen years ago. No! She doesn't plan on a railroading career.

PETE ANDERSEN doesn't think much of vacations. First, his trailer broke loose at Winnemucca and put three holes in the back of his car. Later, when he put down the top of his con-

vertible, he broke the rear window. Two days after arriving at Lake Tahoe, little 4-year-old Bruce broke out with measles. The climax came when Pete took advantage of the fact that the sun failed to shine and spent the day lolling on the beach. Results: sunstroke and third degree burns on his legs. Returned to work with his legs swathed in bandages after using four days of his sick leave recuperating from his vacation!

ROSALIE ENKE and ANN CHURCHFIELD JAYO, stenos in the trainmaster and division engineer offices, respectively, were very highly complimented by officials of the D.A.V. for their work at the State Convention held in Elko recently. FRED EGELSTON, charter member of the Reno chapter, was general chairman of the convention. Proves the old adage, "if you want a job done well, choose the busiest people you can find."

Two of our newest employees have taken the fatal plunge into the sea—of matrimony, that is. ANN CHURCHFIELD became the bride of John Jayo one month ago, and CHARLES "CHUCK" PERRY was married to Joyce Adams late in June. Our best wishes to two swell young couples for the happiest of happily married lives.

Some time ago we wrote an article on HANS TEICHMAN's life in Elko being confined to a radius of approximately two square blocks. We were wrong! Hans' current romance indicates that he's been getting around quite a lot!

ROSALIE ENKE, steno in the office of Trainmaster HARRY YOE and Assistant Superintendent BILL HOWELL, is on vacation, and FERN PATTANI is relieving during her absence.

JIMMIE LYNCH, JR., eldest son of Superintendent and Mrs. Lynch, was graduated from the University of Nevada with the class of '51, and is now employed with the engineering department on the Western Division.

GARY MURPHY, member of the '51 class of the Elko County High School, was inducted into the Navy just prior to graduation, and his diploma was presented to his mother, Mrs. Tom Murphy. Gary's dad is Conductor TOM MURPHY, and Assistant Superintendent BILL HOWELL is Gary's Uncle.

LARRY CONTRI of the chief dispatcher's office in Sacramento was in Elko to attend the graduation of his daughter, Mary, who has since departed for Montana where she will attend college in the fall.

We extend to GORDON SWITZER the deepest sympathies of the entire eastern division on learning of the death of his mother in Sacramento after a short illness.

Sacramento Northern

Understand RAY ADAMS of WP traffic department here, has heeded the Call of the Wild and is now working in Alaska on a railroad.

MEL PARKER, assistant valuation engineer, now on sick leave, is sorely missed. Best wishes for a speedy recovery.

Call for help! We need more news from you rails out along the line and if you will just drop a few notes now and then to MILTON ZIEHN, we will pass it on to the editor for publication. Thanks!

Salt Lake City

Traffic Representative BOB CROCKER left the end of June for a vacation trip to Las Vegas and Los Angeles in his

new "Chevy." He was warned in advance and should have enough "gold" to get back to work.

We wish a speedy recovery for Mrs. Mendenhall, wife of traffic representative W. A. MENDENHALL, who just returned home from the hospital after a gall bladder operation.

JIM COLLINS, conductor, has given up his job as MILEPOSTS correspondent and turned the duties over to JOE PARKER, also conductor. Jimmy did a good job, as we know Joe will, and we hope Jim will be able to well use those extra precious minutes.

Our condolences to W. R. WOODALL, engineer, who recently lost his wife.

We were all glad to see GUS A. SNOWBERGER, retired conductor, now living in California, who recently visited Salt Lake City.

Cecil Trumbo and Frank Nelson, engineers out of Salt Lake City, recently took their wives to New York on vacation.

Our congratulations to BARTY Q. PERKINS, conductor, who in spite of fourteen years of marriage and ten years with a shiny top, has discovered the merits of Lydia Pinkham's product, because he is now the proud father of a baby son!

Stockton

Friends of Switchman AL REINERT will be glad to hear that he is now at home following his illness and is feeling much better.

RAY REESE, yard checker, is the proud papa of a baby girl, Virginia, but it was a worried Mr. and Mrs. who were involved in RH factor and necessitated a complete transfusion for the baby.

Brother KEITH REESE, yard office, returned from the BRC convention in

San Francisco, where he was a delegate at large and is now being "questioned" on his occurrences "after convention time."

If you want any information on how the "Ports" are doing, ask Chief Clerk McATEE, who spends every evening at the ball park.

His many friends send their best wishes to Conductor JOE LEMONS who returned from Tidewater Southern service after many years.

Brakeman HAROLD CHALMERS is recovering from a serious illness and is expected back to work shortly.

Warehouse Foreman JERRY McCAULEY spent a week of his vacation just "seeing California" and had many interesting tales to tell on his return.

"Doc" HENSLEY has decided to enjoy his vacation by visiting relations in Arizona. Nothing like being in the hot country—so he says!

PETE CALCATERRA has been at the freight office for years and years and recently bid off his job as assistant cashier. It'll seem strange without Pete but we wish him well on his new job.

Petite MARY LEACH will take over the duties of ERNIE DAVIS, demurrage clerk at the freight office, during his vacation. Mary was a familiar figure around the office last year, filling in for practically the whole office during vacation time.

Welcome to FLORENCE DENTON, new stenographer who replaces KATHY WARE when she resigned last May. Florence seems to have her job well under control and it's a toughie.

Chief Clerk BILL MOORE recently suffered a slight heart attack but after excellent treatment by DR. POPE is back again at his desk, though taking it a bit easy.

BARBARA MOFFETT, ticket clerk at the passenger depot, has taken over the duties formerly held by PETE CALCATERRA.

They are still talking about Elmer, said to be a country cousin of Engineer R. L. GRUBBS, who took the role of comedian at the BLE buffet dinner and show last April. Entertainment also included acts staged by WP Engineers R. W. TURNER, E. A. TIBBEDEAUX and O. E. LYLES and SP Engineer SUSKE, who were assisted at the piano by Mrs. Tibbedeaux.

Oakland

Marine Staff Sgt. JOE NEPODAL, switchman, arrived in San Diego June 27 aboard the troop transport *Sylvester Antolak*. Welcome home, Joe! Joe left for Omaha to pick up his wife and son, Michael, who was only three months old when Joe sailed for Korea last August.

A chat with retired storekeeper "CHUCK" SULLIVAN revealed that he is hale and hearty and enjoying his retirement. We would like to have some of the other lucky retired people call us, too, as we are always glad to hear of our old friends.

JOHN WALLIS, fireman—San Jose local, is wearing a shiny new badge. Closer look revealed that he is a fire commissioner of Alameda County's Eden Township District. John is looked upon as a leader in that community and it was through his efforts that the flood control project was started to take care of floods such as they suffered there last year. Good work, John!

PAT and JOHN ABBOTT, Oakland freight, rushed back from their vacation to rest up for work after making the rounds in Hollywood visiting

Ciro's, the Mocambo and Coconut Grove where they saw such interesting personalities as Lena Horne, Spike Jones, Jerry Colonna, Sonny Tufts, and others. They are now deep in the supervision of a new home at 841 Via Hermosa, San Lorenzo.

JOHN EVANS and family have just returned from a vacation in Utah, where they had a family reunion.

The HILLYERS, Don, Corinna and Chris, have gone on vacation, too, but no one knows where. Smart people!

Switchman CHARLES STOLZY, Oakland, and VOY NEUMAN, San Francisco, attended the SUNA convention in Buffalo.

MYRON McDONALD, switchman at San Jose, advises that necessity demanded he return to work after vacationing in Milwaukee and then on to Washington where the fish were biting too frequently and he was eating too much.

If you find yourself interested in Civilian Defense, hie yourself down to the Oakland Filter Center, where many, many people are needed to man the huge filter boards. The address—Pacific Building, 610 Sixteenth Street.

ELMER LINDQUIST, freight office, just returned from vacation, fishing in Mexican waters. His reports were that he caught sailfish from 60 to 125 pounds, which accounts for his blistered hands.

AL ROWLAND's friend, Al Saroni, sugar dealer and shipper (WP, of course) recently spent a week at Mohawk Tavern, Feather River country. One of the finest trout fishermen, according to Al, Saroni gets the limit every day and expresses them to friends in S. F. and Oakland. We know Al can't take care of all the WP em-

ployees but . . . Rowland claims to be one of his best friends! Hmmm.

San Francisco

R. J. BENISH, assistant valuation engineer, was told by N. S. McNamara, ICC inspector, that WP has the cleanest road, yards, and buildings of any railroad on which he has worked. Also, less "griping" among the employees. With the ICC, McNamara inventoried the WP and other western roads back in 1914, went east to work for several years and again returned to the West Coast, so he should know. Thanks for the good news!

R. J. McCARTHY, West Coast representative of the Brotherhood of Railway and Steamship Clerks, was one of six San Franciscans appointed to a fourteen-member regional labor-management committee for the Defense Manpower Administration, representing Region No. 12, covering California, Nevada, Arizona and Hawaii, the first of thirteen such groups.

PEN ABBOTT, traffic, and family, had a fine vacation going east to South Bend, returning via Grand Canyon where they visited many interesting places including cliff dwellings.

LEO POPE drove east to Kansas City and Topeka for his vacation, and PAUL MEYER visited Long Beach. En route to Oregon July 6 were RUBY GORE, freight traffic, and husband, JACK, general agent's office.

PATRICIA CEDARHOLM, freight traffic, and husband Weldon announced the birth of Janet Claudia, June 25, 8 pounds 11 ounces.

Welcome to WP for VELITA REESE, new secretary in the law department. Hails from Iowa.

CLIFF TONKIN, auditor revenues de-

partment, and wife, Dorothy, announced the birth of their fifth child, Lawrence Wayne, on June 18. Cliff had to take three days off to recuperate.

NANCY KEARNS, auditor of revenues department, and daughter of retired auditor of revenues, TOM KEARNS, was married June 16 to Bill Gahan at Oakland.

On Sunday, May 27, day of the WP picnic, EUGENIA Loo, auditor equip-



Little 4-day-old DeAnna Jean Jaeger snuggles up close to her mother, Savanna E. Jaeger, while father, Howard W. Jaeger, auditor of revenues department, studies a problem in home nursing in preparation for the homecoming.

ment service accounts department, became the wife of Norman Wong at a garden ceremony performed at her uncle's estate in Palo Alto. She will take up housekeeping duties at their new home in Los Altos.

REUBEN BARRAZA has transferred from clerk, transportation department, to punch and comptometer operator, equipment service accounts. Reuben's position has been filled by newcomer PAUL SALA.

DORIS DOHERTY, auditor revenues department, became a grandmother for the second time June 15, when her daughter, Eleanor, announced birth of a baby girl, Jean Marie, six pounds.

"SLIM" SEAVERS, auditor revenues department, became a grandfather the fourth time June 17, when his daugh-

ter in law, Peggie, announced the birth of a baby boy, 9½ pounds.

NORMAN JACKSON, former treasury department employee, is now the father of a son, Neal Frederick, born June 22. Grandmother is KATHERINE JACKSON, telephone operator.

CARL RATH, telegraph, was duly installed president of the Bowling League for the coming season, and "JAKE" JAKENOVICH, auditing department, was installed vice-president.



CHARLES FREEMAN and JOHN KENDALL, telegraph department, off to Bieber and Klamath Falls to install teletype equipment on the GN circuit.

With a heavy foot on the accelerator a lady driver entered an intersection after entrance by DICK CZEIKOWITZ, Jr. and Sr., telegraph department, and almost kept them from getting to work recently. The lady will pay—they hope!

T&T operator and Mrs. BILL MANNING drove up to Oroville recently. BILL says he is looking for a nice cool (?) place to retire ten or fifteen years hence. They called on former telegraph clerk, FRANCES MARCUS, who just returned from France and is now being sent to Japan in Government service.

Time the Honeymoon Was Over!

We hear and read much about the competition of other forms of transportation; that the airplane is faster, that buses and trucks are more flexible; and that barges can haul larger loads. To these statements railroads offer no objections. Fair competition is one of the things that has made America great and has given her railroads every opportunity to survive and progress.

But, for these other forms of competitive transportation, the government builds enormous airports, concrete highways, and deepens rivers, while the railroads—America's greatest means of transportation—are entirely on their own. They not only build their own tracks and terminals, but pay a share of the taxes which go to pay these subsidies to their competitors. That's NOT fair competition!

Commercial airlines use, free of charge and as the principal beneficiaries, the federal airways systems. By July, 1950, this system had cost the Federal Government \$513 million, and will have cost an additional \$736 million by the mid-1960's, according to a statement of the Association of American Railroads.

They further state that traffic control services rendered by the government on these airways are comparable to railroad dispatching, interlocking, signaling, automatic train control and radio, telephone and telegraph communications. The railroads provide their own services and facilities to handle these functions and pay property taxes on them. In contrast, the public pays for the construction, maintenance and operation of the airways

system; and, of course, no property taxes are assessed against it.

Washington National Airport, federally owned and operated, is one of the more "successful" airports, and was created by the investment of \$23,000,000 of PUBLIC FUNDS. It pays no taxes of any kind. Direct operating and maintenance costs and control of air traffic for the fiscal year ended June 30, 1948, amounted to \$1,522,209, which does not include any interest or return on, or amortization of, the \$23,000,000 of taxpayers' money invested. Total revenues of that airport for the year ended June 30, 1948, totaled \$839,019, leaving a direct out-of-pocket loss of \$683,190, besides the loss incident to the withdrawal of \$23,000,000 of the national wealth from the tax base.

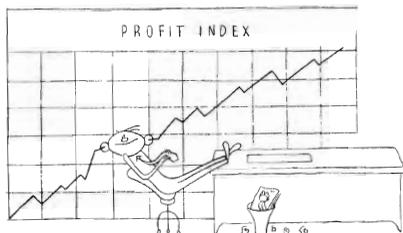
Compare this with Washington's Union Station, used by the railroads, which cost the government nothing to build, is maintained and operated at railroad expenses, while the government receives about a half million dollars in taxes from it yearly. This contrast strikingly illustrates the difference between a business subsidized out of the public treasury and a self-supporting, tax-paying, private-enterprise operation in the public service.

You can't blame the railroads for calling that UNFAIR competition!

Now let's take a look at the highway carriers.

Highways cost billions to build and maintain. Everybody (trucker included) pays a share of that bill. Highways are designed by engineers to support a definite maximum load. If

subjected to bigger loads than they were designed to carry, highways break down quickly. Truckers who operate vehicles loaded beyond the limits established by State Legislatures are taking money from all of us because they deprive us of our right to drive on a smooth, safe highway, which we helped pay for. They force the diversion of gas tax money into the emergency repairs which they make necessary by overloading to profiteer, and their illegal methods stifle honest



Says overloading truck exec:
"Let 'em fine me, what the heck!
The kinda fines the judges take off.
Don't hold a candle to my rakeoff."

competition that would lower rates in the public benefit.

Early this spring, James K. Knudson, member of the I.C.C., and director, Defense Transport Administration, sent a circular letter to the governors of all states urging general relaxation in state policies pertaining to truck transportation. He suggested that in no case should the states reduce existing maximum weight limits, that the standards contained in the so-called "Uniform Code" should be minimum and not maximum standards, that the states should sparingly employ their embargo powers ordinarily used to protect highways during the spring thaw, etc. Truckers seized upon these recommendations as excuse for urging

legislators and administrative officers throughout the country to liberalize the restrictions on trucking. State officials and the press, however, were virtually unanimous in their rejection of the suggestions.

Space does not permit quoting the letters written by various governors in reply to Mr. Knudson's letter. However, the following reply by Governor Lausche of Ohio, chairman of the Governors' Conference, was typical of their trend:

"There is a definite feeling, I am sure, among the governors that the states are already suffering too great a loss and expense through the damages caused by the truck traffic on their highways. To further relax the weight requirements would be ill-advised and I am sure not acceptable."

Press comment, in general, followed a similar line. As the Reno Gazette put it: "... One of the heaviest expenses in any state is the maintenance and repair of highways that are pounded to pieces by the heavy commercial traffic. Although the roads are being built to higher standards constantly, they cannot stand up to the increasing load, for as fast as highways are built or repaired, the truckers take advantage of the improved facilities, and put larger and heavier cargo carriers on the public roads and highways.

"State laws are not intended to hamper or restrict the trucking industry, but to protect the heavy investment in highways, a bill that is paid by all the public, and to prevent the abuse of these costly road networks by overloaded carriers, and to protect the public from these multi-ton vehicles traveling at racetrack speeds.

"To suspend any of the state laws during one of the perennial emergencies proclaimed from Washington would mean a permanent loss of State authority over a problem that belongs to the States."

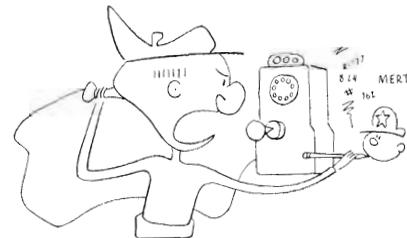
Highways, even when legally used, are built and maintained with the taxpayers' dollars. Waterways are similarly maintained and operated.

Not only are the railroads jeopardized by this unfair competition, but the jobs of railroad employees are also in danger. Irvin Barney, general president, Brotherhood of Railway Carmen of America, in an article printed in the February issue of Texas & Pacific Railroad's magazine *Topics*, said: "It is a problem particularly important to us in the railroad industry. We are taxpayers. We pay for the construction and upkeep of the highways. Should our tax money go to subsidize the vast vans, many of them as big as box cars, which take business away from the 'Iron Horse' and hence destroy our jobs as railroad workers? Should we pay for our own destruction?"

"Railroads spend well over a billion dollars a year on maintenance of their own private rights-of-way. By contrast, trucks and buses pay nothing directly; and indirectly, through license fees and gas taxes, they pay only a small share of the cost of maintaining the highways over which they thunder. It just doesn't make sense to allow such a lopsided situation to continue, uncorrected."

What can be done about these matters? Through the courts, legislature and press, an aroused public can bring equitable solutions to these problems. Legislatures must furnish enough men

on Highway Patrols to keep scales working around the clock. The cost of this enforcement would be repaid many times in road repair savings. Courts can do their part by assessing penalties that will more than take the profit out of overloading. The public must learn that IT is paying these transportation



"Hey, tell all your overloads to get off a 99 and onto side roads—them snoopy State people are weighin' us in and enforcin' the law today."

subsidies. Then perhaps FAIR competition, the kind that made this country great, will return.

A person can buy 1,000 acres of cactus-covered land in Texas for \$100. The nearest paved road is 79 miles distant. Tell you what! We'll offer the truckers a LAND GRANT! We'll give them that 1,000 acres if they'll build a road over it. Of course—they'll have to give us a 25 per cent refund on anything we ship by truck thereafter. Ridiculous? Why—Mr. Road-Buster, that's the exact kind of land grant the Western railroads received!

(Elgin, Joliet & Eastern Railway magazine—
J-Milepost.)

Driver: "Madam, are these children all yours or is this some sort of a picnic?"

Lady: "They're all mine, bus boy, and it's no picnic!"

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Railroad Lines

Baltimore & Ohio opened a \$5 million automatic ship-to-rail ore transfer to its coal pier at Curtis Bay in the Port of Baltimore.

. . .

A new motion picture, aimed at freight loss and damage prevention, was recently completed by Union Pacific entitled "Do Right By Our Nell."

. . .

Patronage on the Wabash's domed streamliner, the "Blue Bird," increased more than 60 per cent over former conventional trains during the first year's operation.

. . .

The nation's newest fleet of de luxe streamliners began service between Chicago and Seattle-Portland June 3 with inauguration of Great Northerns' new "Empire Builder."

. . .

A new 24-page folder enables shippers along the Burlington Lines to check principal freight train schedules in a series of 117 separate timetables that includes connections of foreign lines.

. . .

New York, New Haven & Hartford plans to spend nearly \$14 million for additional improvements.

. . .

Chicago, Milwaukee, St. Paul & Pacific has authorized an expenditure of \$3 million to install car retarder and signal system in the eastbound yard at Milwaukee.