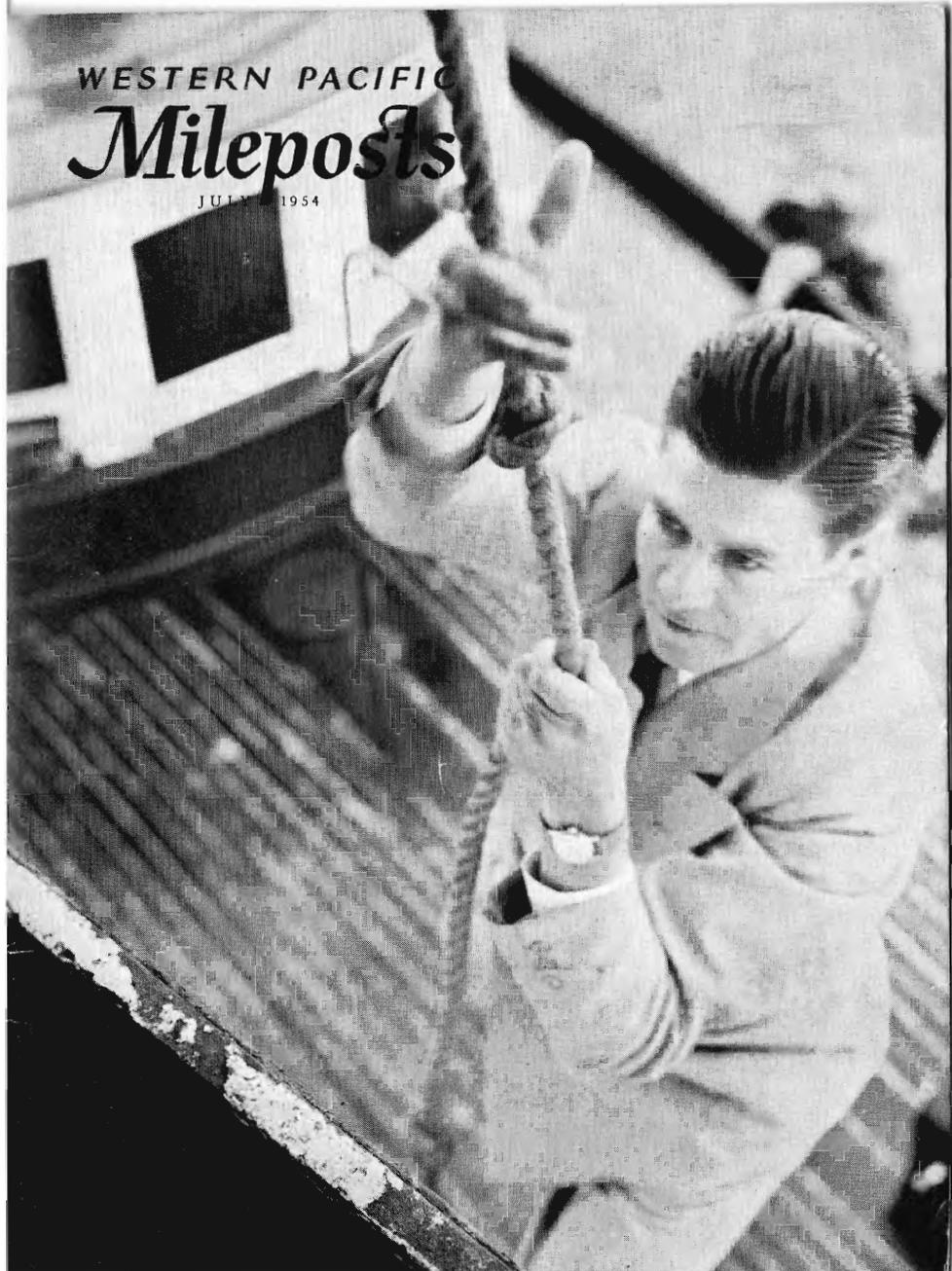


WESTERN PACIFIC

Mileposts

JULY 1954



WESTERN PACIFIC Mileposts

Vol. V. No. 12

JULY, 1954

*Milepost No. 60

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor

Member

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

* Milepost No. 60: Halfway between Mileposts 59 and 61.

COVER

Getting business the hard way is all in a day's work for the passenger traffic representative. Here, Gordon Knapp reaches for a hand hold as he goes up the "Jacob's ladder" to enter an opened hatch in the side of the liner Lurline.



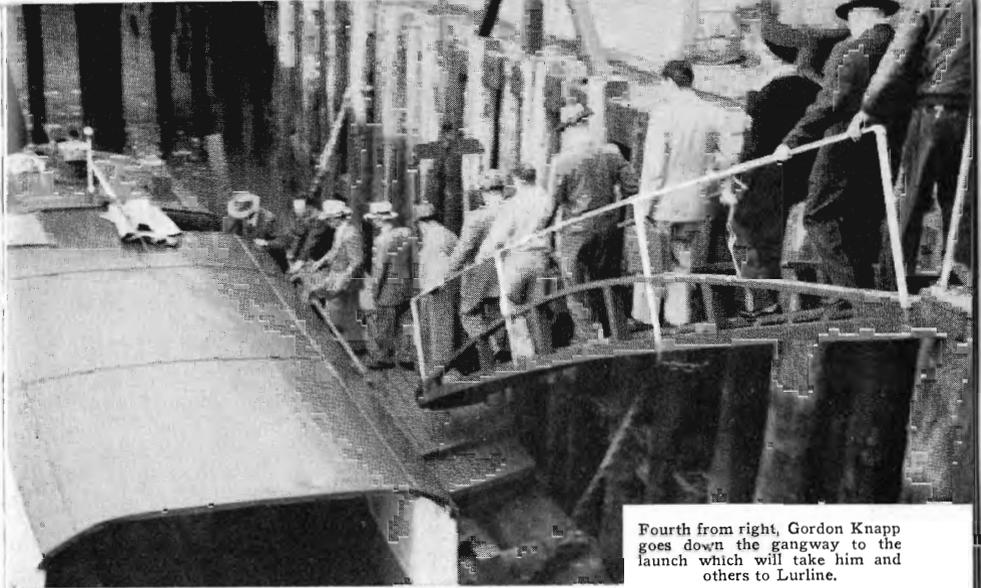
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MILEPOSTS



Fourth from right, Gordon Knapp goes down the gangway to the launch which will take him and others to Lurline.

A Landlubber Rail Goes Shipboard

A TYPICAL early morning fog, which the native San Franciscan loves, poked its way over the local waterfront noticed only by a few seagulls and a small group of early morning risers who gathered at Matson Navigation Company's Pier 35 on the City's Embarcadero. One of the group, Gordon Knapp, brushed the last bit of sleep from his eyes after a drive from his home in Redwood City, took a long, last drag from a cigarette which he casually flicked in the nearby waters, and swung his way down the gangway to board a chugging launch.

This may seem strange behavior for a passenger traffic representative of a railroad, usually found climbing

aboard trains, but on this particular May morning Gordon was on the job, as were a few other railroad representatives. His destination, and theirs, was the Matson Line's luxury liner *Lurline* which had just steamed under the mile-long Golden Gate Bridge on a voyage from Honolulu and dropped anchor not far from famed Alcatraz Island.

It wasn't long before he was shinnying up a Jacob's ladder dropped from a hatchway on the side of the ship, and after a quick eye-opening cup of coffee from the *Lurline's* kitchen, was busy setting up a table provided in the ship's lounge on Deck A. The story is told that on occasion a landlubber

JULY, 1954

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An "old salt" by now, Gordon didn't pay too much attention as the launch hit rough water on the way out.

railroader or two has missed his footing due to an incoming swell while reaching for the ladder, only to return to dockside aboard the launch with well-dunked clothes instead of a pocket full of reservations. Gordon got the reservations.

The *Lurline* was the scene of considerable action as passengers were scurrying about exchanging alohas, checking with customs officers, and making other last minute preparations before leaving the ship.

Knapp's job was to let passengers know that Western Pacific was on the job—and a colorful *California Zephyr* sign and a dozen or two assorted pieces of literature and timetables were his

calling card. He did well, too, helping those who already held tickets for departure on the *California Zephyr* that morning or on a following day, and selling Western Pacific to those in need of space on an eastbound train. Reservations taken were quickly phoned to his office and tickets were quickly prepared and rushed to the pier to be presented to the passengers as they left the ship.

WHEN his services on the ship were finished, and following a hearty breakfast in the dining room of the liner, Gordon was one of the first to leave the *Lurline*—again through the hatchway—and long be-

fore passengers began to leave the ship, he had again set up "office" on a table especially prepared for that purpose in Pier 35.

Here, the travelers again had opportunity to contact Knapp, and those who had not done so aboard ship were directed to the rail, airline, bus and express representatives by means of a public address system. He was again called on for train information, arranging for tickets, and delivery of those sold earlier in the morning.

Knapp is not alone on this job of passenger solicitation, alternating each month with Harold Kline and C. P. Hoctor, also passenger traffic representatives. In addition to meeting each

arrival of the *Lurline*, they likewise board all other regular passenger liners and around-the-world cruise ships on arrival in San Francisco including many Army transports when the civilian passenger list is large. As before World War II they will again meet the luxury Japanese liners when that service is reinstated.

It's interesting and rewarding work—this "turning seaman for a day"—but don't forget your "landlubber railroader" is on the job the year 'round and in the middle of the winter when your alarm clock goes off in what seems to be the middle of the night, he's probably reaching for that Jacob's ladder with a prayer in his mind.

"One of the nicer things about this job are the people you meet," claims Gordon. Proof of that statement is evident here as Gordon tells this young lady from the Islands all about the *California Zephyr*.





After docking, Lurline passengers have another opportunity to contact rail representatives on pier.

The California Zephyr and Western Pacific are well known in the Hawaiian Islands, thanks to attractive window displays such as this one in the office window of the Matson Lines in far off Honolulu, T. H.



WESTERN PACIFIC'S SEAFARING SALESMEN



← C. P. Hoctor



Harold Kline →



← G. P. Knapp

Have A Wonderful Vacation BUT



**The Rush
is ON**

While you're having fun on your vacation, don't be bashful in talking about Western Pacific. Tell the people you meet about the wonderful *California Zephyr* and the reputation WP rail-roaders have for taking a personal interest in dealing with customers. More friends for Western Pacific means better job security for all of us.

Paul Jenner sez:

◆ ◆ ◆ ◆ ◆ "Don't Be HALF Safe!"

"We'll lay an even bet right now that a lot of you are thinking—'boy, just a coupla weeks more 'till vacation.' Warm, sunny weather . . . the open road . . . time to loaf . . . in short, vacation time is here. Time to shuck off the routine of the daily job and normal living and do just what we enjoy most.

"BUT, DON'T PACK THAT SUITCASE YET! We want to make sure you're going to have a wonderful time, and we want to make sure you're going to have an opportunity to tell your friends what a wonderful time you DID HAVE! A lot of people, you know, never get that opportunity because they don't get a chance to live so long. Pick up any daily paper . . . 'Two Children Drown in Surf at Beach' . . . 'Family of Five Killed in Three-Car Smashup' . . . 'Ten-Year-Old Lost in Woods.' Unfortunate, yes. Yet, those people didn't think it was going to happen to them, and with a little forethought and planning they might all be alive today. That's what we want to talk about, not because it's something you don't already know, but because we think the WP people are a pretty fine group and we're anxious to have them back on the job when the vacation is over.

"The rush is on. You and about a hundred million other Americans will be making a beeline for the beaches, mountains, woods, parks and resorts

between now and Labor Day. The wise ones will make a Vacation Checklist along with preparations for packing. If you haven't made yours, perhaps the following will be helpful:

"AUTO SAFETY. Check your car before you start—brakes, tires, steering, lights, windshield wipers. Drive slowly, especially in heavy traffic, on bad roads, in bad weather, at night.

"WATER SAFETY. Never swim alone or beyond beach boundaries. Watch where you dive. Don't overload small boats; carry a life preserver for each person. Stay away from water during electrical storms.

"SUMMER WEATHER. Get a tan—not a burn; if you get sunburned, keep the burn sterile. Hot weather is hard on you—avoid overexertion, get plenty of rest, use extra salt, wear a hat in the sun. Summer colds are hard to shake—don't get overheated and then cool off too fast.

"FIRE. Use safe cooking and lighting equipment, store flammable liquids safely. Build camp fires in cleared areas, keep them small, make sure you put them out.

"CLOTHING. A hat, long sleeves, long pants, high cut shoes are your best protection against snake bites, insect bites, sunburn, and plant poisoning.

"FIRST AID. Poison plants and snakes . . . learn to recognize them, look out for them, and know proper first aid for them. Minor ailments like can opener cuts, fish hook pricks, blisters, and rashes can be serious—get them cared for right away.

"COMMON SENSE. Prime safety factor at all times is common sense. Don't take chances. Don't get hurt!"



“WHY I LIKE TO RIDE ON TRAINS”

“My brother, mother, and I rode on the Western Pacific *California Zephyr* to San Francisco last year. I climbed up to the top of the Vista Dome and looked out on the countryside. We went through the tunnels and wound our way through the canyon (Niles Canyon). When we got there we went across the Bay on the ferry boat. I enjoyed riding on the train because I enjoyed the scenery and the courteous service. I am looking forward to the next train trip.”

Just because he likes kids, O. E. Lyles, freight engineer, gave up a day of his time recently to take the members of Pack 143, Den 10, Stockton Cub Scouts, on a tour of the company’s big yard in the Valley city. The cubs, with their teacher, den mother, and several parents, had the time of their lives inspecting engines and watching trains and were thrilled beyond words when Lyles gave them a short ride in the yard on one of the road diesels.

After their experience, Lyles sug-



Winners, left to right, are: Jess Oliver, 10½ years, second place; Brooke Atherton, 8 years, winner; and John Giottonini, 8 years, third.

Mrs. Robert Hall, den mother, members of Den 10, and Engineer O. E. Lyles greet the *California Zephyr* on arrival at Stockton. Lyles has been with Western Pacific for 19 years. He is also the acting president of “20-UP CLUB.”



A. G. PERKINS LEAVES WP

A. G. Perkins, former Western Pacific railroader who has been a member of the California Railroad Commission, California Public Utilities Commission, since 1941, resigned June 1 to accept appointment as general manager, Har-



bor Belt Line Railroad at San Pedro, California. The line is jointly owned and operated by Union Pacific, Southern Pacific, Santa Fe and Pacific Electric railroads.

“Si” began his railroad career as track laborer in 1914 and until he went to France in 1917 with the U. S. Army Transportation Corps, was boiler-maker helper, locomotive fireman, brakeman and conduction. As a brakeman on WP work trains in 1931 he assisted in spreading the first ballast on newly laid track on the Keddie-Bieber

“Why I Like to Ride on Trains”

gested that they write letters—“Why I Like to Ride on Trains”—and the winner would be given a white engineer’s cap. To top it off, MILEPOSTS promised the winner a ride to San Francisco on the *California Zephyr* and return on the *Zephyrette*, and a chance to sit in the engineer’s seat of the streamliner’s diesel locomotive after arrival at Oakland.

Winner was Brooke Atherton, third grader at the Weber School. His mother is assistant den mother, his father is a fireman for the City of Stockton, and his grandfather, Warren Atherton, has been a prominent resident there for many years.

line and was head brakeman on the first westbound revenue freight out of Bieber following golden spike ceremonies on November 10, 1931. Other members of the crew were Conductor H. H. Spry, Engineer Elmer Meyers, Fireman Cannon and Brakeman H. R. Lawrence.

During his last four years as WP conductor, Perkins served as general chairman, Order of Railway Conductors. He negotiated separate conductors’ schedule in 1940 with the late Col. E. W. Mason and H. R. Fegley, and as deputy vice president, O.R.C., negotiated the first schedule for conductors and engineers with the McCloud River Railroad. During early days of the late World War, “Si” was instrumental in developing bay window cabooses on the WP, which were later adopted by Southern Pacific and other railroads.

His family includes two sons and a daughter, Dr. Evan K. Perkins, Sacramento, Lt. A. C. Perkins, USN Corps of Engineers, Bonnie Hill, registered nurse, Oakland. The children attended school at Portola, Quincy and Stockton and all are graduates of the University of California.

In a letter to H. R. Fegley, he wrote: “I do very greatly appreciate my numerous friends and old acquaintances on the Western Pacific and would like to take this means to say ‘good-bye’ to all of them. I feel that my appointment reflects credit more upon my associates and the railroads, where I received my training, than actually upon me. Please extend my best wishes to all my friends around the General Office and know that you have a friend in San Pedro.”

MILEPOSTS



IN GOLD

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

35-YEAR PINS

Paul H. Jenner.....	Assistant to General Manager	San Francisco
Bryan W. Jones.....	Clerk	Mechanical Dept.
James F. McElroy.....	Agent	Eastern Division

30-YEAR PINS

A. W. Arnall.....	Conductor	Western Division
Alfred B. Callister.....	Linerider	Eastern Division
Vurnis E. Emerson.....	Agent	Eastern Division
James H. Fugett.....	Locomotive Engineer	Eastern Division
Victorio Gorza.....	Section Foreman	Eastern Division
James R. Hillam.....	Assistant Signal Supervisor	Signal Department
Pat Kearney.....	Marine Captain	Western Division
Anne Lapham.....	Clerk	San Francisco
Henry J. Madison.....	General Storekeeper	Store Department
Raymond N. Moore.....	Locomotive Engineer	Eastern Division
Henry W. Steinert.....	Locomotive Engineer	Eastern Division

25-YEAR PINS

Ernest O. Dart.....	Carman	Mechanical Dept.
Francis E. Doyle.....	Towerman	Signal Department
Leo E. Ennis.....	Clerk	Western Division
E. F. Giersch.....	Clerk	Western Division
Talbot Kelly.....	Passenger Traffic Representative	Oakland
George L. Merchant.....	Track Laborer	Western Division
Robert C. Pratt.....	Clerk	Western Division
Lillian Swartzburg.....	Clerk	San Francisco

20-YEAR PINS

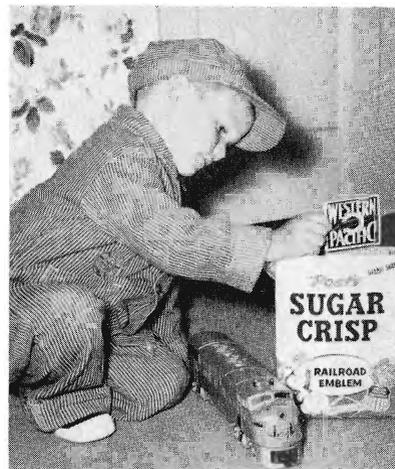
William L. Bates.....	Switchman	Western Division
John D. Bowler.....	Switchman	Western Division
Bryant J. Flood.....	Clerk	Western Division
Charles Herman.....	Section Laborer	Eastern Division
William T. Kennedy.....	Switchman	Western Division
Alfred T. Penzel.....	Traffic Representative	Oakland
John C. Sterner.....	District Special Agent—Claim Agent	Stockton
Raymond C. Stith.....	Switchman	Western Division
Walter A. Theobald.....	Clerk	Western Division

15-YEAR PINS

Scott E. Gearhart.....	Switchman	Western Division
Harry R. Loyer.....	Clerk	Western Division
Dewey C. Staggs.....	Brakeman	Western Division
Wilbur Stubblefield.....	Conductor	Western Division

10-YEAR PINS

Barbara L. Bergman.....	Clerk	Oakland
Mark E. Dockendorf.....	Carman	Mechanical Dept.
Henry J. Enders.....	Machinist	Mechanical Dept.
Anchinoi Georgiadis, Mrs.....	Clerk	San Francisco
Francis W. Gorder.....	Telegrapher	Eastern Division
Jim Hurley.....	Patrolman	Oakland
Joseph Lopez.....	Section Laborer	Western Division
Norman E. Ross.....	Carman	Mechanical Dept.
Harold A. Sullivan.....	Telegrapher	Western Division
Virginia Vonderheide.....	Clerk	San Francisco
Sam Wines.....	Iceman Laborer	Eastern Division



The tiny hand of Larry Lloyd, 4-year old son of Arthur Lloyd, public relations, found an exact, full-color replica of a Western Pacific emblem when he opened a package of breakfast cereal the other morning.

One of a series, featuring Western Pacific and 27 other American and

POST'S CEREALS FEATURE RAILROAD EMBLEMS

Canadian Class I railroads, the emblems are now included as a packed-in premium in Post's Sugar Crisp Cereal.

An additional premium offer, consisting of three attractive and informative railroad booklets, will be mailed to railroad fans on receipt of a Sugar Crisp boxtop and 15 cents. One booklet will feature novel railroad quizzes and games, in addition to fascinating pictures and stories of railroad lore. Two additional booklets, issued under the auspices of the Association of American Railroads, entitled "Rails Across the Country" and "Railroads Deliver the Goods," will be offered as a bonus free of charge.

The promotion began last month, and Post's Cereals are promoting an extensive campaign in a wide variety of advertising media, spearheaded by the Roy Rogers TV program seen on the NBC network on Sundays.

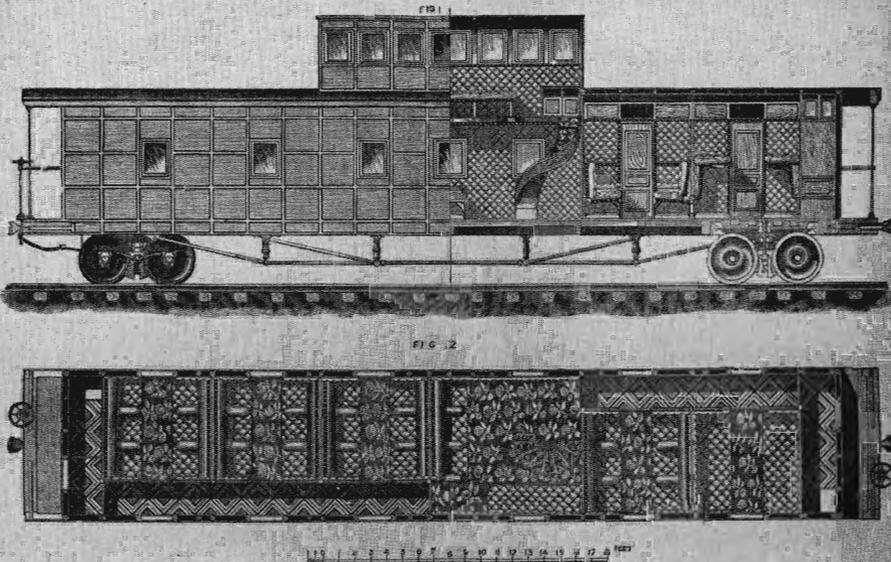
RAILROAD HOUR DISCONTINUED

Thousands of railroad workers and many others who enjoyed radio's popular *Railroad Hour* will be saddened to learn that the AAR has discontinued sponsorship of the Monday night musical shows. However, as MILEPOSTS went to press, it was reported that the AAR is now considering a television show to replace the popular radio program.

Just recently, *Variety*, the leading publication in show business, awarded the *Railroad Hour* one of its 1953-1954 Show Management citations. Although many television shows and films and radio and television stations received

citations, the *Railroad Hour* was the only radio program accorded such recognition by the editors of this publication.

This is the twenty-first year that *Variety* has made these presentations, which are recognized by radio and television as the top awards in the field. In announcing the selection of the railroad industry's radio program for a citation, *Variety* had this to say: "... the *Railroad Hour* has succeeded in making showmanship a living thing each Monday night at 8."



ENGINEERING

Oct. 18, 1954

DID THE RUSSIANS INVENT THE VISTA-DOME?

Hardly a week goes by without a press release from Russia claiming credit for the invention of practically everything by Russians. The telephone, the airplane, radio, television, the sewing machine — all, and many, many other features of modern life were, according to the Kremlin researchers, invented in the land of vodka long before the Western world ever thought of them.

We read the absurd stories and snicker at them. Hence it comes as a shock to see that the Russians really

did have vista-dome cars 82 years before the advent of the *California Zephyr*, as this reproduction of a page in *Engineering* for October 18, 1867 proves. The car shown, essentially similar to today's Vista-dome cars, was built for the Nicolai Railway in Russia at the Alexandroffsky Works near St. Petersburg.

BUT — according to the caption it was constructed by Messrs. Winans, who were AMERICAN railroad builders temporarily employed by the Czar.

MILEPOSTS



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

Harvey E. Barlow, retired check clerk, May 17, 1954.

Oscar Brummett, retired track walker, April 10, 1954.

William M. Foster, assistant superintendent of transportation, May 29, 1954.

George A. Fritz, retired yardmaster, May 17, 1954.

Mrs. Daisy M. Jackson, retired te-

legrapher, May 22, 1954 (information furnished by Fred W. Carbine, retired employee).

Thomas C. Luckey, retired machinist helper, May 2, 1954.

Hugh P. Wallace, retired boiler-maker's helper, May 26, 1954.

Stephen J. Pendergast, retired machinist, May 8, 1954.

Albert W. Ross, retired machinist helper, April, 1954.

Agnes Viola Welch, secretary to assistant superintendent, Sacramento.

Howard W. Zuber, locomotive engineer, May 31, 1954.

WP WILL REMEMBER

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

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

Byron A. Burns, Sacramento Northern manual substation operator, Drawbridge, California.

Henry C. Dyke, marine captain, Oakland.

William D. Edgerton, conductor, Oroville.

Herbert W. Francis, carman, Elko.

Manuel G. Gomez, track laborer, Terminous, California.

Otto J. Kelley, locomotive engineer, Salt Lake City.

Charles W. Long, agent-telegrapher, Western Division.

Harry D. Mortensen, janitor, Elko.

Jack V. Murray, B&B carpenter, Piledriver Gang No. 1.

John Mylnick, trucker, Sacramento Freight Station.

Robert L. Pennington, brakeman, Portola.

Mackenzie Purcell, agent-telegrapher, Western Division.

Harry B. Stevenson, conductor, Salt Lake City.

John M. Tucker, switchman, Stockton.

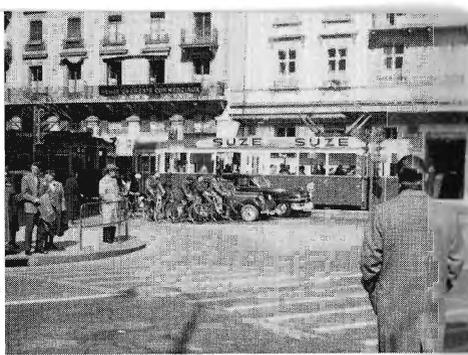


AMERICANS IN EUROPE

When Fred Veal, assistant signal valuation engineer, and his wife, Helen, returned from their "1953 WP Vacation Club trip" to Europe, MILEPOSTS asked for their experiences.

Their flight from New York took them to London, Paris, Geneva, back to London, Dublin, Shannon and return to New York. Of the countries visited Ireland was best liked because of the people's friendliness, wonderful food, and the smell and smoky taste of Irish whiskey. They found the attitude toward the Yankee excellent except in France where Communism seemed to be a very live issue and affected everyone in some way.

"I was greatly impressed with the seriousness, interest and good manners of European children," said Helen, "and I was thrilled every time a Frenchman bowed and kissed my hand. As far as styles are concerned, we see more attractively dressed women around Union Square in San Francisco any day than we saw in the 12 days spent in Paris. On the other hand, most of the Irish colleens are every bit as beautiful as the stories make them out to be."



Top left: Fred Veal in Ireland; Mrs. Veal and French guide in Paris. Above: Street scene in Switzerland, and the famous old London Bridge.

Fred was impressed with the Paris subway system. "Some American cities could take a lesson from their operation," he said. "It was so easy to use and made travel in Paris exceedingly simple and enjoyable."

They both agreed the American Embassy restaurant in Paris was like a desert oasis, "especially when you reached the point of not being able to endure another cup of French coffee," said Fred. "And the sight of the American flag over the Embassy affected us very deeply," mentioned Helen.

The Veals would like to make the trip again, but only after visiting the Scandinavian countries.

"Oh, yes," continued Fred, "after

Ladies, Here's a Chance to Talk

On December 1, 1952, a group of ladies from San Francisco and the immediate area met and formed the Pacifica Toastmistress Club, sponsored by the Railway Business Women's Association of San Francisco. The nucleus of the group represent the transportation industry with members drawn from employees of railroads, airlines, and Railway Express Agencies. After meeting the prescribed requirements, Pacifica Toastmistress Club received its charter in International Toastmistress Clubs on June 16, 1953.

From their first meeting until the day when the Club participated and won recognition in an Area Speech Contest at San Jose on March 27, they have struggled through intense training based on the principle of the group's



slogan, "A Toastmistress Never Turns Down an Assignment."

Mrs. Helen R. Kuntz of Western Pacific's industrial department is at present publicity chairman for the Club, and invites any woman in the transportation industry to attend their meetings, held at 6:15 p. m. on the first and third Tuesdays of each month in the Mural Room of the Women's City Club.

"Looking back upon our first few months," remarks Helen, "each of us remembers the harrowing experience of standing before the Club and delivering her first prepared speech and hearing that speech evaluated. Now each and every member is able to give a speech, be it prepared or impromptu, with poise and assurance."

"FAMILY PLAN" NOW IN EFFECT

Reduced rates under the "family plan" are now available to *California Zephyr* passengers traveling from or to any point in California to or from Salt Lake City and beyond. The plan, announced by Joseph G. Wheeler, passenger traffic manager, became effective June 16.

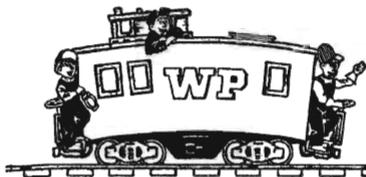
Under the plan, any man accompanied by his wife or family who begin their journey on Monday, Tuesday, or Wednesday, pays full fare. Mother and any accompanying children between

12 and 20 years of age ride on half-fare tickets. Children between five and 12 pay one-quarter fare, and children under five ride free.

AMERICANS IN EUROPE

doubling our money allowance we went broke in Paris. Funny feeling. Finally floated a loan from friends—what friends! It was great to get back on the *Zephyr*, and relax from New York to San Francisco."

In closing, they both said, "We take this opportunity to thank all you nice employees who made our trip possible."



Caboosing

WINNEMUCCA

Doris Cavanagh

Getting on toward a second century of anniversaries, the United States in July marks the greatest of all the holidays, except the christian Christmas. Birth of the American Republic occurred July 4, 1776, when Congress adopted the Declaration of Independence.

July as a birth-month is also claimed by Telegrapher CARL GRAUVOGEL and Yard Clerk VAL MARTIN.

Railroad seniority for Engineer RAY MOORE and Fireman FRANK McDONALD started in the hot month of July, which they both chose this year for vacationing.

Engineers OSCAR MATTSON, BUCK WILLIAMS and FRANK SMITH will be searching for cool breezes in July along with Firemen FRED ELWELL and HAROLD CLAUSEN. But July ends a play period for Engineer ROY LOMAS, spare-time poultryman, and Fireman PETE MENICUCCI, backyard gardener.

Section Foreman TED BARRERA of Sulphur moved to Venado when RUSTY RHODES bid in Palisade. NOEL FRIEND of Smoke Creek is the new Sulphur foreman.

Ted's wife, Helena Barrera, a native of Poland, came to the United States December 6, 1946, from Austria. She became an American citizen during

recent naturalization proceedings in the Winnemucca courthouse conducted by the Reno officer.

Serious injuries were suffered by Fireman and Mrs. GEORGE TORNFELDT when their car went out of control near Battle Mountain, Nevada.

Retired telegraph operator DAISY JACKSON died May 22 in her home at Los Gatos, Calif. Burial was at San Jose. She left Winnemucca in 1943 with the George King family. Her brother, a longtime WP conductor, retired at the same time.

Wirthlin wedding bells heard at Christmastide for Pfc. Lawrence Wirthlin and Miss Cathryn Wilson pealed forth again in May when his sister, Joan Green, daughter of Brake-man and Mrs. ROBERT WIRTHLIN, became the bride of Floyd Lee Anders, employed by a local contractor.

During a trip to Elko, Norma Hawkins, daughter of Engineer and Mrs. MAZOO HAWKINS, changed her name to Kinkade—same as Signal Maintainer BOB KINKADE of Jungo. She is the deputy county recorder in Winnemucca.

Forty-five years ago in July, dynamite fireworks were being considered by a half hundred Italians tunneling near Quincy, Calif. They had a disagreement with the Utah Construction Company from whom the WP tunnel work had been sub-contracted.

First wreck on the WP west of Winnemucca, Nevada, occurred 14 miles out near Dutchman Well. Engine tender and a tank car left rails when roadbed sank. Engineer E. F. BLAKE was thrown to the ground by a heavy timber and quite painfully hurt. Sixty miles of track were completed, 94 miles remained to the California line.

SACRAMENTO NORTHERN

Milton Ziehn

With the arrival of H. C. WELLENDORF to take over the position of T&E timekeeper, some changes have made SHIRLEY BICE maintenance of way timekeeper, WINIFRED SCHNEIDER stenographer-clerk, and WILMA CRUMLEY general clerk.

JUANITA McBAIN, bill clerk at Marysville, on leave of absence for two very good reasons: a daughter, Toni Lee, born May 20, and a brand new home in Yuba City.

A retired SNER, former conductor C. E. WHITESIDE, passed away on May 13 at his home in Santa Ana. Whitey, in one respect, missed his calling, because in his prime he would not have needed a public address system to be an A-1 train announcer. What a voice!

After months of planning and talking, we were glad to see them leave, but of course just as glad to see PEARL COOK, division accountant, and SHIRLEY BICE, return from the annual Railway Business Women's Association convention at Miami. It seems that it was the most wonderful vacation taken by anyone at any time, with side trips to Havana, New Orleans, Toledo, and returning on the *California Zephyr*. But it also seems that the green stuff disappears very fast around those parts.

KEDDIE

Elsie Hagen

The fishermen are busy around here, as they always are in the spring. Although I am not a fisherwoman and do not go after them, I did get some from some of the good catches that have been brought in.

Engineer and Mrs. W. C. FILBECK and their baby daughter vacationed in Texas and Colorado, giving their parents an opportunity to see their granddaughter. After leaving Texas they ran into a sand storm which pitted the paint on their car so badly a new paint job was required on their return home. A dust storm at Sterling, Colorado, blew so hard they had to take cover in a farm house until it quieted down. Mr. Filbeck's father was ill from a heart attack but was feeling much better when they left for home.

Engineer R. L. SMALL spent some time on pleasure and the latter part of his vacation with Mrs. Small who was



Cindy Barry, daughter of Roadmaster and Mrs. Chet Barry, and Rodney Nelms, son of Mr. and Mrs. Tod Nelms, hotel manager, were both three years old April 30. They have celebrated birthdays together every year. Elsie Hagen photo.

recovering from an operation at a Reno hospital. She is now home and recovering rapidly.

Mr. and Mrs. **JIM FOX**, conductor and train desk clerk, spent their vacation fishing along the Pacific Coast and enjoying the beauty of the Redwood Empire.

WAYNE GEIL, yardmaster, and his wife have moved to Quincy where they have purchased a new home. Mr. and Mrs. **ALBERT ASP**, from Salinas, have taken their place as managers of the resort.

Two new residents of Keddie are Engineer and Mrs. **RAY COPE**, from Stockton, and Brakeman **A. C. FLEMING**, from Oroville.

We had only two graduates from Quincy High School this year—**Katherine Griffin**, daughter of Brakeman and Mrs. **TOM GRIFFIN**, and **John Moore**, son of Engineer and Mrs. **JOHN MOORE**.

GILBERT WARE, T&T maintainer, and his wife spent a recent week-end here from their home in San Francisco.

Conductor **M. E. BAUST** leaves about the middle of the month for Connecticut to visit with his daughter and family for a couple of months, and Conductor **JIMMIE RUSH** left the first of June on a vacation which will include a visit to San Francisco and return through Virginia City.

OAKLAND

Hazel Petersen

DICK GROVE, formerly with the traffic department at GO, is now chief clerk in **CARL MANGUM'S**, general agent, office. Dick lives in Richmond with wife, Barbara, and two daughters, Virginia Lee, 3, and Jacquelyn Ann, 6 months. Hobby—model railroads.

JIM DUXN is a newcomer to the Oakland traffic department, having replaced **WALLY LOGAN** who was transferred to Stockton. Jim hails from Portland, is presently single and likes music and swimming.

HOLLY DOYLE, traffic, is quite an accomplished musician. She plays the Solo-Vox and sings soprano. Recently she and her husband performed for the Cub Scouts of San Carlos at the annual jamboree-barbecue.

FRED THOMPSON, yardmaster, San Francisco, fished for a week on the Mokelumne River, Isleton, California, and the best he could do was eight 4 to 7 pound bass. He had a good story, though, about the 14-pounder that got away. That's about the smallest fish that ever got away!

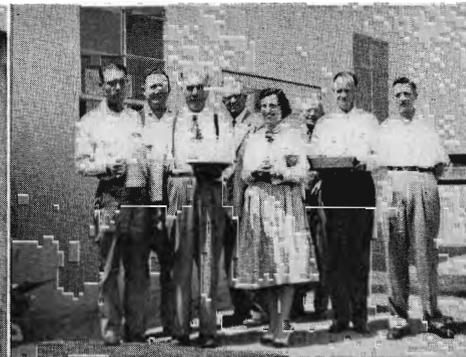
ELMER LINDQUIST, traffic, tried his luck at Guaymas, Sonora, Mexico, but neglected to tell us about the ones that got away. Apparently they all did as we heard nothing of the ones he caught. He had fun anyway, and told me he took a "Snorkel" (we thought that was a fountain pen) along for underwater swimming in the Gulf.

R. C. OSBORN, switchman, San Francisco, visited his daughter, sister, and others in Lincoln, Nebraska, recently.

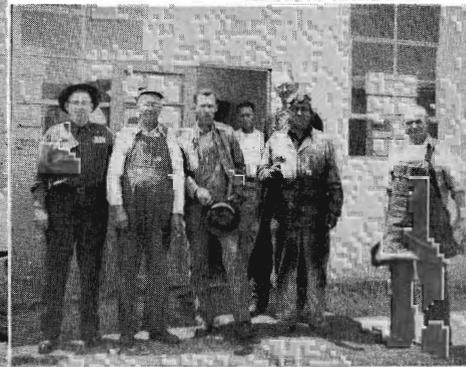
Fireman **T. A. FINNEY** retired from service April 23, and Captain **H. C. DYKE** retired May 31. Good luck!

Switchman **RONALD AHEARN**, now a member of the U.S. Marine Corps, writes that when he was given his first haircut at Camp Pendleton he asked that they merely trim the sides and back. What happened? They cut it all off. He also states that if you call a weapon a gun you have to sleep with 20 of them in your bunk and they don't

(Continued on Page 22)



Left: "Bill" Wilkinson, car foreman, closes the door to his abandoned rip track office and gets all "slicked up" before entering his new office. Above: R. F. Rickmon, R. A. Failing, W. A. Wilkinson, W. E. Moss, Mrs. Irma Piver, J. V. Wragg (traveling accountant), P. C. Evans and H. G. Walker celebrated the opening on May 6 with cake and coffee.



Below: "Red" Danielson, storekeeper, Ernie Souza, millman; Russ Rickmon and Roi Rickmon in doorway), writeup men; Roy Nelson and Gus Enriquez, carmen; Pete Capponi, car helper, visited Bill.

To celebrate the occasion and opening of "Bill" Wilkinson's new office, Rod Davis, painter, made a big gold key and horseshoe for luck; Irma Piver, accountant, made a cake; Bob Failing, steno-clerk, painted a sign, and others brought flowers from home. Ed Moss presented Bill with the key.

New rip track facilities were put into operation at the coach yard in Oakland on May 6, and included the relocation and construction of a wheel changing platform, transfer track, jib crane and wheel storage tracks, blacksmith shop, office, wheel lathe, waste house and car oil tank.

make very good mattresses. Ronald would like to hear from his WP friends: Pvt. Ronald Ahearn, 1491052, Plt. 257, C Co., 2nd RTB, MCRD, San Diego, California.

Another of our San Francisco switchmen, WAYNE LANSER, is stationed with the U. S. Army in Germany.



SACRAMENTO FREIGHT STATION

Nancy De Riso

Conrad A. Nervig, film editor for Metro Goldwyn Mayer Studios, visited his brother, Accountant and Mrs. L. O. NERVIG. Conrad has been with MGM for 31 years.

Train Desk Clerk RICCO J. CERVETTI spent his two weeks vacation visiting family and friends in Memphis, Tenn.

Best wishes for Happy Birthdays to KENNETH M. CARLSON, demurrage clerk, HERBERT C. BENTZ, industry clerk, and BENJAMIN T. MAIER, head demurrage clerk.

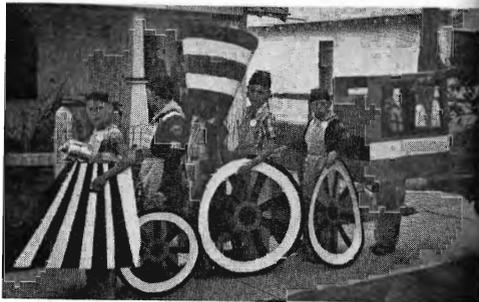
ELKO

Theda Mueller

STEVE HERNANDEZ, 1st asst. time-keeper, is a firm believer in buying chances on raffles. He purchased a ticket for one dollar on "Duck's Unlimited" raffle, and received word he

had won 49th prize—a case of champagne. Needless to say the clerks were quick to suggest plans for a party.

ELIZABETH R. TOM, secretary to assistant superintendent, surprised everyone by very secretly getting married the week-end of May 22, while her husband, Raymond D. Yowell, airman



Second and fourth from left are Billy Joe Thompson, son of W. S. and Margaret Thompson, engineer and operator, and Harold Fife, Jr., son of Brakeman Harold Fife, in "Show Boat Skit" put on in April by Den 8, Pack 352, Elko Cub Scouts. Mrs. Thompson, den mother, is assisted by Telegrapher Elsie Hart. Pictures by Engineer Clyde Hart.

first class, U. S. Air Force, was home on furlough. She took a two weeks leave to accompany him back to his base at Lincoln, Nebraska, then returned to her position to await his permanent discharge.

Brakeman J. C. MENCHENGER was recently called home to Grand Junction, Colorado, because of the serious illness of his mother. We hope she improves rapidly.

We will miss HARRY MORTENSON, trucker, who recently retired on disability. Harry had been employed on the Western Pacific for 25 years.

BEN CORNEJO, warehouseman, just returned from his vacation, and JIM O'CARROLL, trucker, took off for his vacation, believed to be heading for Idaho.

SACRAMENTO

Elsie Gonsalves

Sure is good to be back in good old "sunny" California, after experiencing rain all the way from Chicago to New York. The trip on the *California Zephyr* was something I'll never forget. And a vote of thanks to the two Zephyrettes, MARY CATHERINE STORES and ANN MARTIN. They surely did a lot to promote public relations about the train and have personalities that are super.

Thanks to CLARISSE DOHERTY, secretary, for substituting for me while I was away, with news for MILEPOSTS.

Vacation time finds WALT CHADWICK, steno-clerk, just returned from a trip to Las Vegas. Does anyone ever beat the tables?

LARRY CONTRI, power coordinator, is off for parts unknown, and ED LINDLEY, roadway clerk, took off for Salina, Kansas, by train; then to Terra Haute, Indiana, by auto.

C. A. FISHER, head maintenance of way clerk, drove to Los Angeles and vicinity to visit with his sister.

ARNO SCHMITT, general TCS maintainer, found the fishing real good and came home loaded down with trout. Lot of the fellas would like to know what bait you used, Arno, particularly C. E. ELLIOTT, division engineer, and son, Bob, who caught only 17 little ones.

Welcome back to Mrs. LOIS O'LEARY, who will be working vacation relief for the rest of the summer.

We'll never forget the picture of DAN IRWIN, chief clerk, in a dirty old pair of dungarees, sweat shirt—and that hat!—taken while he was laying cement recently. Dan is always so meticulous on the job, hardly recognized him in that get-up.

We of the superintendent's office, and the many on-line who knew her so well, were extremely sorry to learn of the death of Mrs. AGNES WELCH, secretary to assistant superintendent. "Aggie" had been ill since last July and passed away in Mercy Hospital, May 31. She will certainly be missed.

SALT LAKE CITY

J. B. Price

Engineer ROY B. GORHAM, as chairman of the Utah Iris Society, spent his vacation by helping to make preparations for the convention of the American Iris Society which convened in Salt Lake City from May 26 to 29. This was the first time Utah played host to the organization, which was formed in 1922.

Engineer and Mrs. HARRY FULLER sojourned to Detroit where they picked up a new car and leisurely toured points of interest throughout the South on their way home.

Conductor and Mrs. HANS J. LARSEN went to San Francisco recently to see their daughter and family off to Guam.

Brakeman JOHN T. McLAUGHLIN is batching again. His wife and kiddies have gone to Green Bay, Wisconsin, where her father is reported to be seriously ill.

Fireman and Mrs. CLYDE F. MEAD helped their daughter celebrate her birthday on May 18 and departed on the following day to spend their vacation in Denver with Mrs. Mead's parents.

Brakeman JOSEPH C. PARKER became a master of triangles and rectangles when he spent his vacation as baby sitter. Wife, Fern, contracted pneumonia shortly after the birth of their

new son, so Joe had to take over as housekeeper.

Brakeman JAMES L. TROLLINGER spent his vacation in Texas, visiting points of interest in Waco, Dallas and Fort Worth.

Engineer and Mrs. FRANK M. NELSON went to Seattle to meet their son who has returned from Korea.

SACRAMENTO SHOPS

Marcella Schultze

A repeat of last year's winner—Machinist "BUCK" BOWLING again took the WPAC Bass Derby with his 23-pound catch.

Guess baseball's too rugged for our electrician apprentices . . . CLIFF RADCLIFF broke his ankle sliding into second base, and BILL SIMPSON injured his knee going after a foul ball. Come now, boys, let's leave baseball to the older fellows!

Condolences to Carmen Ross SHENKEL and DON ALBERTSON who both lost their fathers recently; and to B. D. and D. G. RICHARDSON, whose mother just passed away.

On the happier side, N. W. HUNTER, machinist apprentice, and his wife joyously announce the birth of their first child—a tiny girl born May 27.

Retired Car Foreman A. B. McNABB came visiting recently, looking "fit as a fiddle." Says they're due for their annual trek to Idaho and this year into Canada, too.

Best wishes to W. J. PATTERSON, sheet metal apprentice, who recently enlisted in the Air Force.

* * *

A man sent his beloved two dozen roses on her 24th birthday. "A rose for every precious year of your life," the card read. Then, because the young fellow was one of his best customers, the florist threw in an extra dozen.

NEW YORK CITY

Alan Hudson

There was a time when traffic aspirants here in New York were satisfied to register at and attend the traffic trade schools which have justifiably earned their fine reputations in the field. However, what with the trend toward higher and ever higher education, our lads are content with nothing less than the hallowed halls of the more famous seats of learning. CHUCK HUDGINS will be taking a traffic course at Columbia beginning in September; BOB MORACE started at New York University last month. Bob will become the third WPer here to be currently attending the latter brain factory, joining FRANK MASSI and HOWIE BUSSELL.

LEO GOSNEY, comptroller and general auditor, visited us recently, being here to represent the company at the National Newcomen luncheon.

BOB MADSEN, of general office, and training program alumnus, stopped off at the office en route home from a grand tour of Europe and regaled us with the most interesting chatter about the Old World and its railway systems. We were happy to see Bob again, some of us having met him during the educational tours of 1952, and his narration of his recent experiences abroad were extremely easy to hear, and, I might add, gave rise to genial envy. Real envy would be difficult to arouse with a guy as nice as Bob.

When FRANK MASSI finishes a telephone conversation with a shipper or passenger customer for the first time, he is usually asked if he spells his name as does the famous actor. Frank invariably answers, "No, I spell it M-A-S-S-I . . . you see, I'm not an Angelo Saxon." Good for a chuckle!

SACRAMENTO STORE

Irene Burton

H. J. MADISON, general storekeeper, was a very proud person at the Trade Club recently. After attending these meetings for three years, H. J. came home finally with the bacon—a whole slab, no less.

CHARLES REID is another proud person, as on one of his recent fishing expeditions he really caught a fish, a striped bass of ten pounds. First try was a wee perch, second try a carp, and then, bingo, the real McCoy.

Noticed C. E. BROCKETT driving around in a new Ford lately.

ROY FALQUIST is on vacation and says "most of the time will be spent at one end of a paint brush, then hope for a few days rest going to San Francisco."

We celebrated AGNES ASH's birthday recently with our usual "cake and ice cream party," and when CHARLES REID counted those present he neglected to count himself so missed out on the food but says he will make up for it next month when it will be his turn to celebrate.

An interesting note on vacations is that ELLIS ASBURY, AL MADAN, CLAUD CRAIN, THURMAN MOZINGA, FRED CHINDAHL and their families, and AGNES ASH will have visited practically every state in the union. Should have some interesting stories to tell on their return.

S. S. HERNANDEZ received the bid for section stockman, Section 3.

LEE WILLIS's little daughter recently came down with chicken pox.

* * *

A man wanted a ticket to a place in California and only had a two-dollar bill. It required three dollars to get the ticket. He took the two-dollar bill to a pawnshop and pawned it for \$1.50. On his way back to the station he met a friend to whom he sold the pawn ticket for \$1.50. That gave him three dollars for his ticket. Now, who is out the dollar?

WENDOVER

Esther Witt

Linerider and Mrs. ALFRED B. CALLISTER accompanied engineer and Mrs. HARRY H. FULLER to Detroit, where the Fullers purchased a new car and then continued their vacation by tour of interesting points in the South. The Callisters returned west by *California Zephyr* to visit their children in California.

Telegrapher SHIRLEY F. LEE assisted Mrs. V. J. Sullivan in the presentation of American Legion prizes for the best Poppy Day posters. Dennis Gamble, son of Fireman and Mrs. CLIFFORD F. GAMBLE, was a prize winner in his class.

Fireman VERN L. MECHLING is a new home owner in Wendover, having purchased the home of Engineer HOMER G. BIRDSALL.

Telegrapher ANNA BELLE ALBRECHT spent her vacation re-decorating the interior of her home. "It was a lot of work," says Anna Belle, "but a much needed improvement." If you need a master painter she will be glad to assist.

A speedy recovery is wished Waitress MARY FITZGERALD and Switchman WALTER R. UMSHLER. Mary underwent surgery while Walt suffered a bad heart condition. Hope to see you back with us soon.

Our deepest and most sincere sympathy to Field Engineer AUBREY C. STRICKLER whose wife passed away recently.

Fifty pupils from the first, second and third grades of the local school accompanied their teachers, Mrs. Dan Fernandez and Mrs. George Thompson, touring the WP stockyards and watched the Deseret Livestock Com-

pany loading 9,000 sheep for shipment to Wasatch, Utah.

Fireman ALBERT D. DRAKE, as a man of leisure, has gone to Greenriver, Utah, for his vacation.

Larry Naylor, son of General Clerk and Mrs. HARVEY J. NAYLOR, is working at the A-1 service station during the summer months.

CHICAGO

Don Banks

We "goofed." Several issues back we reported that FRED ROBBINS' daughter, Ramona, graduated from Nursing School. Guess we jumped gun a little for this time it really happened and with honors. Nine out of a class of 70 received awards for outstanding work and three of the nine were presented with checks for \$100 each for being selected as the best all 'round nurses. Pappa Robbins is happy that Ramona was one of the lucky three. We think he's a pretty lucky guy, too, for having such a wonderful daughter.



On May 14, GEO. WENIG was presented with his 25-year service pin. Sure, George knew he was getting the pin, but we think the party we gave him was rather unexpected. The Chicago office presented him with a Sheaffer desk set, complete with lifetime pen and clock on marble base with suitable inscription. Joining us in heartiest congratulations were Messrs. M. E. BOYD, JACK HYLAND, BOYD SELLS and J. C. COTTER from San Francisco.

On July 1, MARIE LIBBE will have joined the ranks of the retired. Marie started with Western Pacific on Octo-

ber 1, 1927, when we opened our doors for the first time in this city. She's seen the office grow from a small corner of the north wing of the Banker's Building to its present size which covers the entire wing of the 13th floor. Through all the years with their accompanying changes in personnel and methods, Mrs. Libbe, because of her devotion to duty and her continuous service, has been able to provide a link between the past and the present



and has been an invaluable aid to her employer as well as a ready reference when situations arose which called for a knowledge of previous procedure or circumstances. Her successor should certainly feel a deep sense of humility in taking over the responsibilities of a desk presided over for so many years by this gracious and capable lady. No one would hesitate to give a rousing, "Well Done" to this good and faithful servant.

GERALDINE MELSOFF has joined forces with us as our new mail and file clerk. Jerry formerly was with the John Colby furniture store as switchboard operator. Before that she enjoyed the company of our PAT SULLIVAN when they both worked for the Chicago Title & Trust Company. She enjoys the theatre and has an ear for good music. Oh yes, fellas, she's single, too.

PORTOLA

Phyllis Laughlin

Good luck to C. W. "CHARLIE" LONG who retired May 8 with 38½ years of service. Charlie, former dispatcher, was agent at Blairsdalen when he retired.

Birthday greetings to E. C. GERVAIS, train desk clerk, and Mrs. ERMA RAY who is relieving as steno-clerk in the perishable department while Mrs. FLORENCE HUGHES is on vacation with her husband, C. C. HUGHES, at Yellowstone National Park.

Cigars were recently passed around by JOHNIE HARDY, train desk clerk, who is a proud pappa for the first time. Wife, Carol, is doing fine as is the baby boy, Wesley Guy. Proud grandfather is GUY HARDY, engineer, who joins another proud grandpappy, EVERT HUMPHREY, train desk clerk. His daughter, Mrs. Carla Erquiaga of Winemucca is the proud mother of a baby boy. W. J. "BILL" FERGUSON, grandfather, and son, LOUIS, train desk clerk, visited a new granddaughter in Salt Lake City. Proud father is KEITH BERSET, eastern division fireman. The new baby, William Robert, arrived May 17.

Welcome back to LOU MCGARRAH, water service department, who will be here for several months.

Trainmaster VIRGIL EDWARDS talked to members of the Senior Class at Portola High School during May on railroading as a vocation.

Fred Hall, son of Agent and Mrs. HARRY HALL is now making his home here. Fred was formerly at Atlanta, Georgia. Brother Jack Hall and family are also living here.

Condolences to Engineer and Mrs. JAMES SULLIVAN, father and mother to Ensign Gerald James Sullivan, who was reported missing in action on May 6, 1951, when his plane was set afire by anti-aircraft fire over Hong-mun-ni at the south end of Chosin Reservoir in Korea. On May 19, 1954, the Sullivans were notified that their son had been declared legally dead by



the U.S. Navy Department. Gerald is survived by his widow, Betty, and baby daughter, Christy Lee, of Belmont, and brother BRUCE, who formerly worked in the perishable department. Gerald received two air medals and the Distinguished Flying Cross.

On Mother's Day, the C. M. BEEMS had a family reunion at their home. With the group were Mrs. Beem's four daughters, who were together for the first time in 23 years; HARRY J. BEEM, former superintendent on the WP;



C. M. BEEM, yardmaster; A. J. HECKALA, engineer; GLADYS RUSE, trainmaster's clerk; Helen Mattox, from Salisbury, N. C.; Mrs. C. M. Beem, Mabel Grice from Kankakee, Ill., and Mrs. Doris Heckala. Also in the picture is Foxy, the Heckala's dog who originally came from Honolulu.

Brakeman and Mrs. BRUCE REYNOLDS are the proud grandparents of a baby boy who is the son of Larry Reynolds, stationed at Westover Air Force Base in Massachusetts. Their first grandchild.

HERBERT SINGH, his mother and younger brother, Henry, who is on furlough from San Diego, spent their vacation in Washington, D. C., visiting brother John and family whom they had not seen in 4½ years. R. L. PETERSON, relief clerk, and family spent their vacation in Chico where they fished and spent time at the Silver Dollar Fair. The C. A. LOCKWOODS, ROBERT KILGORE, and the ED MILLER, Jr., family spent some time in Chicago while on Lodge business.

Nice to hear Brakeman ORVILL ROONEY is home again after undergoing surgery at St. Joseph's. Retired E. L. WILKS, conductor, is in San Francisco for medical attention, and Brakeman LOREN W. QUIGLEY is back to work again after being off for over a year and a half due to an injury.

R. W. CRUMPACKER, roundhouse foreman, returned to Portola from Sheridan, Wyo., where he attended the graduation of his daughter, Carole, from the Sheridan High School.

Condolences to JACK SEBRING, retired brakeman, on the death of his wife, Mrs. ALMA SEBRING, formerly a nurse's aid at Portola Hospital. She had been in ill health for many months. A past Matron, Order of the Eastern Star, Mrs. Sebring had long been active in fraternal and community affairs.

CLARENCE ROWE, roundhouse clerk, is visiting and vacationing in Oregon, and RICHARD HUSSEY is taking over his job. Richard tells us he is the proud father of a new baby son, James Lewis.

* * *

A Chinese gentleman was trying to catch a train at Union Station in Bangor recently, and a porter was trying to locate his baggage. The Chinese got very upset. Finally, as the train was about to depart, the Chinese gentleman hammered upon the counter and exploded with the words: "Pretty darn seldom where my bag go! She no fly! You no more fit run station than heaven sake. That's all I hope!"—Santa Fe Magazine.

STOCKTON

Virginia Rustan

(EDITOR'S NOTE: Our thanks to ELAINE OBENSHAIN, trainmaster's clerk at Stockton yard, for so kindly taking over for correspondent VIRGINIA RUSTAN this month, during Virginia's sudden absence because of an emergency appendectomy.)

Funeral services were held June 2 for HOWARD M. ZUBER, engineer, who died May 31 in a Stockton hospital. He had worked for WP since 1920.

Furlough Clerk HAL J. SHIGLEY received his "greetings" from Uncle Sam and left for Fort Ord May 24 for induction into the Army.

Our deepest sympathy to Clerk IRVINE DINKEL and Asst. General Freight Agent STANLEY DINKEL, who lost their mother this past month.

The first industry on our new industrial site at Stockton, the Zellerbach Paper Co., has started construction of their building and work on the tracks will be started shortly.

Conductor and Mrs. J. W. CHAPMAN were called to Ft. Worth, Texas, due to the serious illness of his brother.

Car Foreman and Mrs. GEORGE BENEDICT, and Roundhouse Clerk and Mrs. J. E. HIGHTOWER, spent Memorial Day week-end at Elko taking in the sights. Understand they had a memorable trip and lots of fun around the Stockman and Commercial hotels. Hope the jackpots were big!

The signal department is installing street gates across the East Main Street crossing at Stockton, eliminating the hazard of accidents at this busy crossing.

Retired Clerk HARVEY E. BARLOW passed away May 17 while visiting



Granville Parrott, son of Conductor and Mrs. Edmond G. Parrott, was awarded a \$5,800 Ford Foundation fellowship for study at Middlebury College, Vt., and in Madrid, Spain. A teacher of modern languages at Wasco Union High School in Kern County, Granville plans to study at Middlebury this summer and enroll in the fall in Madrid University. He will study

there nine months, then visit schools in Spain. He pioneered a student travel tour of Mexico in 1952 and took a group on a similar tour of Cuba last summer. During World War II Parrott spent three years in the Army, part of which time he spent at Georgia Institute of Technology. On return to Stockton he completed work on his master's degree at College of the Pacific. Conductor Parrott began WP service as brakeman on July 20, 1928, and was promoted on August 12, 1937. The Parrotts have been married 37 years and have three sons. Ed has been secretary and treasurer, Stockton Lodge 843, Brotherhood of Railroad Trainmen, for 15 years, likes fishing, gardening, bird watching.

relatives in Heavener, Oklahoma, and was laid to rest at Modesto.

Assistant Yardmaster GEORGE HENYAN and Brakeman MILTON E. McCANN returned to work after having been off some time for major operations.

A number of WP employees are now members of the Ground Observer Corps, spending two hours a week on top of Stockton's highest—the Medical Dental Building. Some of those doing duty are Clerks H. K. REESE, E. S. MOYES, L. DANIEL, E. P. MILLER, H. L. ROSS, S. E. CRAIG, and B. B. HARDING. Anyone with two hours a week to spare and interested in helping out in this vital defense program, contact E. P. MILLER, H. K. REESE, or H. L. ROSS.

Clerk B. B. HARDING is driving a new Ford Ranchwagon in keeping with his status as gentleman farmer.

Cashier WAYNE McLAUGHLIN returned from his vacation with a string of 40 shad (smoked). Wayne has been trying to tell us that these shad were not smoked when he caught them, but

his reticence about where they were caught makes us wonder!

Friends of N. H. SETTLEMOIR, engineer, will be glad to hear that he has been released from the hospital and is now at his home.

WP Stockton baseball team is off to a good start this season, having won their first game from St. Aloysius, 8 to 1, on May 21, and their second game from J. B. Beaird Co., 20 to 0 on May 24. Nice work, fellas, Team manager is BOB WARD, signal department.

Our telegraph office has been completely revamped and this modernization will result in much added efficiency, saving the telegraphers many steps.

If you're looking for a WP employee in Stockton, just drive down Christina Avenue. Early settlers along this street are W. L. ROWBERRY, traveling auditor; F. F. LEMON, engineer; E. E. CHRISTIAN, storekeeper; and E. J. GUTHMILLER, patrolman. Late-comers are Roundhouse Clerk WILLIS, Trainmaster's Clerk ELAINE OBENSHAIN, and Assistant Cashier CHERRY RAWLEY, who recently moved into new homes, and Engineer V. A. FOSTER, whose home will be completed soon.

Another proud owner of a Ford Ranchwagon is Crew Clerk S. E. CRAIG. Sammie says at last he's found a car large enough to accommodate his two boys and four girls.

SAN FRANCISCO

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

RAY COLEMAN, retired lease clerk, engineering, went to the hospital recently for an operation. While there he received a "get well quick" card signed by all his former workers and friends.



Geraldine Norwood was given a baby shower-luncheon last month by members of the Signal Department. Geraldine came to WP in March, 1952. The big event is scheduled for August and her main ambition is now to be a housewife and mother although she says she will miss the wonderful people at WP. Photo taken by M. Notter.

LEO J. GOSNEY, comptroller and general auditor, is one of three recently elected to membership in the Controllers Institute of America.

GEORGE GALE, of Fairbanks, Alaska, former east end employee, sent the editor an article from the local paper there about DUTCH BANDY, ex WP brakeman. Now a conductor for the Alaska Railroad and member of the Anchorage Lions Club, Bandy is also a professional clown, having amused thousands attending circuses and rodeos since 1937. He is a member of the Comic Arts Guild of Los Angeles and Hollywood and uses Emmett Kelly make-up—the "Sad Willy" costume made famous by one of the world's best clowns. He has also played with Hopalong Cassidy and has been "outside" three years in succession to appear on National Broadcasting Company TV shows. He claims to be the only rodeo clown with big shoes—in which he can do a 40 degree lean. He will participate in any show that will benefit children and makes a twice-a-week trip to Fairbanks from his home-stead at Gold Creek.

PAUL SHELMEKDINE, former transportation department employee, and now with the Alaska Railroad, was a visitor at general office last month.

Congratulations to SIDNEY BOYNTON, comptometer operator, accounting, who



Agent W. T. Mansell is back in harness now at Redhouse, Nevada, following a little vacation trip to San Francisco on the California Zephyr with Mrs. Mansell. He has been agent at Redhouse for twenty years and prior to that was at Golconda for ten.

on May 22 became the bride of William Sindona.

After ten years service with WP, Mrs. LUELLA KRALKKA, accounting, retired. She has moved into new quarters with her family at Corte Madera, Marin County.

The unfortunate accident which took the life of W. M. FOSTER, assistant

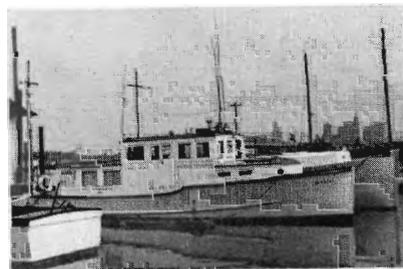


Ken Cochran, Portland agency, took this picture of Fred L. Peterson, Mayor of the City of Portland, while speaking to a luncheon meeting for President Whitman at the Multnomah Athletic Club in May, attended by many shippers. Agent Fred McMullin is shown between Whitman and Mayor Peterson.

superintendent of transportation, over the Memorial Day week-end, was a shock to all at General Office and those on-line who knew him.

Our sincere sympathy to A. C. STRICKLER, engineering, on the death of his wife recently.

HENRY "HANK" TELLER is back on the job in the freight claim department after an absence of three and one-half years in the Navy. Hank began his WP service on June 29, 1937, as extra yard clerk, Oakland, worked in various yard and freight office positions there and at San Francisco, and was ordered to active Navy duty November 25, 1942. He earned three battle stars in the South Pacific aboard the USS *Arided*, cargo ship, and the USS *War-rick*, attack transport, and took command of the latter ship when still a lieutenant (a captain's billet) and received spot promotion to Lieut. Commander. Released July 31, 1946, he returned to the freight claim department as claim investigator but was recalled to active duty on August 11, 1950, and accumulated four battle stars in Korea and Japan be-



JULY, 1954



"Yes, it is warm, isn't it?"

fore transfer in January, 1953, to Charleston, S. C., as operations officer. Was selected for promotion to Commander in October, 1953, one of few officers to make the grade, but with release from active duty now has to buck the promotion point system for the extra braid. Enjoyed a two and one-half months vacation and having sold his home in Oakland is now temporarily living in a 35-foot cruiser at Webster Yacht Anchorage in Alameda, with hopes of a new home in Berkeley soon.

ARCHIE H. WHITTEN, retired locomotive engineer, who has been seriously ill in St. Joseph's Hospital, has been transferred to Portola Hospital. Latest information from Mrs. Whitten is that he is improving but will be there for some time.

BEN MARONEY, chief clerk-engineering, has been absent from his desk for several weeks because of serious illness.



Tackle Tips

By Maurice A. Notter

wide variety of patterns that include the Lady Mite, Buddy Mite, Sandy Mite and many others of the popular Mite series.

While I can provide no data on the original development of these flies other than that they are hand-woven of hair and appear to have been designed to imitate the creepers and larvae of various aquatic insects found along our Western streams, one thing I know for sure—there are many times when they will take fish after everything else has seemingly failed.

Many fishermen to whom I have spoken and who use these flies, consider them as being primarily fast-water lures. In this respect I agree. Yet, if fished properly, there are many times they will prove to be equally as effective in still or slow-moving water. One of the most vicious strikes I have ever experienced was provoked by one of these flies on Wilmer Lake in the northern section of Yosemite National Park.

Fishing had been slow that day and during the morning I had changed flies a half-dozen times before coming across an ancient, chewed-up Sandy Mite. It was a non-descript thing, but with nothing to lose by trying. I tied it on and made a half-hearted cast out toward a jutting spur of granite. The events of the next few moments happened so fast the details are still hazy in my mind, but that fly no more than touched the water when the lake ex-



ploded in a welter of spray and a monster rainbow boiled into the air. I haven't the slightest idea how much that fish weighed, but he was big—real big. In fact, he had scarcely stopped climbing before I was figuring how to keep him fresh for the taxidermist. Then one of those silly things happened that robbed me of a trophy and sent me back to camp talking to myself... my blasted line fouled! Quick to take advantage of a good thing, the fish circled the field once to pick up speed, then hit the end of my leader with everything he had. The nylon snapped and my beautiful trout left town like a tin-canned pup. To use an old railroading phrase, that baby was short-coupled and long-gone!

LIKE any artificial fly, the Pott Flies are effective only when properly handled, and for them that means they must be kept moving. Not just dragged through the water on a steady pull; but rather they should be worked through by a series of jerks or yanks. This can easily be accomplished by holding the line in one hand and lifting the rod tip in a series of rapid, upward moves. Not only does this method impart a very seductive action to the fly, but it also places the rod in a position to pick up the line for the next cast. My good friend, Louie



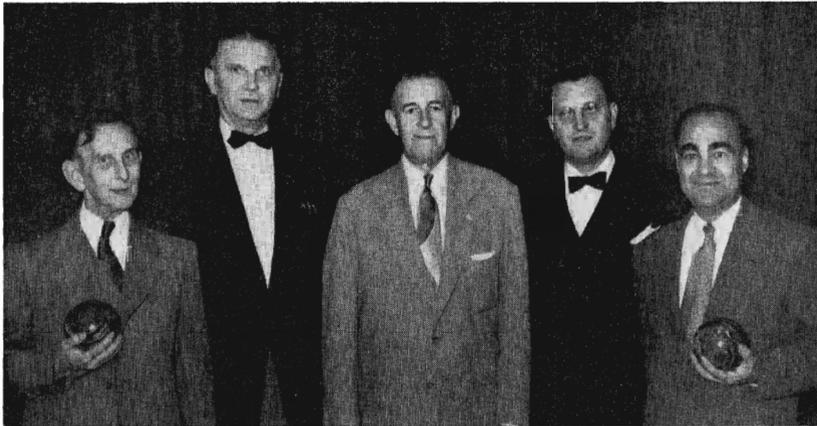
Gander, was a master at this type of fishing. Give him his favorite rod, a Lady Mite, and a good fast stream and he could make a trout fairly sit up and beg. It was while fishing with Louie one day several years ago that I was first introduced to the killing potentials of the Pott Fly.

Lou and I were on a small stream in the Feather River country, famous for eastern brook, and I had just snapped off a fly on a heavy fish. While I was still in the process of tying on another, Louie, who had been fishing behind me, came up to the pool and hooked a nice trout with a Lady Mite on the very first cast. That, in itself, is quite an incident as far as angling goes, but what really caused my eyes to bug out was the fact that the fly I had just lost was dangling from the fish's mouth!

When it comes to brains, they say the brookie is the dunce of the trout family and will take a nip at anything resembling food. Be that as it may, I wouldn't argue the point, but a fly that will coax even a brook trout into striking moments after being stung rates a spot in anyone's book!

If you're going looking for some good fishing and a little added sport this summer, why not give the Pott Fly a try? Almost any sport shop that carries fishing equipment will be able to supply you, but if not, they can be purchased directly from the F. B. Pott Company, Missoula, Montana.





The "Cabooses," captained by General Agent J. P. Conger, Washington, D. C., won the Traffic Club of Washington, D. C., Inc., bowling league championship by one game after 33 weeks of pin smashing. Members of the team, who chalked up a 59-win 40-loss record, are: H. H. Bartlett, V. E. Johnson, Captain Conger, F. E. Richter and S. E. Tana.

FRANK BEDIENT BOWLING PREXY

Frank E. Bedient, traffic representative at Reno, will take office August 1 as president of the Reno-Sparks Bowling Association, following election at a special meeting held at Reno on May 27.

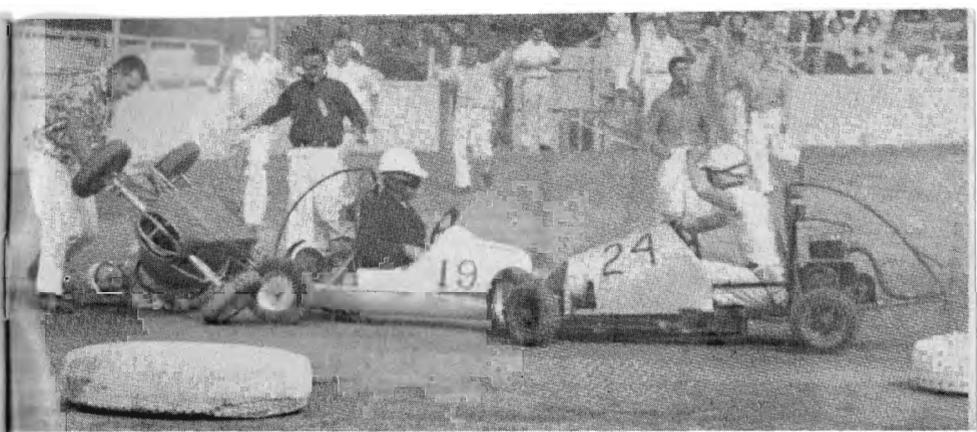
Frank was born in San Francisco on February 9, 1908, attended Sacramento High School, Heald's Business College in Sacramento, and studied law at night for two years. He entered Western Pacific service as a clerk in Klamath Falls, Oregon, in October, 1931, and was promoted to traveling freight and passenger agent at Reno, July 1, 1934. He has been stationed at Reno since that time with the exception of the war years 1942 to 1946.

Inducted into the Army as a private on November 27, 1942, Frank received a commission as 2nd Lieutenant, Transportation Corps, OCS, New Orleans, and served in the European Theater

with the 8th Traffic Regulation Group and 3rd Army. He saw service in Northern France, Rhineland, Ardennes (Bulge), and Central Europe, and was relieved from active duty on December 5, 1945, as 1st Lieutenant.

He married Ginger McCarty, of Elko in November, 1942, and they have two sons, Lee F., employed by Southern Pacific in Sacramento, and Vaughn McCarty, PT&T employee at Victorville, California. They have two grandchildren, Lynn Lee Bedient, 3, and Michael Vaughn McCarty, 5 months.

Bedient is a member of the Western Mining Council, Plumas Chapter, and takes active interest in mining affairs in Northern California and Nevada. Besides bowling, he enjoys fishing.



FOR THRILLS AND SPILLS . . .

TRY MICRO MIDGET RACING

If you've ever wondered how it feels to travel knee-high to a grasshopper around a curved track at 70 miles an hour, grab yourself a wrench, a few nuts and bolts, tin can and just about any kind of an engine, build yourself a car and try Micro Midget Racing.

You won't be alone, for 35 others have formed a club in the Sacramento area and it's growing every day. It all began about three years ago when interest in hard top racing began to decline and one of the drivers, Bill Roloff, was tinkering with the idea of building a small racing car to keep alive the spirit of racing in the smaller cities. He and several of his friends built a car with limited weight, length, width and motor cubic inch specifications. The result was the Micro Midget—the world's smallest racer.

The idea soon caught on in the Sacramento area and races are held in Marysville, Sacramento and Woodland, Sacramento races being sponsored by American Legion Post No. 61.

Several Western Pacific employees have, or are building, cars. Carman Apprentice Ray Kinsey first got the taste of gas and oil, burnt rubber and dirt on March 28, when he made his debut and became the sixth member of the Rollover Club, limited to those who have turned over during a race. Car Foreman Ray Fender, assisted his brother, Harold, in building Car No. 13, and another builder is Carman Apprentice D. J. Long.

Motors for the little cars are taken from chain saws, motor scooters and all sorts of miscellaneous junk—gas tanks are even made from coffee cans, canteens, etc. All are air cooled.

The sport is no place for a fat man, however, as weight of the driver and car combined cannot exceed 400 pounds, and other limitations such as length and width of the car make it possible for only a small man to act as driver.

Even though there's plenty of action, spills and thrills galore, the track seems to be safer than driving on one of our over-crowded highways, as there's never been an injury.

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RAILROAD LINES



New York Central to buy ten "Siesta Coaches" from Budd Company.

Great Northern begins truck-trailer-on-flat-car service between Twin Cities and Duluth and Superior; Union Pacific extends theirs; others interested in piggy-back service are Pennsylvania, Erie, Lackawanna-Nickel Plate, and B&O.

Canadian Pacific will soon introduce "Scenic Dome" cars to Canada.

Vista-Dome cars will go into service this summer on Northern Pacific's North Coast Limited.

Norfolk & Western road-tests new coal-burning, steam-turbine-electric locomotive.

Burlington completes installation of cab signals in all passenger locomotives operating in Chicago-Aurora area.

Union Pacific and Chicago & North Western drop extra fare charges on *City of San Francisco*.

Bangor & Aroostook buys five EMD 1,750-hp. road-switching diesel units.

Louisville & Nashville plans new \$10-million retarder yard and freight station.

American Car & Foundry will begin delivery of 35 new Astra-Dome cars to Union Pacific this Fall, including ten dome diners.