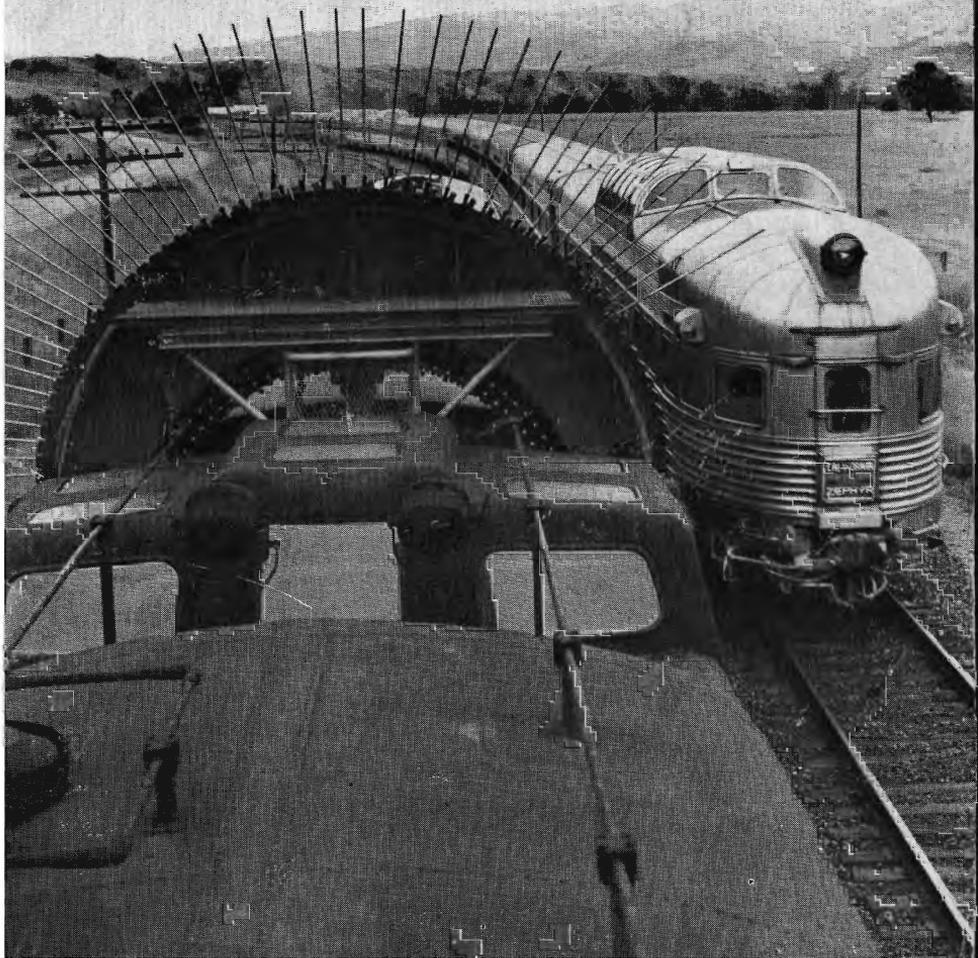
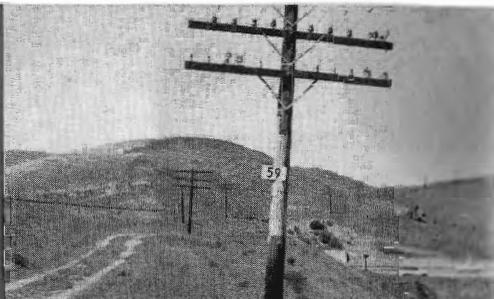


WESTERN PACIFIC
Mileposts

JUNE 1954



WESTERN PACIFIC Mileposts



Vol. V, No. 11

JUNE, 1954

*Milepost No. 59

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

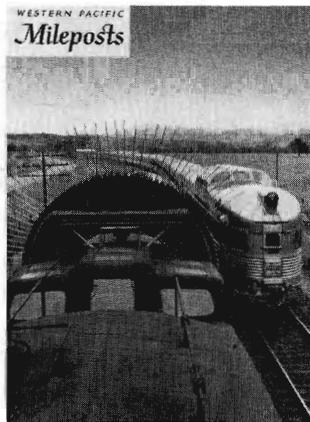
Member

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

* Milepost 59: Here, Western Pacific trains cross Highway 50 on a high overpass (see autos lower right-hand corner) as the main line (black line left center) makes a sweeping curve through several cuts in the rolling hills.

COVER

While the Pennsylvania clearance car was "in the hole," its operators ran up the "horseshoe" template for this picture of the east-bound California Zephyr taken through the "cat's whiskers."



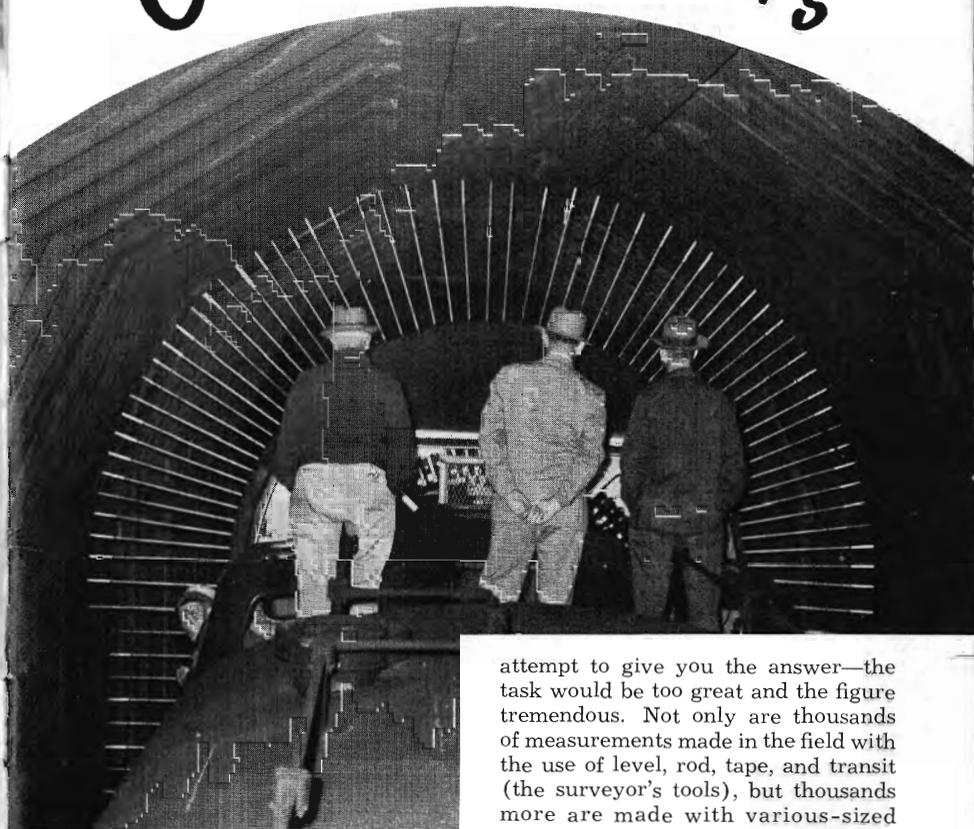
CONTENTS

	PAGE
Cat's Whiskers	3
Hey, Kids	9
It Pays to Advertise.....	9
Division of Forestry Honors WP.....	10
In Memoriam	11
New Credit Union.....	12
Wyche	13
Dear Editor	14
WP Will Remember.....	16
Mileposts in Gold.....	17
How We're Doing.....	18
Caboosing	19
Sports	32
\$50,000,000 Shopping Tour.....	35
Railroad Lines	36



MILEPOSTS

Cat's Whiskers



attempt to give you the answer—the task would be too great and the figure tremendous. Not only are thousands of measurements made in the field with the use of level, rod, tape, and transit (the surveyor's tools), but thousands more are made with various-sized rulers—some outdoors, some indoors, and some on the drawing boards.

DID you ever wonder how many measurements Western Pacific's Engineering Department takes of its property and equipment during the course of one year? MILEPOSTS won't

But MILEPOSTS would like to tell you about a still different measurement which was made along the entire main line during April to establish clear-

ance distances to objects above or adjacent to the tracks. With an accurate record of such measurements, the Engineering Department is able to okay the passing over the railroad of out of the ordinary shipments of equipment and commodities loaded in open-top cars, shipments the WP is called on by its customers to handle.

To do the job efficiently and accurately, WP had the use of Pennsylvania Railroad's new clearance car, while on the West Coast a car specially designed by the Pennsy's Mechanical and Engineering Departments and built at its Altoona, Pa., works in 1950. By means of a battery of adjustable feelers—or "cat's whiskers"—it literally feels its way along the railroad, accurately measuring the clearance of tunnels, overhead bridges, truss bridges, retaining walls, cut banks and other potential obstructions. Only by thus obtaining an accurate record to a fraction of an inch can it be determined whether any loaded car can travel over Western Pacific to its destination.

The car is of the P-68 passenger type of the latest design, divided into five compartments. The head, or front, compartment is the template room wherein all the measuring instruments are located. This compartment has an observation dome for inspection of overhead structures and tunnels by members of the accompanying crew.

The measuring instruments, 126 in all, in the template room are in four groups: (1) the oval template called the "horseshoe"; (2) the "main" template; (3) the "right foot" template; and (4) the "left foot" template. The "horseshoe" template, which is adjustable in height from 17 feet to 21 feet

above rail, has a straight portion on each side, beginning at eight feet above rail, extending upward perpendicular to the plane of rail to a point nine feet above rail when template is in normal or down position, at which point it curves over the top of the car on a five-foot radius. The "main" template re-



The clearance car special about to leave Oakland.

mains in a fixed position on both sides of the car between the heights of 2 feet and 11 feet 6 inches above rail.

The "right" and "left" foot templates, which extend downward from a height of 2 feet to 6 inches above top of rail, are also adjustable and when not in use can be raised by means of a hydraulic lift through wells in the car floor to prevent striking objects along the track when in transit.

To anyone entering the car for the first time through the template room the measuring and recording instruments seem complicated, but are really quite simple. These instruments consist of three main parts: (1) the feelers attached to an outside gear box; (2) a length of teleflex cable which passes through special brass tubing; and (3) the indicator quadrant

with gear box and magnifying glass. The feeler on the outside of the car, which is 36 inches long, is of one-half inch aluminum tubing with tool-steel hardened tip flat at the end for more accurate measurements. The feeler is attached to a shaft extending from the outside gear box; both shaft and feeler

ner as the feeler on the outside. To the outer circumference of the quadrant is attached a white scale with black numbers graduated to the one-eighth inch from 0 to 36. The scale is calibrated so that its readings indicate exactly the clearance measurement for the position taken by the feeler. This is all incased with an opening over which is attached a magnifying glass with a hairline marking on the underside to indicate the proper position for reading the scale. Also attached to the quadrant indicator is a handle for extending or retracting the feelers as required and a stop-hold for locking the feelers in closed position.

The car has an inter-communicating system with two-way speakers and head phone sets in the template and recording rooms for constant communication between the two during operation.

The second compartment consists of a stainless steel kitchen with electric refrigeration, washroom equipped with three washbasins, mirrors, and electric outlets, a shower room, and a toilet room.

The third compartment comprises the dining and sleeping quarters for six men, with standard Pullman-type berths. This section also has lockers for each man to store his personal effects and additional storage space for linens and bedding.

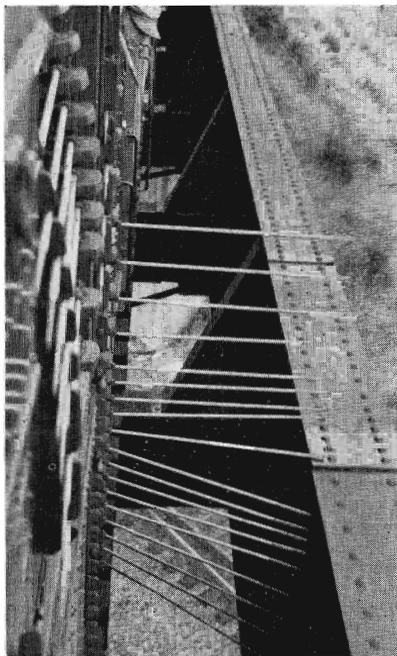
The fourth compartment is the lounge room, which is furnished with tables and chairs and lockers for clothing. This room also serves as an overflow dining space.

The fifth and last compartment in the car is the recording room, from which the operation of the car is directed. The recording room is equipped

fittings have serrations for delicate adjustment on dead center. The feeler is secured to the shaft by means of two washers, lock-nut, and clamp bolt. One washer is made of spring steel slightly cup-shaped with protruding legs bearing against a fiber washer. Its purpose is to obtain proper friction that the feelers will not swing back too freely or be too rigid when making contact with structures.

The flexible cable which passes from the outside gear box through the brass tubing to the gear box on the indicator quadrant is of special design, developed during the Second World War for aviation and marine controls and is still used for that purpose wherever accurate, dependable remote controls are required.

The indicator quadrant is attached to the inside gear box in the same man-



Lower feelers of the right main template are pushed back as they strike framework while crossing bridge.

with desk, drafting table and filing cabinets, in which are kept the track charts, maps, and current clearance diagrams.

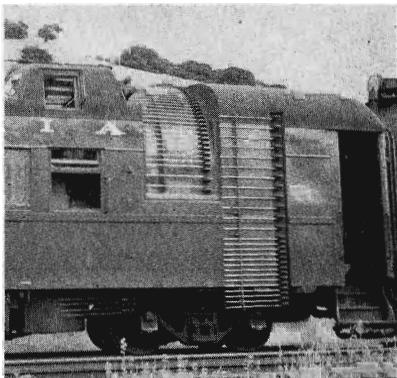
LOCATED directly over the center line of the rear truck, and reached through a hatch in the office ceiling, is a rear template. This is used for measuring overhead bridges and other structures which are more than 21 feet from top of rail and cannot be reached with the "horseshoe" template. These structures are measured by means of telescoping gauges that are extended to the underside of the bridge and as the car moves under the bridge

they push down to the minimum clearance of the structure and are graduated for direct reading in feet and inches above top of rail.

The clearance car is moved over the railroad in regular passenger train service when traveling between headquarters and locations where work is to be done.

At the beginning of a day's work, the first structure to be measured is located on a track chart in the recording room as to the mileage location and on the clearance diagram as to the type of structure, the height for setting the template and the feelers which are to be used as the car approaches the structure. This information is passed over the communicating system to the men in the template room, who set the template and put the feelers in operating position, as the train slows down about two car lengths from the structure to about 5 m.p.h., and continues at that speed until the measurement is recorded. While still moving, the feelers and template are replaced to a

Side view of the front of the car showing the observation dome, the "horseshoe" template, and the right main template, both shown here in collapsed position.



Plotting of measurements takes place in recording room, where engineer receives readings over telephone speaker (indicated by arrow). Engineer in template room in forward section of the car takes readings from graduated scale attached to the quadrant which corresponds to the position of the outside feeler.

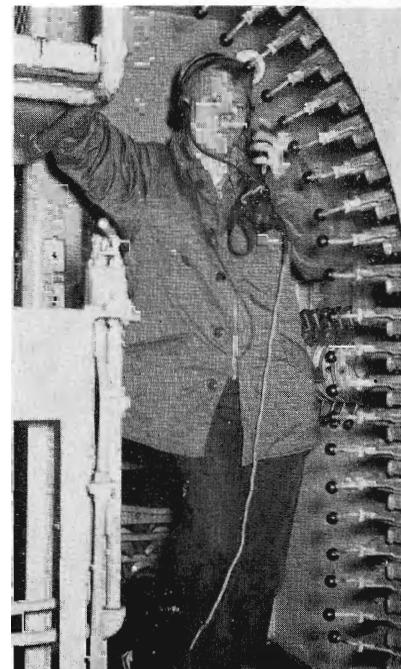
closed position, the train picks up speed and continues to the next structure.

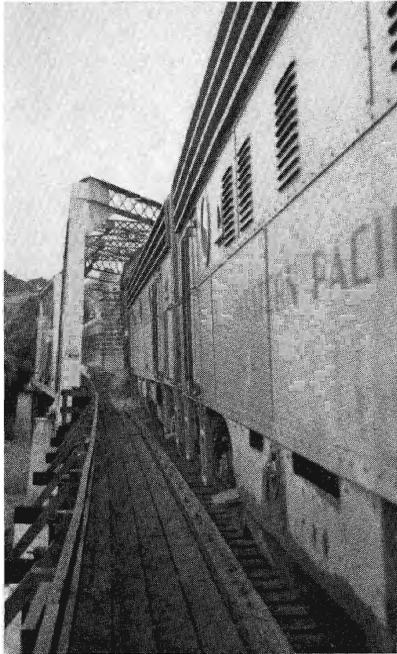
When the car is in a measuring position, the feelers are extended outward perpendicular to the template. As the car moves slowly by the structure to be measured, the feelers striking it are brushed back to the contour of the structure indicating the distance from the template. This is recorded on a diagram to a scale of one-half inch to the foot. The diagrams of the individual structures are then compiled on a single sheet, showing all objects between any two junction points. A separate diagram is prepared for each track in multiple-track territory.

In order that other departments of the railroad, and also the public, might have clearance information in usable form, there is compiled and published from the clearance diagram a tabulation of figures giving the clearance data for all through or local routes, and for sections of these routes between junction points. This compilation

shows measurements for width and height of cars or loads that can be moved via normal routes, with tabulation beginning six inches above top of rail and permitted width for each three inches of height up to 20 feet. All shipments with dimensions greater than those tabulated for a particular section of the railroad require special handling with the Engineering Department.

THE clearance car is normally operated by a crew of four men under the direction of the Clearance Engineer. Each of the men has his spe-





No trouble here, even with the feelers extended.

cific duties; two in the template room, one in the recording room, and a cook who also serves as a general utility man in the care and cleaning of the car and the equipment. The man in the recording room plots the measurements on the clearance diagram, as previously described, making notation of any unusual conditions or extremely close clearances; also keeps a record of the movements of the car and all structures measured. The two men in the template rooms, one for each side

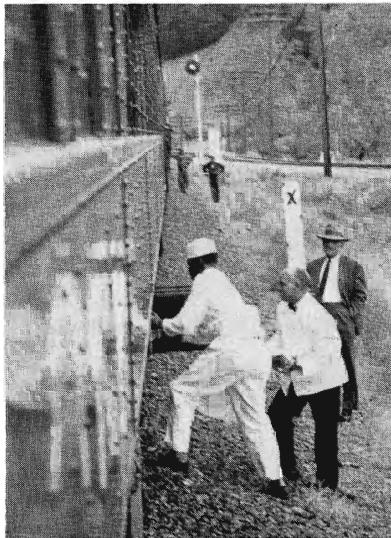
A day's work sharpens the appetites and LeRoy Taylor and Al Green raid the ice chest for some choice cuts while Trainmaster Les Henry watches.

of the car, operate the measuring instruments and observe the structures being measured, noting any unusual conditions.

Changed conditions because of new construction or alterations or because of some prank of nature might result in a change in rail elevation in a tunnel or bridge. The difference may not amount to even an inch, but it might be the space which would determine whether a shipment could or could not move over the road.

For an efficient and accurate job, the clearance car is, literally, the "Cat's Whiskers."

(MILEPOSTS is grateful to Clearance Engineer J. G. Greenlee and the crew, D. E. Lykens, G. A. Campana, G. D. Graff, and B. A. Coffey, of the Pennsylvania Railroad, for much of the information contained in this article.)



Hey, Kids . . .

If your Dad works for Western Pacific, and if you attend an elementary school, here's a chance to have some fun!

No doubt you have often heard Dad talk about his job with Western Pacific—where he works, what he does on the job. Well, MILEPOSTS will print from time to time as space permits, the best drawings sent in showing what Dad looks like on the job.

Draw your pictures with black pencil or black crayon on 8½x11

inch white, unruled paper. Tell me your Dad's name and his occupation, and send me a photograph of yourself with your name, age, and name of your school.

Mail to: Editor, MILEPOSTS, 526 Mission Street, San Francisco 5, California.

If your drawing is selected as one of the best, I'll also print your photograph in the magazine and send you a brand-new, crisp one-dollar bill!

Good Luck! . . . and, please, no help from your parents!

IT PAYS TO ADVERTISE

While writing up notes in a hotel room to catch his monthly deadline for *Modern Railroads*, Editor Frank Richter's attention was drawn to a bright yellow card under the glass of the writing table, which prompted him to write the following in his April issue:

"It was a cartoon of a man happily asleep in a large, comfortable bed, and the caption said, 'Why not spend another night in this hotel? And fly home.'

"How can we think of anything else but—now the hotels are also ganging up on the railroads. Obviously, it is good business for hotels to make such

recommendations; but planting such thoughts in the minds of travelers doesn't help the railroads any.

"Then our eyes noticed another card on the other side of the typewriter. A wide-awake railroad enthusiast had gotten there before me and slipped in under the glass an attractively illustrated card and calendar proclaiming: 'TRAVEL IN COMFORT BY RAILROAD.'

"That is the spirit that will stimulate rail travel . . . the kind of spirit that will generate the enthusiasm to go out and *sell* rail travel rather than wait for patrons to come to the railroads," he concluded.

DIVISION OF FORESTRY HONORS WESTERN PACIFIC

In recognition of distinguished public service, for assistance in the prevention of forest fires, the California Fire Prevention Committee unanimously selected Western Pacific to receive their bronze plaque, which was presented at the Committee's Northern Meeting held in the State Chamber of Commerce Building in San Francisco.



H. C. Munson accepts plaque from Clare Hendee, regional forester, U. S. Forest Service, right, while E. L. McCann and DeWitt Nelson, chairman, California Fire Prevention Committee, watch with interest.

In a letter to H. C. Munson, vice president and general manager, asking him to accept the award on behalf of Western Pacific, W. F. Boebert, chief special agent and claim agent stated:

"Unquestionably, our success in the 1953 program depended on the co-operation we received from employees working in the critical area. Engine-

men and trainment—by their close observance of good common-sense fire prevention measures and quick reporting of fires; track maintenance employees—in their observance of fire prevention measures, their work in clearing rights of way, building fire guards, quick reporting and suppression of fires, were of tremendous help in this program."

The man who developed the program, who traveled many thousands of miles and spent many man-days making contacts and outlining action programs with District management, was E. L. McCann, district special agent and claim agent, who was assigned by Western Pacific to work with other railroads in promoting better fire prevention. At the conclusion of his highly successful campaign, he presented a comprehensive report, highlighted by the following results:

1. Two complete, and another partial round of the State, making contacts with district management of all railroads.
2. Arranging to place the talking Smokey Bear display at various public locations.
3. Arranged forest fire prevention copy for dining car menus and other publications.
4. Placing of posters in stations.
5. Directed personnel training in fire prevention.
6. Directed elimination of hazards in public areas.
7. Developed coöperation with owners adjacent to railroad rights of way in the abatement of hazards.

MILEPOSTS

In Memoriam



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

Oreste Acciari, retired carman helper, April 10, 1954.

William T. Cory, hostler helper, March 28, 1954.

Cornelius W. Craven, brakeman, April 11, 1954.

Horace B. Curle, retired Sacramento Northern motorman, March, 1954.

Nicholas D. DeAngelis, former machinist helper, March 16, 1954.

Frank L. Durant, retired chief clerk, April 25, 1954.

William B. Evans, retired central California Traction Company conductor, April 4, 1954.

George T. Gamble, retired head clerk, April 15, 1954.

Edward Hardy, switchman, March 30, 1954.

Bunji Horiye, retired janitor, date unknown.

Luther F. Keener, retired machinist helper, March, 1954.

Clarence D. King, retired switchman, March 21, 1954.

Theodore D. LaPointe, Sr., conductor, March 21, 1954.

Dr. Richard Lowenberg, former Portola Hospital staff member, April 29, 1954.

Edward Marcham, retired freight handler, date unknown.

William E. McManimon, store helper, May 1, 1954.

Ralph D. Phinney, section stockman, May 8, 1954.

Guadalupe Raso, retired section laborer, March 15, 1954.

Antonio H. Rocamontez, Central California Traction Company section foreman, March 6, 1954.

Mrs. Ada Lee Shaeffer, retired stenographer, April 25, 1954.

Fred J. Schindler, retired Sacramento Northern trackwalker, January, 1954.

Samuel E. Trott, retired machinist, April 12, 1954.

Willard C. Zent, roadmaster, March 26, 1954.

NEW STOCKTON INDUSTRIAL SITE

Purchase of a 346-acre tract one mile southeast of Stockton city limits has been made by Standard Realty and Development Company, subsidiary of Western Pacific. The tract, bounded by Sharps Lane on the east and Sperry Road on the south, will be served by Western Pacific and Tidewater Southern Railway and is one of the choice sites for industrial development in the Stockton area, because of the ready availability of all utilities and its proximity to U. S. Highways 50 and 99.

NEW CREDIT UNION OFF TO GOOD START

As this goes to press, more than 131 Western Pacific employees at San Francisco have invested \$5,255 in their newly formed credit union, a non-profit organization, for which application for Federal Charter was drawn up during the latter part of March. With the receipt of notification of approval some three weeks later, the books were opened on April 20 and enrollment during the first week amounted to more than sixty members and the receipt of over \$1,600.

In addition to this enthusiastic response for membership, the Union has already authorized several loans, one of the benefits available to members.

The Western Pacific San Francisco Employee Federal Credit Union is the third to be established by WP employees in a short period of time. Sacramento employees were first, and after one year of operation paid a four per cent dividend to shareholders. Stockton employees followed shortly after. The Oakland union, which has been in existence for approximately seven years, is a joint affiliation with employees of other railroad lines as well as those of Western Pacific.

Credit Unions are not new. The movement in the United States began in 1909, when Massachusetts passed the first State credit union law. There are now more than 14,500 credit unions in the United States, whose 7,500,000 members have accumulated over \$2 billion, and a steady growth continues year after year.

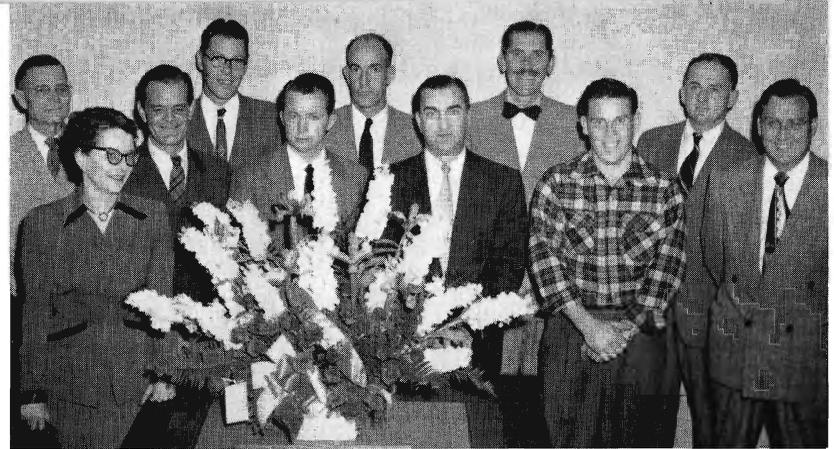
Savings by members are made in the form of share purchases, each share being valued at \$5. Savings may be

made in amounts as small as 25 cents per month and may be withdrawn at will, although credit union's board of directors may require two months' notice for withdrawal of funds, as in a savings bank. This provision is seldom invoked.

Out of funds accumulated from these savings, loans may be made to members of the credit union. The law permits unsecured loans up to \$400 and adequately secured loans in larger amounts, depending on the size of the union. Repayments are made weekly, semi-monthly, or monthly, usually over a period of 10 months or a year. They may not extend over three years. Interest on these loans must not exceed one per cent per month on unpaid balances inclusive of all charges incident to making the loans. All loans up to \$10,000 are insured against permanent disability or death, leaving no encumbrance on the estate.

Control and management are in the hands of members: a board of directors, a supervisory committee, and a credit committee. No officer except the treasurer may receive any compensation and he very often serves without pay. All officers are bonded.

Net earnings from loan operations or other sources may be returned to the members as dividends, except that 20 per cent of the net earnings are set aside in a reserve fund for bad loans. Actual statistics show losses charged off because of bad loans amount to less than two-tenths of one per cent of all loans made. A dividend rate of three or four per cent per year is quite common. In addition, your estate will re-



CREDIT UNION OFFICERS

Left to right: George Vedder, Mildred Nielsen, Eric Anderson, Carl Flaig, Joe Marks (secretary), John Quinn, John Graser (president), Wilbur Hanson (vice president), Bill Martin, Jim Michael, and Bob Toll (treasurer). Others are committee members. Other committee members not present when picture was taken are: Merrill Butler, George Johnson, Joan Karlin, Lenore Studt, and Douglas Cassell.

ceive, at no cost to you, \$1.00 extra for each dollar you deposit up to \$1,000, to the age of 55 (proportionately less thereafter), under an insurance savings plan.

The affairs of the credit union and the records of the treasurer are sub-

ject to frequent audits by the supervisory committee, and are supervised and periodically examined by the Bureau of Federal Credit Unions.

Additional information may be obtained from any of the officers of the three Western Pacific Credit Unions.

WYCHE IS WY-CH NOT WY-CHE

MILEPOSTS learned that train and engine crews and others concerned are having difficulty in correctly pronouncing WYCHE—the name of the new 110-car siding placed in service at Milepost 82.1, between Carbona and Lathrop, on April 20.

For lack of a word to rhyme with Wyche, MILEPOSTS offers the following:

Pronounce the WY like letter "Y."

Pronounce the CHE like "CH" in chug.

Put the two together and you have WY-CH.

The new siding was named after con-

struction engineer Thomas J. Wyche, who worked with Virgil Bogue, chief engineer, during construction of the Western Pacific from Salt Lake City to the California state line. Wyche became chief engineer in 1910. He died in 1923.

Station PHIL, Milepost 430.8, seven miles west of Gerlach, Nevada, was named after T. J. Wyche's son, Philip L. Wyche, executive assistant to President Whitman. Phil got his first taste of railroading before entering college, when he worked on construction of the Indian Valley Railroad and later on Western Pacific's Reno Branch.



Dear Editor:

THANKS

Through MILEPOSTS, I wish to take this opportunity to thank all my friends for their many acts of kindness during my recent stay in the hospital. Your daily visits and remembrances of cards and flowers helped the hours to pass more swiftly. Thanks again.

OTTO J. KELLEY, *Engineer*.
Salt Lake City.

DANCE COMMITTEE GRATEFUL

The Committee Chairman and members of the General Committee would like to express their thanks for the wonderful coöperation received in connection with the Annual Spring Dance held in Sacramento on April 24.

The attendance, good music, delicious food, and beautiful decorations all went to make for a perfect evening. We are looking forward to having you with us again next year.

AL MADAN, *Chairman*.
Sacramento.

LIKES MILEPOSTS

I would like to inform you that I am receiving your magazine every month. I hope you will continue to send it to me, as I find it very interesting.

Thanking you for your interest, I am

Yours very truly,
BERNARD BYRNE.

100 Fassauga Road, Cabra
Dublin, Ireland.

EMPLOYEES COMMENDED

Recently I had the pleasure of traveling from San Francisco to New York on the *California Zephyr* and I feel that I must tell you how completely I enjoyed the trip. Since I divide each year between the east and the west coast, I am thoroughly familiar with the various trains. I have never enjoyed the trip as much as this time.

In trying to decide just why this should be, I have come to the conclusion that it is the attitude of the railway employees. The equipment is superb, of course, but the finest equipment in existence will not compensate for a disagreeable employee. This is terribly important, for the employee is, after all, the on-the-spot representative of the railroad. I hesitate to name particular employees for fear of leaving someone out . . . conductors, porters, waiters, *Zephyrette*—they were all kind and thoughtful . . . but I feel I must mention Edward Thomas, the dining-car steward, who was the perfect host on every possible occasion. Mealtimes are the highlights on a long trip, and Mr. Thomas did everything possible to make them real highlights.

Since I am an old friend of Walter Brunberg of your organization, I was most anxious to find something wrong so I might rib him! I didn't find it.

Most sincerely,

GEORGE A. GLAY.
New York, N. Y.

UNIQUE DINING SERVICE

Having been in the travel business since 1914, the entire time with the Automobile Club of Southern California, I feel time should be taken out of my daily endeavors to drop you a note and give you my impression of the Western Pacific Railroad, its equipment, its roadbed, and its personnel with whom I came in contact on my recent trip from San Francisco to Chicago. . . .

Arriving at the train, we were met by two of the most friendly railroad people I have had the pleasure of meeting in a long, long time; the conductor (whose name I do not remember) and the car porter, William Taylor, who escorted us to our accommodations, which were immaculate and comfortable in every respect. . . .

It was not long before your most efficient *Zephyrette* called upon us to ascertain the hour at which we would care to dine that evening, a most unique service on any train, as you are fully aware, for it prevents passengers becoming disgruntled due to their inability to get into the dining room.

Upon entering the dining room for lunch we were met by the steward and assigned to a table which was cared for by Rudolph, the most pleasant, most understanding and most happy individual I have met in a long, long time. To say our service was perfect is an exceedingly poor expression, but he left nothing to be desired at any meal we had aboard the train.

In closing, may I say your roadbed was perfect, the scenery excellent, the policing of the car from the standpoint of cleanliness was outstanding and it is understandable to me why you are enjoying such success on your particu-

lar line. May I say again, thank you for the pleasant trip on what, in my opinion, is the most outstanding railroad line in the entire United States.

Sincerely yours,
D. DOIG, *Manager*
Touring, Map and
License Departments.

Los Angeles.

WANTS THE BOYS TO WRITE

Thanks a million for sending the MILEPOSTS to me at my new address. I wouldn't miss it for anything. I had to move from Denver to a lower altitude on advice of the Government doctor after being in the V. A. Government Hospital three times in eighteen months. I am feeling fine down here in the Lone Star State and would appreciate a line now and then from the boys on the good old WP.

If any of them happen to come down Texas way, be sure and come to San Antonio and see me; the welcome mat is out.

Receiving the MILEPOSTS is like getting a letter from home.

Yours truly,
J. E. "TEX" FIELDS.

1311 Austin Street
Apartment 2
San Antonio, Texas.

LIKES ZEPHYR BEST

Many thanks for the transparencies just received. I assure you they will fit into my collection of 150, which comprise the entire tour of Hawaii and return. I had good ones taken inside the dome, but nothing from the outside.

Mrs. Hauptert and I both agree that your *California Zephyr* is the best train we have ridden, and we have ridden five main routes from Chicago to the

West Coast. The day coach dome is the best-appointed and smoothest ride we have ever had and we enjoyed the front-end lounge car very much. The courtesies of the trainmen were beyond regular expectations.

Sincerely,

F. H. HAUPERT.

Freeport, Illinois.

FIFTIETH WEDDING ANNIVERSARY

Enclosed Oakland Tribune clipping is for your file of the old-time WP employees to be used as you see fit. At present I am enjoying good health and looking forward to our Golden Wedding Anniversary. We enjoy receiving MILEPOSTS and the way it is edited.

CURTIS RISK.

1941 - 101st Avenue
Oakland, California.

The clipping told of Mr. and Mrs. Risk's fiftieth wedding anniversary on April 25 and a reception at the home of their daughter, Mrs. Goldie Aird. Now 73, Conductor Risk retired from Western Pacific seven years ago. MILEPOSTS extends the happy couple belated, but nevertheless sincerest best wishes on this wonderful occasion.

LOSS AND DAMAGE COST TO WP

First Quarter

1954 \$162,312.90

1953 \$163,098.02

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:

John W. Anderson, carpenter helper, Wells, Nevada.

Wallace J. Bradley, carman, Elko, Nevada.

John J. Coakley, carpenter, Keddie.

Sixto Garcia, track laborer, Hayward.

Harry C. Kennedy, section laborer, Halls Flat.

Frank P. Libby, carpenter foreman, Oroville.

Charles Luchesi, section foreman, Livermore.

Murl F. Patterson, switchman, Stockton.

Arice S. Patterson, car inspector, Oroville.

Clarence F. Wiseman, Sacramento Northern substation maintainer, East Gridley.

CORRECTION

MILEPOSTS erroneously reported in the April issue the retirement of Herbert C. Rose, fireman, of Stockton. Mr. Rose has not retired and his tentative application for disability annuity was subsequently canceled by his own request.

Husband to friend: "My wife is two hours late. She's either had an accident with the car, been kidnaped, or she's shopping. Man, I hope she ain't shopping!"

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Lester A. Henry.....	Trainmaster.....	Western Division
Sacramento Sabala.....	Section Foreman.....	Western Division
35-YEAR PINS		
Frank N. Bennyhoff.....	Roundhouse Foreman.....	Mechanical Dept.
Martin C. Miller.....	Telegrapher.....	Eastern Division
30-YEAR PINS		
James G. Albertson.....	Locomotive Engineer.....	Eastern Division
Charles L. Hawkins.....	Locomotive Engineer.....	Eastern Division
David W. Jones.....	Section Foreman.....	Western Division
Seth L. Manca.....	Locomotive Engineer.....	Eastern Division
Joseph E. Moore.....	Locomotive Engineer.....	Eastern Division
Foster J. Parker.....	Conductor.....	Eastern Division
Wallace M. Sholl.....	Locomotive Engineer.....	Eastern Division
25-YEAR PINS		
Herbert W. Edwards.....	Machinist.....	Mechanical Dept.
William C. Emerson.....	Transportation Inspector.....	San Francisco
Othol G. Hall.....	Conductor.....	Western Division
Vince J. Howard.....	Clerk, Aud. Revenues Dept.....	San Francisco
Frank J. Pelzman.....	Carman.....	Mechanical Dept.
Albert D. Quackenbush.....	Office Engineer, Engineering Dept.....	San Francisco
Robert L. Runge.....	General Agent.....	Stockton
Jesse E. Schmidlin.....	Machinist.....	Mechanical Dept.
T. P. Wadsworth.....	Asst. Frt. Traffic Mgr.....	San Francisco
20-YEAR PINS		
Daniel L. Gonzalves.....	Carman.....	Mechanical Dept.
Melvin E. Graham.....	Chief Clerk, Traffic Dept.....	Sacramento
James J. Hickey.....	General Passenger Agent.....	San Francisco
Thomas D. Howard.....	Traffic Representative.....	San Francisco
Sam Richichi.....	Section Laborer.....	Western Division
Fred J. Saunders.....	Warehouse Foreman.....	Western Division
Arnold S. Skootsky.....	Clerk.....	Western Division
Edward E. Strayer.....	Locomotive Engineer.....	Western Division
Anthony Villegas.....	Section Stockman.....	Store Department
Harold G. Wyman.....	Supt. Dining Car Dept.....	Oakland
15-YEAR PINS		
Harold R. Brothers.....	Carman.....	Mechanical Dept.
William Chess.....	Switchman.....	Western Division
Sheldon Glatt.....	Traffic Representative.....	Oakland
Robert E. Gonzalves.....	Special Passenger Representative.....	San Francisco
Glen M. Metzdorf.....	Conductor.....	Western Division
Willie Williams.....	Pantryman.....	Dining Car Dept.
10-YEAR PINS		
Herbert F. Austin.....	Head Investigator, Freight Claims.....	San Francisco
James Chisholm.....	Waiter.....	Dining Car Dept.
Dorothy G. Davidson.....	Clerk, Passenger Traffic.....	San Francisco
Louis Falcon.....	Switchman.....	Western Division
Kathryne Gill.....	Clerk, Accounting.....	San Francisco
Elmon C. Griffiths.....	Brakeman.....	Eastern Division
Charles C. Harper.....	Clerk.....	Western Division
Mary Jane Hyland, Mrs.....	Accountant, Treasurer's Office.....	San Francisco
Georgia Jackson.....	Laborer.....	Mechanical Dept.

(Continued on Page 18)

HOW WE'RE DOING

It is very easy to get used to prosperity and to accept it as the normal state of things. Likewise it is disconcerting when one's income drops off a bit. This is as true of a railroad as it is of an individual.

Last year Western Pacific's traffic and revenues were the highest in its history. They were particularly good during the first months of the year. By comparison, results for the first four months of 1954 are very disappointing.

Operating revenues are down about one quarter from the corresponding period of 1953. This is due to two factors, the general recession in industrial production throughout the country and the cessation of movement of the high revenue government military traffic resulting from the war in Korea.

With so much less coming in it has been necessary to economize in all practical ways. Even so, it has only been possible to reduce expenses enough to balance out about one quarter of the loss in revenues.

Following are comparative statistics for the first four months of 1954 and 1953:

	1954	1953	DECREASE
<i>Operating Revenues:</i>			
Freight	\$ 14,184,465	\$ 18,702,373	\$ 4,517,908
Passenger	712,938	1,033,360	320,422
All Other Operating Revenues.....	325,169	403,975	78,806
Totals	\$ 15,222,572	\$ 20,139,708	\$ 4,917,136
<i>Operating Expenses.....</i>	\$ 12,239,480	\$ 13,426,048	\$ 1,186,568
Net Income After Fixed Charges, Etc.....	\$ 1,202,886	\$ 2,466,687	\$ 1,263,801

MILEPOSTS IN GOLD...

Joseph C. Jimenez.....	Laborer.....	Mechanical Dept.
James LeRoy Lee.....	Sheet Metal Worker.....	Mechanical Dept.
Roy A. Maine.....	Fireman.....	Eastern Division
Tony Nunes.....	Carman.....	Mechanical Dept.
Antone Primeaux.....	Clerk.....	Eastern Division
William F. Royal.....	Investigator, Freight Claims.....	San Francisco
Charles Smith.....	Brakeman.....	Western Division
Homer H. Stewart.....	Yardman.....	Eastern Division
Edwin Wickliffe.....	Waiter.....	Dining Car Dept.
Frank Williams.....	Ticket Clerk, Passenger Dept.....	San Francisco



STOCKTON

Virginia Rustan

ERNE MANCUSO, locomotive engineer, was embarrassed by a typographical error in a Stockton paper recently, but regained his fame as leader of the 20-UP CLUB when they reprinted the statement that the big one he caught weighed 33 pounds, good enough to take the lead in the derby.

ALTON E. HEALEY, relief ticket clerk, has much reason to be proud of his son, Marine Corps PFC Marvin R. Healey, 19, who was presented the Brigadier General Calvin B. Matthews trophy for highest recruit marksmanship award. PFC Healey is a member of Force Troop's second amphibian tractor battalion at Camp Lejeune, North Carolina, and the award is the highest rifle honor a Marine recruit can win.

JACK BELMONT, fireman, is proudly announcing the new addition to his family, a boy, which now makes his family a fivesome. Also passing out cigars is WILLARD LE BEOUF, clerk, also the father of a new son.

Switchman TOM PROUDFIT was recently called East to Battle Creek, Mich., due to serious illness of his wife.

Our sympathy is extended to SAM SEED, car department, whose wife passed away April 28. Also, to GENEVA PENDERGRAFT, clerk, upon the passing of her brother in Oklahoma City.

ELKO

Theida Mueller

MRS. CAROLINE WOLF, PBX operator, has returned to work after a three weeks' seige of bursitis. ROSIE DOMINGO, clerk, replaced her during her absence.

Two nice-looking new cars in our parking lot lately, a cream-colored Ford being driven by ELIZABETH TOM, secretary to assistant superintendent, and a new blue Mercury registered to MRS. ANGELINA DOMINGO, steno-clerk.

Our best wishes to Carman H. W. FRANCIS, who retired on disability pension May 1.

MRS. MARGARET THOMPSON, first trick telegrapher KN office, returned to work after being with mother in Auburn, California, while she was recuperating from a major operation. Her mother is recovering nicely. While there she was pleasantly surprised by a visit from retired Dispatcher ANDY PIERS and ROSS KELLEHER and their wives. Ross formerly worked on the Eastern division, too. Both families now reside in Sacramento.

Dispatcher P. L. HUCKABY and wife, Masie, former KN telegrapher, just returned from an extended vacation touring most of the southern states, and J. P. THOMPSON, footboard yardmaster, and his wife are vacationing in San Jose.

EARL SMIRALDO, fireman, now serv-

ing in the Army, is home on furlough from Fort Ord. He is wishing Uncle Sam would give him a cut-off letter so he could return home and go firing again.

Mrs. MARY LAMBERTY, recently retired as secretary to chief clerk, returned home after spending the past eight months with relatives in West Virginia. She reports "there's no place like home."

Just received word that JOHNIE ETCHEBEHERE and his wife, Hannah, are the proud parents of a baby girl. First baby in the family. She has been named Michele. Now living in San Francisco. We all send them our congratulations!

Melva Ann Lynch, 17-year old daughter of Supt. and Mrs. J. F. LYNCH, was chosen representative of Nevada Wing, Elko Squadron, Civil Air Patrol Cadets, to accompany Wing Com-



mander, Colonel Crumley, to the 1954 Congressional Dinner in Washington, D. C., May 5. While attending C.A.P.C. encampment at Mather Air Force Base, Sacramento, she received a trophy for outstanding female cadet officer. Other activities including Scouting, Youth Moderator of First Presbyterian Youth Group, Stated Clerk for Nevada Youth Presbytery, Rainbow Girl (reaching office of Charity and receiver of the Grand Cross of Color). During schooling, Melva received awards in dramatics, music and athletics. She's a Dodger fan, likes baseball, basketball and golf; collects China cups. She graduates from high school this month and plans to attend Lewis and Clark College, Portland, Oregon, majoring in youth leadership and Christian Education.

OROVILLE

Helen R. Small

William C. Sanford, son of retired Ditcher Engineer and Mrs. W. H. SANFORD, has been appointed student minister at Glacier Park Hotel in Glacier National Park, Montana, for the summer. He is one of about 90 students who will be participating in the "Christian Ministry in the National Parks" program which is sponsored by the National Council of Churches.

Our population is increasing: a daughter, Jean, born to Signal Maintainer and Mrs. EMORY FIELDS on April 7; a son, Ricky, born to Clerk and Mrs. W. R. WIGGINS on April 11; and a daughter born to Switchman and Mrs. W. B. HANSELL on April 22.

R. H. "RUDY" MILLER, signal department, Sacramento, and his wife were severely injured in an accident near Oroville recently, but have been re-

leased to their home after being hospitalized.

Carman NEIL HAGEN was sent to St. Joseph's Hospital for surgery and Carman J. N. "JACK" DUDLEY was a patient in the Oroville Curran Hospital.

Visitors among WP friends: Mrs. S. C. THOMAS, widow of car inspector, Portola, spent several days with Mrs. C. Parker; Mrs. F. Blalock, Mrs. Don Deeds and son, Michael, spent several days with HELEN R. SMALL, trainmaster's clerk; Mrs. Walter H. Brown, wife of ENGINEER BROWN, was called to Belmont to see her sister, Mrs. J. A. Saunders, who is ill with heart trouble; Switchman E. L. HAASE, wife and daughter, Jo Ann, rode the *California Zephyr* to San Francisco during Easter vacation; the wives of A. E. JONES, brakeman, and L. L. WILMOTH, carman helper, visited with Jones's son, Ernest, and family, who are stationed near Salt Lake City.

Carman and Mrs. GEORGE STREET lost their daughter, Mrs. Dorothy Trotta, when the boat in which she and two other persons were riding overturned in the swollen Sacramento River on April 4. All were drowned.

Brakeman C. W. CRAVEN passed away at San Francisco April 11. He is survived by his wife, Anna, and two married daughters.

Roundhouse Clerk WILLIAM E. McMANIMON passed away on May 1 at the Oroville Curran Hospital after having been stricken while on duty. He is survived by his widow, Maria.

Clerk W. B. LEWIS and his wife enjoyed a vacation in New Orleans, traveling by *California Zephyr* and through the Royal Gorge, Colorado.



Dan McKellips and Bill Metzger, retired engineers, visited recently with Ed Gleason (center), scheduled to retire as chief mechanical officer this year. Their total ages amount to 218 years and their WP service, 123 years, is over half their lifetime.

MECHANICAL DEPARTMENT

Norma Joseph

Like the swallows at Capistrano, the sparrow's nest and hummingbird's nest are with us again this year. A swarm of bees 16 inches long and 18 inches in diameter tried to move in, but were promptly removed as soon as they were settled.

DON CARMAN, accountant, is busy these long spring evenings with his Little League Baseball team. We hope to have a picture of the team for you next month.

Spring is better than ever this year, particularly when the Sacramento Solons are right at the top of the Pacific Coast Baseball League, and a lot of our WP people are ardent fans.

WENDOVER

Esther Witt

Our roundhouse has again taken on that new look since Mechanical Foreman ROBERT COLVIN has planted more trees and shrubbery and flower seeds. Bob has really abolished the barren look around the diesel shed and the oil house, and we should soon have an abundance of flowers.

Switchman and Mrs. DAN W. LEE entertained Dan's two sons, Dan and Ricky, from Callao, Utah, while the boys were on spring vacation.

The engagement of Yard Clerk CAROL D. JONES and Marlene McLeod has been announced and the wedding date is set for June 18.

Telegrapher WILLIAM U. TATE returned to work as relief telegrapher after having been away from duty for nearly a month. Bill reports having had a wonderful time.

Signal Maintainer THEAS N. GARFIELD has been stationed at Gerlach on a relief position there and is soon slated to return to Wendover. Theas and his wife just returned from three wonderful days spent in the Valley of the Moon and a few days in San Francisco.

Our Snack Bar has undergone another face lifting and is now outfitted with a new electric ice box and grille, thus providing hot meals for the men all day.

Yardmaster HARLAN C. "BOOMER" FORD is also a salesman for Mason Shoe Company. If you're in need of some new shoes, maybe he can give you a good buy.

BERNARD T. RICE, brakeman, has returned to work after having been off because of a broken arm.

Our deepest sympathy to T&T Maintainer and Mrs. GILBERT WARE on the

recent death of Gil's father, a retired SP engineer. Also, to Brakeman and Mrs. FRANK P. CALLAHAN on the death of their son, Dennis Raymond.

The vacation of Switchman and Mrs. WALTER R. UMSHLER was brought to an abrupt close when Mrs. Umshler's son was killed in an automobile accident in Denver. Our sincere sympathy to Jean and Walt.

Congratulations to LARRY D. ANDERSON, roundhouse clerk, and his wife, on the birth of a baby daughter on April 1.

SACRAMENTO NORTHERN

Milton Ziehn

Just have time to get in a final plug for the big Sacramento Northern retirement party. The annual affair will be held at Veterans' Hall, West Sacramento, on Sunday, June 13, at 1:00 p. m. A great get-together for all SN employees, present, retired, and ex-employees, and an opportunity to honor those who retire during 1954. Come on out to meet the gang and join in the fun!

SALT LAKE CITY

J. B. Price

Congratulations to Brakeman and Mrs. JOSEPH C. PARKER on the birth of their fourth son on April 25. Only five to go for that baseball nine, Joe!

Brakeman JOHN T. McLAUGHLIN celebrated his birthday on April 25 and he is as reticent about his age as some of the women we know.

All the good luck, happiness, and health that retirement brings is wished for Conductor HARRY B. STEVENSON, who on May 1 completed 37 years with the Western Pacific. Take it easy, Stevie. We will all miss you.

Our deepest sympathy is extended to Brakeman and Mrs. FRANK P. CALLAHAN on the recent death of their son, Dennis Raymond.

Brakeman JOE PARKER's father was taken suddenly ill, but we now understand he is in a satisfactory condition. A speedy recovery is wished the elder Mr. Parker.

Engineer and Mrs. DONALD T. WOODS went on a long-anticipated fishing trip to Lake Mead. From all accounts they had a very enjoyable time. Congratulations to Fireman and Mrs. NORMAN F. BROWN on the birth of a fine bouncing baby boy.

SACRAMENTO SHOPS

Marcella Schultze

Blacksmith CLIFF BENNETT got the jump on the WPAC bass derby held May 2 and 3, but catching hold of a 30-pound striper in the Sacramento River the latter part of April. Even had his picture (with the fish, of course) in the Sacramento *Union*.

Speaking of the WPAC, BERT PETTENGENELL, laborer, seems to be making a habit lately of taking home the jackpot prize money every meeting.

We were all saddened to hear of the recent deaths of two WPers, A. ACCIARI, retired carman helper, and S. E. TROTT, retired machinist.

Our MILEPOSTS sure gets around! Boilermaker BILL FRANCIS came in to say that the *Oakland Tribune* is asking for a picture and more information regarding his jewel chests due to the article in the March issue. Looks as if Bill will be receiving more publicity!

Thought the blacksmith shop was going to go to pieces the other noon—a \$1,000 bill was turned in for deposit in our Credit Union and everyone was



This classy-looking foursome is Sacramento's newest Barber Shop Quartet. They won first place at a recent road show presentation competing with ten other groups. From left are: Frank Folsom C.P.A.; Hy O'Rullian, WP chief clerk; Dale Pulsipher, Mather Air Force Base; Walter Hoyt, an insurance agent.

all agog! It isn't often one sees one of "them bills."

Our best wishes for a speedy recovery to Blacksmith NICK SURJAN, who is presently in the hospital.

We had two very, very successful events in Sacramento this past month—our annual WP Spring Dance and the first RBWA Fashion Show. Both big hits!

KEDDIE

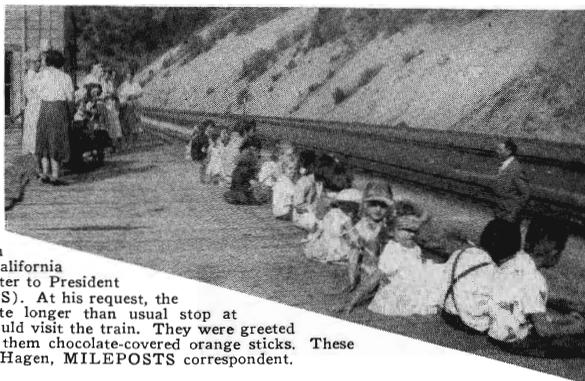
Elsie Hagan

Real nice spring weather here lately got the best of some of our people. Mrs. M. E. Parks, wife of CONDUCTOR PARKS, and her family spent Easter vacation here with her husband from their home in Nubieber.

Fireman RAY WILLIAMS, his wife and two children, of Stockton, visited here recently, their former home.

Roadmaster JOHN MARTIN was transferred from the Keddie-Bieber line to

WAITIN' FOR THE ZEPHYR



The kindergarten class from Greenville got to see the California Zephyr as a result of their letter to President Whitman (May MILEPOSTS). At his request, the streamliner made a 10-minute longer than usual stop at Keddie just so the children could visit the train. They were greeted by the Zephyrette who gave them chocolate-covered orange sticks. These pictures were taken by Elsie Hagen, MILEPOSTS correspondent.



Portola and has now moved his family there. **LES KIZER** and his family have moved here from Elko to take Martin's place.

Yardmaster and Mrs. **CHARLEY SELF** spent a couple of weeks in Los Angeles and in San Jose with their daughter and husband, and **NEIL CAMPBELL**, retired, and his wife from Oroville visited here with Mr. and Mrs. **BLAKIE ADAMS**.

Trainmaster **LEE MICHELSON**, his wife and daughter from Stockton spent

part of Easter week here with friends, and Engineer **W. C. FILBECK** took his wife and baby daughter to Texas for vacation.

DICK MOUNKES, former roadmaster here and now in Salt Lake City, brought his family back for a visit with their old friends.

Our deepest sympathy goes out to **E. HALE**, Keddie, and to his sister, Mrs. **Alva Wakeman**, of Stockton, who lost their mother recently.

Retired Engineer **FLOYD SEATON** and his wife stopped off in Keddie for a visit with some of their old friends.

SACRAMENTO STORE

Irene Burton

Kenneth and **MARION LEAVENS** stopped by recently on their return to Portland. They had been attending the Western States Locker Convention at the Palace Hotel in San Francisco. Marion was a former employee and enjoyed her trip around the Store Department and through the shops.

DALE ROBINSON's vacation was spent moving his family from Carmichael to his new little ranch near Elverta.

As **EDGAR E. ENSELE** was on vacation when his little son was born, we had to await his return to get the particulars. The little fellow is named Daniel William, he weighed 7 pounds 4 ounces, mother is fine, and father came through with flying colors.

ALTON E. DABBS went on a fishing trip recently, but that is all I can report. Must have been very unsuccessful.

Latest report from Mrs. **JOSE CHAVEZ** is that she has returned home from the hospital and is doing nicely after her operation. We all hope she will continue on the road to a quick recovery.

Bart Valentine of the Southern Pacific Company held the lucky ticket at the Railway Business Women's Fashion Show and won the painting of "Master Simpson."

MARGARET WESTLAKE set some sort of a record when she became an aunt three times in three weeks—two nephews and one niece. One nephew is the son of Wally Westlake of the Cleveland Indians and one the son of Jim Westlake of the San Francisco Seals.

CHICAGO

Don Banks

Time for some old shoes, some rice and lace. For an old fashioned wedding's about to take place.

Delores Chroszy will be the bride With handsome **Jim Hansen** by her side. July 11th is when bride and beau

March with six bride's maids in a row. St. Joseph's Church, the scene of the crime At which poor Jim must be on time. Good luck to you both, here's wishing you well. Hope nobody bad steals the wedding bell.

DELORES came to us from the C&EI and though with us less than a year has already been bitten by the June bug, but as everything else comes to Chicago late, the June bug is no exception, so she's getting married in July. Jim is fresh out of the Marine Corps after three years' duty, and has already become a familiar face as he haunts the lobby of the Bankers' Building every day about five to carry her books home from school.

Why should a tired old bachelor like me be writing about wedding bells?

A hail and hearty welcome to a veteran railroader, **FRANK HOFFMAN**.



"We're taking the California Zephyr as far as Chicago, and then..."

Frank hails from Omaha and has 27 years of Union Pacific under his hat before he joined our ranks some four years ago at San Francisco. He bid for the job of assistant export clerk and got it and so far no signs of discouragement. But after one of our unseasonably hot (and I use the word loosely) summers we'll be surprised if he doesn't wonder why he ever left California. Hope we're wrong!

JIM and ELLEN RICHARDS are Florida bound on their vacation. Thought they had better take it early, I reckon, 'cause reports have it that Ellen's expectin'.

Seems that farmer McGRATH is being sued by the local transit company for using their vehicles for transporting freight. They didn't mind too much when he boarded their trains loaded down with rakes, shovels, hoes, and a few other small items, but it was that PLOW they objected to—to say nothing of the poor passengers he sent flying in all directions thinking he was a man from Mars!

Poor PAT SULLIVAN has another three years of waiting now, as her soldier



beau whips off to parts unknown, believed to be Japan, and for the third time, no less. Pat and Paul are beginning to feel like Mamie and Ike. Rumor has it that something black, lacey, and unmentionable came in the mail as a going-away present. Model showing from 3 to 5 the sixth Tuesday in July.

See you in WHEW—better known as July.

SACRAMENTO

Elsie Gonsalves

Our deepest sympathy is extended N. A. McPHERSON, supervisor of structures and work equipment, in the recent death of his wife, Catherine. Also, to M. L. KIZER, roadmaster, in the recent death of his father.

Welcome EVELYN BERGIN, steno-clerk to Ed HENNESSY, assistant chief clerk. Railroadng's nothing new to Evelyn, having formerly worked in the perishable freight department, Portola, and for a short while at Sacramento freight station.

While CLAIRE LEWIS, steno-clerk, is on (stork) leave her position of third trick steno in the dispatcher's office is being filled by JOYCE LANTZ.

Fellow here named VAN DAVISON, first assistant T&E timekeeper, has whittled himself down to a mere shadow and wears the "new look" well.

Comptometer Operator AGNES ORR looks mighty cute with that new up-sweep hair-do, and it isn't fright from what else daughter Kathleen's puppy cocker spaniel might chew up that caused MARY NALLY's stand-up hair cut, it's just preparation for the forthcoming hot weather.

Altogether the fashion show presented by the Sacramento RBWA on April 23 in the Mirror Room, Elks Temple, was delightful and master of ceremonies, Chief Clerk DAN IRWIN, is happy as all-get-out about the whole thing. Steno-Clerk MARY NALLY provided the music background and, as far as glamour goes, the models from Southern Pacific and Sacramento Northern were really quite charming. MAXINE NAISBITT, transportation clerk, and EILEEN FROST, clerk (traffic), along with others from the railroads, were wonderful hostesses.

CLARISSE DOHERTY, secretary and former correspondent, did the reporting for Correspondent ELSIE GONSALVES this month while Elsie is enjoying a trip to New York.

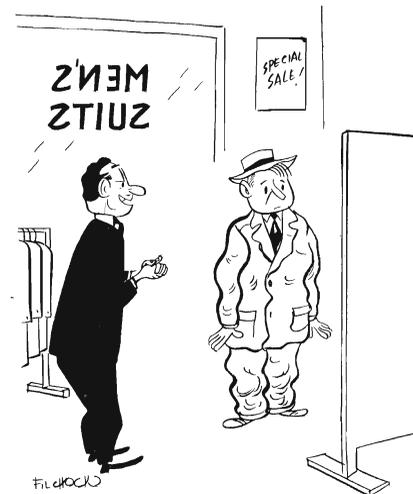
PORTOLA

Phyllis Laughlin

Fishin' season! Everyone is making worm beds, going to the lakes, and getting their tackle in order.

This shouldn't happen to one person in just one day, but it did happen to one of our most ardent fishermen whose name we won't reveal. Initials: P. O. Place: Lake Almanor. Time: Daylight. Object: Fishing. Results: Boat sunk in lake; fisherman soaked to the skin; good sunburn on face and arms; severe burns on legs due to gasoline being dropped on self and after getting wet and not changing clothes, the sun burned legs. End of day: Soaked, tired and burned, but happy, as he did catch five good fish.

Conductor FLOYD E. MILLER, SR., Switchman HERBERT RUSHING, and Train Desk Clerk EVERT "HUMPY" HUMPHREYS, celebrated April birthdays—the 10th, 17th, and 28th.



"You can always say you sleep a lot in busses."

MRS. GRACIE GAYNOR, telegrapher at general office, and her father, JOHN WILLIAMS, retired signal maintainer from Oroville, were visitors in Portola on Gracie's days off. LOYAL POTTER, former baggageman-janitor, away on sick leave, and his daughter Mary, who now live in Yuba City, visited here with friends for a week. BOB MEAD, former clerk, and his wife were in town while Bob was on furlough with the Navy. He will leave for the Far East soon and then return to his home base at San Diego. We always like to see old friends with whom we have worked.

Condolences to CHARLES E. STUEBER, communications, on the death of his wife, Wilma, in an auto accident near Redding. Mrs. Stueber is survived also by two children who are living with their grandmother.

Ed DALY, male nurse at Portola

Hospital, has moved to Elko. Good luck, Ed, we'll miss you.

Seems a little quiet around here with BARNEY GUZENSKE, division lineman, away. Barney is relieving at Duggans Spur, Nevada, and has been relieved here by L. C. HALL.

ART ANDERSON and his dog, Queenie, have taken off for the wide-open spaces for a vacation of fishing. Art has managed the WP Hotel here for the past two years.

EVERT "HUMPY" HUMPHREYS, train desk clerk, was elected to the City Council in the recent election and will fill the vacancy of FLOYD MILLER, SR., who declined to run for reelection. BARNEY GUZENSKE was returned to the Council.

MRS. AVA Y. MOORE, telegrapher, is relieving GEORGE LONG on relief telegrapher No. 19 position while George enjoys a little trip. DONALD FULLER is relieving CHARLIE LONG, agent at Blairsden, while he is away.

Welcome to Roadmaster JOHN MARTIN and his family, who will make their home in Portola. Mr. Martin was formerly at Bieber.

On our sick and hospital list are the following, and we wish them speedy recoveries: Mrs. Hayes, wife of B&B Carpenter AMON HAYES; MRS. JULIA HOWARD, retired telegrapher formerly at Reno Junction; Conductor ORVIL ROONEY; H. P. HETHERINGTON, machinist helper; JESSE GREEN, crane operator; Mrs. H. F. Hall, wife of Agent HARRY F. HALL; Mrs. Clara Myers, wife of Engineer BILL MYERS.

FRANK MLAKAR, warehouseman, and his wife, FRANCES, roadmaster's clerk, announced the marriage of her daughter, Kitty Keyes, to William R. Small, who were married in Carson City.

Mrs. Small recently suffered concussion of the brain and has been released from Washoe General Hospital in Reno after three weeks.

Vacations: J. C. DARLINGTON, switchman, and his wife and family to Kansas City and vicinity. While East they found an old friend, RAY GOSSETT, retired switchman, who said to say hello to everyone and that he would try to get to Portola for a visit this summer. ART HECKALA, fireman, and wife, Doris, in the Middle West visiting families and friends. Upon their return to Portola they brought Mrs. Mabel Grice, daughter of Mrs. Charles Beem, YARDMASTER BEEM's wife, and sister to Doris and GLADYS RUSE, trainmaster's clerk.

WINNEMUCCA

Doris Cavanagh

Father's Day is in June . . . Mother's Day in May. Combining the observances brings a springtime parent day.

Among the new parents are Section Foreman and Mrs. RUSTY RHODES, formerly of Venado, now stationed at Palisade; Fireman and Mrs. DICK HARRISON; also, BILL HAMILTON and his wife in San Francisco. Bill's parents, Yardmaster and Mrs. JOHN HAMILTON have Jack and Margaret still at home with them.

Youngest parent honors probably go to Lieut. and Mrs. George L. Williams. First child, Keith Barton, was born on Friday, April 23, in St. Luke's Hospital, Pasadena. Son of Mechanical Foreman and Mrs. LEONARD WILLIAMS, the lieutenant was recently transferred from Cheyenne to Travis Air Force Base.

One of the oldest dads at the station is Janitor CARL HORTON, crowding retirement.

Agent C. C. DUCK forages for two ducklings named Kenneth and Beverly. Brood of Telegrapher BILL STEPHENSON consists of Mary Jo, Mike, and Bruce. Parental ratings are claimed by Roadmaster DAN LAUGHLIN, Conductors GEORGE STONESTREET, PAUL RUTHERFORD, RAY SMITH, FRANK and A. M. RANKIN; Brakeman BILL HOXSEY, ROBERT WIRTHLIN, R. C. RANKIN, SAM SEALS, L. B. TANG, PAUL and ELMON GRIFFITHS, along with their wives.

Choo-choo dads include Engineers BILL SHOLL and MAZOO HAWKINS; Firemen ACE QUIGLEY, FRANK McDONALD, FRED ELWELL, HAROLD CLAUSEN, and DICK MATTON.

One of the newest grandpappies is Engineer JOE MOORE. Veteran granddads comprise Engineers RAY MOORE, OSCAR MATTON, FRANK SMITH, Firemen ADOLPH DEONIER, ED DUNSTON, Conductor HUGH EDMUNDS.

Grandma ETHEL OWEN, roadmaster's clerk, feels proud of son, Vance, who has acquired his own auto body shop in Reno while still in his twenties. Another son, Ray, works at Getchell mine.

Summertime prospective grandparents are reported to be Conductor BRUCE REYNOLDS, Engineer JOHN SMITH, and Roundhouse Clerk RUTH SMITH.

EDWARD H. PARRA, 67, died suddenly Tuesday evening, April 20, at the Western Inn, which he had managed with his widow, LAURA, for the last eight years.

A hernia operation was performed on Winnemucca Section Foreman ROYAL BINGHAM at St. Joseph's Hospital. While Yard Clerk THELBERT LEWIS received medical attention in San Francisco, MARVIN VENABLE took care of the duties.

Retired Section Foreman SAM COLLETTI had a pocketful of railroad passes leading to New York for a visit with his children. Other parents not mentioned here were unintentionally overlooked.

Forty-five years ago during the first part of June there remained 322 miles of track to be built between Salt Lake City and San Francisco. Roadbed was blasted as far west as Beowawe toward completion of the WP, a second steel bridge across Humboldt River six miles west of Palisade was being constructed. Locomotive No. 16, in charge of J. P. Kelley, arrived late in June under its own steam to be used on another material train out of Winnemucca.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Welcome to our staff, CATHARINE M. LYONS, stenographer-clerk, and HENRY C. MCKEE, former train desk clerk at Portola.

Bill Clerk JOSEPH V. MURPHY spent a wonderful two-week vacation visiting his brother in Long Beach.

Switchmen FRANK OMNES and ARTHUR HOWARD (retired) and their wives brought back a gunny-sack full of sea trout, sea perch, cabezone, and gopher cod from their recent two-day fishing trip to Dillon's Beach.

JOSEPH CONLEY, claim clerk, drove his wife, Dorothy, and son, Gene, on a tour of Zion and Bryce National Monuments, Grand Canyon, and the Painted Desert. They also took in Bingham, Utah, where the largest copper mine in the world is located. The Conleys then spent the remainder of their vacation with family and friends in Salt Lake City.

SAN FRANCISCO

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

ERNEST P. WONG, yard clerk at the local freight office, has been ill for several weeks and it is hoped he will soon be back at his desk fully recovered.

TOM BROWN, retired publicity manager, dropped in to see his friends at general office recently, and brought along a few copies of his latest booklet, "Colorful California Names"—their history and meaning, which is in its fifth printing for the American Trust Company. Tom looks just as spry as ever and hasn't forgotten how to tell a good story.

Recent arrivals in the Freight Traffic Department are: Jacquelyn Ann Groves, daughter of RICHARD GROVES; Susan Ann Dullea, daughter of JOHN DULLEA; Elizabeth Louise Thickers, daughter of DUDLEY W. THICKENS; Kathleen Hamilton, daughter of ELLEN YOUNG HAMILTON and HAROLD HAMILTON; and William Arthur Dunkley, son of REG DUNKLEY. Congratulations to all!

ALTA THOMAS, AF&PA, celebrated her thirty-second wedding anniversary

The Murphys



on May 6. Our hearty congratulations!

An Easter vacation took the FRANK MURPHYS to Mexico. There FRANK, traffic, KATHLEEN, medical, and daughters, MAUREEN, law department, and Pat took side trips east to Fortin de las Flores where they swam in the famous gardenia-covered pool (see picture), and west to Acapulco where they enjoyed water skiing. All agreed "it was the most wonderful vacation they have taken."

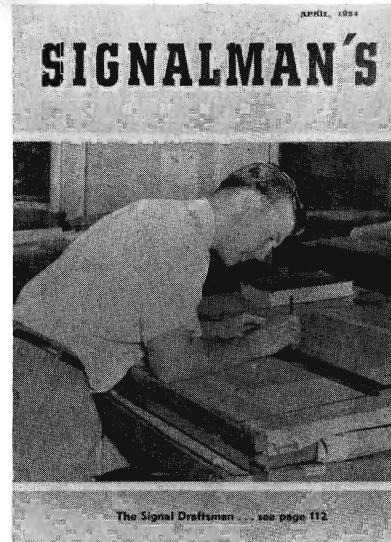
For a going away present, DEAN DORSEY's fellow traffickers presented him with a pen and pencil set, and the gals filled his hip pocket with a saddle leather wallet. Dean left the general agent's office as chief clerk to become traffic representative at Fresno. JOHN DULLEA, formerly of general office, succeeded Dean.

JOHN COUPIN, general agent, and Mrs. Coupin just returned to San Francisco after a delightful two weeks' vacation via the *California Zephyr* to the "home town" of O'Fallon, Illinois, visiting with friends, including William Holden (the Academy Award winner) and family. John also assisted the committee in the preparation of the "First Centennial of O'Fallon" which will take place in August. They also visited friends and relatives in Waukegan, Milwaukee, St. Louis, Belleville, and while in Chicago were entertained by the ARTHUR LUNDS and GEORGE WENIG.

FRED W. BRANDES, traffic representative, gets our best wishes on his promotion to assistant chief sales and service.

TOM HOWARD returned to his "old stamping grounds" from general office, and the general agent's office had the welcome mat out for him.

ALMA SCHROEDER, chief clerk to chief



Elford Wall, WP Signal draftsman, made the cover of Railway Signalman's Journal for April, featuring an article, "Signal Draftsman," written by another Western Pacific Signal draftsman, Maurice A. Notter.

special agent, received a lengthy letter from MARY GRUBBS, former general manager's office employee, from Germany, where she lives with her husband, Capt. F. G. Grubbs, U. S. Army. They hope to return to the United States by August 1, then 30 days leave, and a new assignment. Mary would like some letters from "home" and can be addressed through Capt. F. G. Grubbs, 0-1047549, P. I. O. Hq. USAREUR, APO 403, care Postmaster, New York City, N. Y.

W. E. "VAN" VANSKIKE, chief clerk, treasurer's office, reports that former helper MARY RATHBURN is really enjoying life being a housekeeper in her home in Danville. Mary left the treasurer's office in April after nearly nine years in that department.

He's probably heard it a thousand times—"I suppose you have your ups and downs!" Well, the other day when little JOE CAMPI, elevator operator who has been with us about three years, heard it again for the umpteenth time, he came right back with, "Yes, but it's not the ups and downs that bother me—it's the JERKS!"

LOS ANGELES

Frank Sell

BILL COOK, traffic representative, did a bang-up job as chairman for the Southeast Traffic Club of Los Angeles second annual Railroad Night, held recently. In the picture below, Bill, left, presents a plaque to Dick Lane, outstanding Sports TV-Caster of Southern California, honoring Mr. Lane as "Mr. Transportation of 1954."



SPORTS



WINNERS COLLECT

Members of Repair Track Team No. 2 are shown holding individual trophies and Captain J. Prise has one hand on the perpetual team trophy being handed over by Frank Rauwolf. Members of the winning team are, left to right: J. Prise, M. Pierner, R. Furtney, (Rauwolf), R. Nelson, and W. Mortensen.

BOWLING

OAKLAND

Holding onto a lead established in the first half of competition, Repair Track Team No. 2 smashed its way to a second-half victory to become undisputed champs of the East Bay Western Pacific Bowling League, which ended April 22.

Members of the winning team are: R. Furtney, J. Prise, M. Pierner, R. Nelson, and W. Mortensen. Furtney was replaced by J. Vicari six weeks before the competition ended.

Repair Track No. 1 finished the league in second place after holding down fourth position at the end of the

first half, while Freight Traffic dropped to third place in the finals after finishing second in the first half and tying for third in the last half with the Hot Boxes. The tie for third and a third place in the first half gave the Hot Boxes fourth position in the finals.

J. Prise, winning team captain, rolled a 171 high average for the season, two pins ahead of R. Gaddi, Repair Track No. 1. Hal Furtney finished in third with 166.

Five keglers went into a five-way tie for high game, when J. Prise, M. Pierner, M. Trevarthen, H. Huffman

and R. Furtney each collected 235 pins for that honor.

Mel Pierner copped the sweepstakes event held April 29, finishing ahead of C. Haines and J. Vicari in that order.

Awards were presented the winners at a dinner dance held at Hotel Lake Merritt on May 13. Final team standings and best five individual scores were:

Team Standings	Games		Average	High Game	High Series
	Won	Lost			
Repair Track #2..	55½	28½	759	927	2474
Repair Track #1....	47½	36½	732	874	2422
Freight Traffic.....	47	37	702	835	2375
Hot Boxes.....	46	38	722	839	2375
Switchmen.....	40	44	721	841	2399
Passenger Traffic....	34	50	701	828	2318
Zephyr Yards.....	35½	48½	688	790	2254
Freight Agents.....	30½	53½	680	804	2276

Individual Scores	Average	High Game	High Series
R. Gaddi.....	169	226	571
H. Furtney.....	166	229	576
T. Kyle.....	162	212	553
J. Dietz.....	158	222	530

* * *

SAN FRANCISCO

The California Zephyrs, second-half winners in the San Francisco Western Pacific Bowling League, knocked over 2,319 pins to score a 112-pin play-off victory over the Freight Claims and take the league championship. Members of the winning team are: Pete Casey, Hank Donnelly, Don Johnson, Gene Macomber, and Leo Sillineri.

Freight Claims, winners of the second half, coasted to their victory by finishing 4½ games ahead of second-place Feather River. Team members are: Bob Beebe, Clyde Moll, Gene Neri, Loren Ogburn, and Al Thomas.

Individual league leaders are:

TEAM	AVERAGE
Harry Munson.....Transportation	176
Charles Dooling.....Trafficers	174
Don Johnson.....Zephyrs	172
Pete Casey.....Zephyrs	166
Joe Lombardo.....Auditors	163
Ray Miller.....Feather River	163
Frank Thompson.....Transportation	162

RAY MILLER WINS SINGLES

Ray Miller, auditor of Revenues Department, defeated Jim Michael, treasurer's office, 6-4, 6-3, to win the finals in the men's singles matches and the championship in the annual Western Pacific tennis tournament held in Golden Gate Park courts on May 8, 9, and 16.

Michael, runner-up in the singles, teamed with Gardner Rogers, engineering, to score a 6-3, 6-2 win over Bob Toll, freight traffic, and Don Nash, engineering, in the men's doubles.

Lois Robles, accounting, and her husband, Joe, were forced to 8-6 in their first set with Andy Olano, engineering, and Marie Howe, signal, but went on to take the second set 6-2 to win the mixed doubles.

Lois Robles added to her honors by taking the ladies' singles in her 6-3, 6-4 win in the finals over opponent Beverly Green, treasurer's.

ATTENTION, DUFFERS!

Practice up on your putting, get yourself a few "rocks," and be all set to tee off in Western Pacific's third annual golf tournament to be held Saturday, July 10, at the Hillview Country Club at San Jose.

The tournament is open to all WP and subsidiary employees and their guests, and further information will reach you shortly by bulletin.

It will be a blind bogey tournament and every "duffer" has a good chance to share in the "loot."



It isn't often that a league winds up with a five-way tie for high individual game, but that's just what happened for these keglers, who each scored a creditable 235 game. Congratulating each other on their performances are: J. Prise, M. Trevarthen, M. Pierner, R. Furtney, H. Huffman.



Meet the members of the Zephyr Yard team, from Oakland, who scored 2,976 pins to cop the team events in the WP Second Annual Handicap Bowling Tournament held in Sacramento March 20. The champs are, from left: J. Russell, L. Brown, D. Sellers, W. Weir, and R. Harrigan.

→

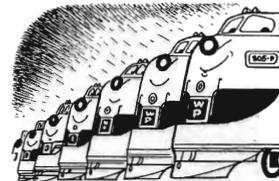
Latest Western Pacific freight advertisement to hit the news stands tells of the company's huge modernization program. Of interest is the fact that the program was paid for entirely from Western Pacific's earnings—not one cent from monies contributed by taxpayers, such as is done for other forms of public transportation. The ad was released for *Traffic World*, May 15; *The Packer*, May 22; *U. S. News and World Report*, May 28; *Fortnight*, June 2; *Business Week*, June 5; *Newsweek*, June 21; *Time*, June 28; and *Trains and Travel*, July.

MILEPOSTS



\$50,000,000 shopping tour! *

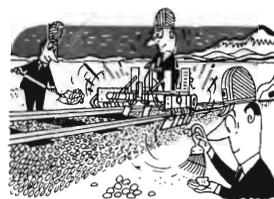
* During Western Pacific's 1949-1953 modernization program, \$53,179,955 (paid for out of earnings; NOT by the taxpayers) was spent to give shippers and passengers fast, efficient, dependable service. This is only twenty million dollars less than the cost of building and equipping the entire railroad in 1909 and is equivalent to \$48,767 for each mile of mainline track! This program will continue, for it is Western Pacific's policy to lead the way in the utilization of all important advancements in modern railroading.



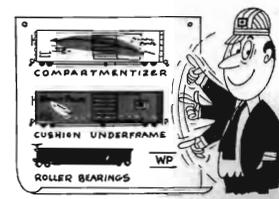
In 1952, Western Pacific became the first trans-continental railroad to replace all steam power with diesel-electric locomotives.



Western Pacific now has a larger percentage of mainline under Centralized Traffic Control than any other large Class 1 railroad in the United States.



To speed-up freight schedules, 30% of Western Pacific's mainline track between Oakland and Salt Lake City has been relaid with heavier rail, 40% has been rebalasted.



Western Pacific has pioneered in scientific freight handling by introducing such outstanding innovations as Compartmentizer and Cushion Underframe Cars.

* For **SUPER SERVICE** all along the line, ship via Western Pacific



ROUTE OF THE VISTA-DOME CALIFORNIA ZEPHYR

WESTERN PACIFIC

General Offices: 526 Mission Street, San Francisco 5, California

WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66, P. L. & R.
U. S. POSTAGE

PAID
San Francisco, Calif.
Permit No. 5371

549 30 2593
JOHN W. HENDERSON
495 CARL ST. APT. 8
SAN FRANCISCO, CALIF.

Form 3547 Requested

RAILROAD LINES



American Car & Foundry's May-June issue of "Wheels" tells "How to Travel by Train." Thirty-two good pages in two colors, designed for reprint by individual railroads with space on cover for name or herald.

• • •

Western Maryland puts fifty new roller-bearing hopper cars into service.

• • •

Jersey Central orders four RDC-1's from Budd Company for Jersey City commuter service.

• • •

Pennsylvania inaugurates new luggage handling service at Pittsburgh for passengers from New York and Chicago.

• • •

Since this time yesterday, the railroads have moved 1 2/3 billion ton-miles of freight.

• • •

Following test of a Burlington gallery coach in Southern Pacific's peninsula suburban trains, 84 per cent of commuters who voiced opinion favor the double-decked cars.

• • •

Maine Central first railroad magazine to use 3-D cover in color.

• • •

New York Central to build "piggyback" terminals at Chicago, Cleveland, New York, Boston and Detroit. Missouri-Kansas-Texas to start service soon.

• • •

Railroads' purchases for 1953 totaled \$1.9 billion.