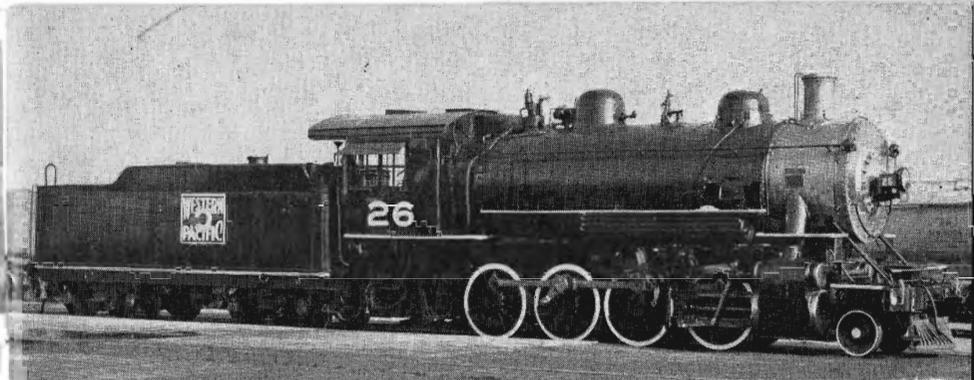
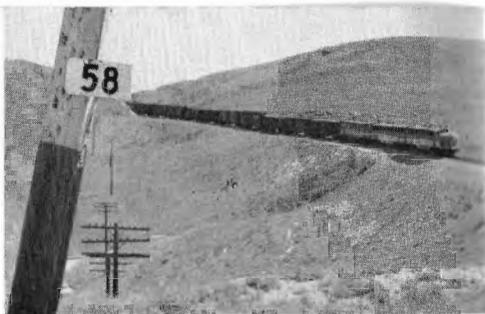


WESTERN PACIFIC
Mileposts
MAY 1954



WESTERN PACIFIC Mileposts



Vol. V No. 10

MAY, 1954

*Milepost No. 58

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 58: A long Western Pacific "CFS" (California Freight Special) heads for Oakland.

COVER

Soft ground made the going a little rough for the big truck, used to haul No. 26 on the last leg of her journey to "Travel Town." Probably nothing would have suited the little engine more than to be able to lend a hand, but her running days were over.



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MILEPOSTS

Last Stop for No. 26

OLD No. 26 made her last stop on March 21. It was quite different from the thousands of other stops to which she was accustomed. For one thing, it didn't take place on familiar rails—those of the Western Pacific. For another thing, the ride to her last stop was unusual in that she didn't travel under her own power. But it was a pleasant and memorable journey that brought her to famous *Travel Town* in Los Angeles' Griffith Park, and City officials, officers of other railroads, and the press were well represented to pay her tribute in observance of WESTERN PACIFIC RAILROAD DAY in Los Angeles.

But let her tell you about it in her own words—or at least in words she might have used were she able to talk:

"Gee, I was sure scared when they took me into the shops this time because so many of us girls are getting scrapped. But imagine my surprise when they started dolling me up like new! And now, here I am slick as a whistle and representing Western Pacific at *Travel Town* in Los Angeles.

"Golly, I'm so excited my boilers are fairly exploding. Such a lot of fuss over me. But I guess I'm really a pretty classy-looking engine, if I do say so myself, and I'm just a little over forty.

"Oh, oh, looks like the boys from the press are coming over to look me over and ask a few questions. Hi, fellas! It's nice of you to come out here today. Lucky for us the rain stopped, isn't it? It would have been a shame if the rain had continued. I was a little worried about those nice uniforms of the Los Angeles Police Band and all their shiny instruments. And all the dignitaries, too. Course I'm used to rain . . . doesn't bother me one bit. Where was I built?"

"WELL, it was a rather proud day for the American Locomotive Company when their workers tightened the last bolt on my running gear. That was in 1909, only a few years before Jack Benny claims he was born in Waukegan. Isn't he a card? I was one of several Class 21, a 2-8-0 consolidated type of engine. Pretty



No. 26 made the last part of her trip from Glendale to "Travel Town" transported by the Belyea Truck Company as a free public service. She traveled Santa Fe Stockton to Los Angeles, SP from there to Glendale.

streamlined, too. Only weighed 239,300 pounds when my paint was dry. It was only a couple of days later—I'll never forget the day—when someone placed a big tag on me and I heard him say I was going out West. I'd heard quite a bit about that wild and woolly country. Imagine, Indians, real rough and tough cowboys who carried two six-shooters tied down on their legs. Sounded real frightening, although it probably wasn't nearly as bad as everyone said. Anyway, there wasn't much I could do about it.

"I met a lot of other engines on my trip West and before I had reached Salt Lake City—that was the biggest lake I had ever seen—I learned I was going to work on a new railroad, the Western Pacific. Some of the other locomotives told me I wouldn't be there long because there were rumors that this new railroad wouldn't last long. They were probably a little jealous. I wonder what those that are still around think about that now! We were soon crossing the Nevada desert. Have you fellows ever been there? It's wonderful—so huge and so clean and the smell of sagebrush makes you want to draw in every little breath of air. Ummmm!

"Early the next morning I reached

the end of my trip, at least for the time being. You see, the Western Pacific wasn't even completed then. They drove the last spike on November 1, that year. Golly, how I would like to have been there, but I was one of the busiest engines you ever saw hauling construction trains. Say, was I proud! I felt wonderful, young, and had plenty of spirit, too. I'll bet those engineers got a kick out of working me.

"Well, it wasn't long before the railroad was completed—the youngest transcontinental railroad in the country. One of the biggest thrills of my life happened when I hauled my first long freight train down the Canyon. I'll bet those old box cars never had such a smooth and fast ride. The Canyon was beautiful and one of the most spectacular sights I had yet seen. This was to be my home for many years to come.

"Things went along just fine. I hustled back and forth through the Canyon, watched the miners panning for gold, saw the trees change color, and heard a lot of interesting stories from my friends, the engineers and brakemen. Most of them liked me and they really treated me wonderfully. Kept me shining and well oiled and watered so I would keep going when

the loads got real heavy. But even with a long freight behind me the going was easy, as the grade was only one per cent and we just steamed along.

"I do remember a pretty wild ride one night. Guess my engineer was late or something, because we really took those curves. I was a little scared that time.

"Did you fellows know that I was a 'movie star' in my youth? I wasn't any Marilyn Monroe (whistle), but the Hollywood picture people liked my looks and so did Monte Blue. He was the brave engineer in 'Limited Mail' way back in 1927. I was in another picture with Monte, too, and the heroine was Mae McAvoy, but you fellows wouldn't remember her. She was

beautiful and real sweet. The picture was 'No Defense.' I also took part in 'Oh, Yeah,' in which Jimmie Gleason was a star. You've probably all seen Jimmie. He was a grand guy.

"**N**OTHING too exciting happened after that. I just did my work, had a little vacation now and then, and made a pretty good record for myself. Did you know that in all my years with the WP I was never in a wreck or a highway crossing accident? And my records show that during the forty-four years I covered 999,806 miles. In fact, my trip to Los Angeles actually put me over the million-mile mark. I guess I might still be working on the WP if it wasn't for the younger

A concert by the Los Angeles Police Band, directed by Officer J. Edmond Burr, opened the official program. They also played "I've Been Working on the Railroad" and "Alabama Bound," popular railroad tunes.



generation. Say, do you fellows really think much of these new-fangled diesels? I don't. They may be more streamlined and have a little more strength than I... what can you expect of an old-timer (ha, ha?)... and they tell me they don't eat the fuel the way I did. But I never was one to diet like these younger engines. I'll bet my last puff that they will never make as pretty a picture as did I when my drivers were

flaged to resemble a street car so she would not frighten horses plodding Los Angeles streets.

"I want to take this opportunity to thank Western Pacific for their generosity in presenting me to the children of Los Angeles, as well as all the Los Angeles city officials and members of the recreation and park department who worked so hard to make *Travel Town* possible. Thanks, too, to all the



At the end of her journey, No. 26, right, stands on display at "Travel Town" with a Los Angeles Transit Lines street car, Santa Fe's No. 664, Southern Pacific's No. 3025, and a Union Pacific Railroad caboose.

flashing and smoke was rolling out from my stack. And did you ever hear one of those diesels try to whistle? Oh, br-o-ther!

"I guess I have been more fortunate than a lot of my locomotive friends whom, I understand, have been scrapped. Here I am all dolled up, in good company—old 3025 from the Southern Pacific and No. 664 from the Santa Fe and others. One little chugger, California Motor Locomotive No. 2, built by Baldwin in 1882, arrived with me today. You might be interested to know that this tiny engine was, at the turn of the century, camou-

railroad dignitaries and the crowd of 3,000 who came out to see these wonderful ceremonies. It has been a wonderful day.

"Now that my work is over I want to thank you boys for listening to my story. Tell your readers to come out and see me here at *Travel Town*, located at 5200 Hollingsworth Drive, any day between 10 a. m. and 5 p. m. There is no charge, and visitors may climb up in my cab or in any of the other equipment on display.

"And that goes for all my friends at Western Pacific, too. I sure will miss them!"

"TRAVEL TOWN"

On preceding pages the story is told of the "last stop for No. 26," one of Western Pacific's old steam engines which began her career with the railroad during construction days, and is now on permanent display at "Travel Town" in Griffith Park, Los Angeles.

As one of many attractions in the nation's largest municipal park, "Travel Town" was officially dedicated on Sunday, December 14, 1952, for the enjoyment of folks of all ages, particularly children. Under direction of the Department of Recreation and Parks, City of Los Angeles, the project is located on ten acres adjoining Riverside Drive and additional space is available when needed.

The display is open to the public daily from 10 a. m. to 5 p. m. and admission is free. Caretakers are available at all times to answer questions and lend a hand to anyone interested in climbing aboard the historical equipment. It is an excellent location for picnics, and many families use the facilities for Sunday outings.

In addition to "No. 26" and other locomotives, one may see a 72-year-old caboose, two antique Los Angeles street cars, Pacific Electric interurban cars, a stage coach, a Missouri River keel boat, and a P-51 Mustang fighter plane. Also popular is a 102-year-old circus wagon, the first track-type tractor built by the Allis-Chalmers Company, an 1890 model Atlas steam engine, and one-horse and two-horse buggies.

Other donations to "Travel Town" include a Carnation Milk Company delivery wagon, Japanese "Zero" fighter plane, Standard Oil Company kerosene tank wagon, and a Pacific Electric rail grinder car and many other exhibits too numerous to mention.

Latest reports are that "Travel Town" will soon receive a big Pacific-type locomotive from the Baltimore and Ohio, a Santa Maria Valley Railroad engine, an old diner from the Union Pacific, and a complete narrow gauge train from the Oahu Railway & Land Company, of Hawaii.

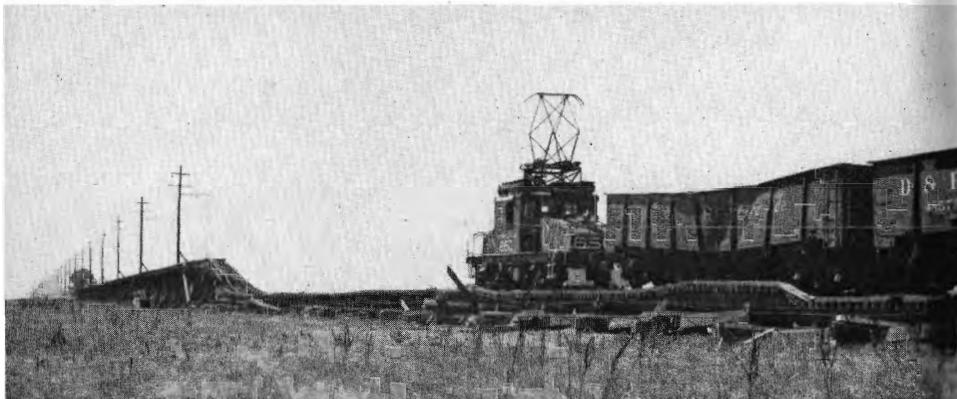
PASSENGER SCHEDULES IMPROVED

Effective April 25, the *California Zephyr* began a more convenient one-half-hour later departure from San Francisco-Oakland eastbound, and a one-half-hour earlier arrival time at those stations westbound, due to faster running time over the Western Pacific. There is no change in schedules east of Salt Lake City.

Eastbound, No. 18 departs from Oakland Pier at 9:58 a. m. Westbound, No. 17 arrives at Oakland Pier at 3:45 p. m.

The *Zephyrette*, Trains 2 and 1, now leave Oakland Pier at 5:00 p. m. and arrive there at 7:05 a. m., to provide connection with D&RGW Trains 8 and 7, *The Prospector*, at Salt Lake City.

All times are Pacific Standard Time.



Collapse of the Arcade Trestle, July 24, 1951. —Photo courtesy Addison Laffin

ARCADE TRESTLE REOPENS

For the first time in nearly three years a Sacramento Northern train crossed the company's Arcade trestle on April 6, carrying freight from Vacaville to Sacramento.

The original two-mile trestle, built in 1912 by the predecessor Oakland, Antioch and Eastern Railway, col-

lapsed in July of 1951, and authorization to rebuild the structure was given on March 3, 1953, after investigation of all economic factors.

The replacement, at a cost of approximately \$1 million, consists of a new 12,634-foot creosoted pile trestle with ballast deck and ten fill and rip-rap fire breaks. The former 70-pound rail has been replaced with 85-pound rail over the entire trestle, which will permit maximum loads to pass instead of limited loads allowed in the past. This means improved and faster service for shippers, particularly those in the Vacaville-Suisun area. Following the collapse of the trestle, and during the course of reconstruction, detour movements of freight were handled via Stockton and Pittsburg over Western Pacific and Santa Fe rails. This detour has been continued for loads for Pittsburg and south because of the removal from service of the ferry Ramon by the Coast Guard.

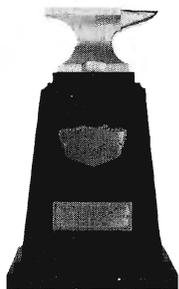
Construction work on the new trestle.



Some of the construction equipment was brought by barge to rebuild this section of the new trestle.

First Sacramento Northern train crosses the new trestle on April 6, 1954.





WP AWARDED TROPHY FOR OUTSTANDING PUBLIC RELATIONS ACHIEVEMENT

For outstanding achievement among public relations programs of 1952-1953, the American Public Relations Association awarded Western Pacific Railroad a silver anvil trophy as top winner in the field of transportation at the traditional Awards Luncheon held in New York City on April 6.

On hand, among 300 of the nation's public relations executives, to accept the award for the company's successful operation of the "Charles O. Sweetwood" blood procurement car, was Gilbert H. Kneiss, assistant to president, public relations.

The presentation of the trophy to Western Pacific was accompanied by the reading of the following citation:

"The patriotic citizenship of the Western Pacific Railroad in initiating its Blood Bank Car program and continuing its operation until the United States and the Red Cross declared the emergency ended recommended itself to the Committee of Judges as a public relations program clearly meriting the Silver Anvil Trophy. The story of the operation is well known, how, soon after hostilities in Korea began, the Western Pacific transformed one of its business cars into a blood-donation center, how—staffed by Red Cross nurses and the car attendant—it was moved all over the Western Pacific territory and widely on the tracks of other western railroads, in its many stops obtaining more than 25,000 pints of whole blood for areas otherwise inaccessible to the Red Cross to augment the supply so vitally needed for the Korean operations. Public and officials have been unanimous and unstinting in their praise. The Road is congratulated for visualizing the tremendous Public Relations potential of the well-executed operation."

Gil Kneiss holds the citation accompanying the trophy being handed him by Daniel M. Koplik, executive director, APRA. In the background are J. E. Drew, director of public relations, Lever Brothers Company, and Paul H. Bolton, National Association of Wholesalers, who acted as chairman of the Awards Committee.



"Dear Mr. President:

"We wish we knew you so we could see you and ask a big favor of you!

"We have been studying trains. We even built a train and saw a movie all about passenger trains. We don't have a passenger train in our town and only two of us have ever been on a train. We live only about 15 miles from Keddie, California, but many of us

have never seen the *California Zephyr* except in pictures.

"Our teacher drove to Keddie to see if we could visit the station and see your train. The station-master invited us to come, but our teacher was awful disappointed because the *California Zephyr* came in while she was there and left so quickly that she hardly got to wave to the people on the train. She said it was wonderful though and that she got a glimpse of red flowers on the tables in the diner-car and saw people sitting on top the train in the Vista-dome.

"Our parents, some of them, say they will take us to Keddie to see everything. We can get our pictures taken, too, and even movies when we go. There are about twenty of us. We are used to trips. We have been to the farm, grocery, bakery, and firehouse. We have a list of the way we act and

The letter was carefully printed by the school children on both sides of a huge 24" x 36" sheet of paper.



the things we do and everybody says we act very nice. We don't run wild and we are good.

"We are sending you a picture of some of us. We are mostly turning six now. We were on our way to the library that day. We have a dog named Georgie, but we won't bring him. We also have turkeys and a rabbit, a yellow bird, two white rats, and two goldfish. We are waiting for our frog eggs to hatch and then we'll have tadpoles (the frogs come later!).

"We wanted to ask you if we could have you have the *California Zephyr* stop just a second or two longer on the afternoon we go to Keddie (at 4:15). We hope we are not being nervy! Please answer if you are not too busy. We plan to come to Keddie on April 23, 1954 (Friday). Love and thanks."

The Kindergarten Class
Greenville Elementary School
Greenville, California

By (Mary Ann Newcomb, teacher)
Dictated to the teacher.

U. S. SAVINGS BONDS AVAILABLE THROUGH PAYROLL DEDUCTIONS

United States Savings Bonds play a vital rôle in the Government's program to give our Nation a sound and honest dollar. In addition, they offer the individual and his family an opportunity to establish a continuing plan of sound savings and investment.

Through means of a payroll deduction plan, employees of the Western Pacific, Sacramento Northern and Tidewater Southern may purchase U. S. Savings Bonds by authorizing deductions for the full purchase price of one or more bonds in any one pay-

The "Boss" Wrote:

"Kindergarten Class
Greenville Elementary School
Greenville, California

"Dear Kindergarten Children:

"Thank you for writing me such a nice letter.

"Certainly we want you to see our *California Zephyr* because we are very proud if it and think it is the finest train in the country.

"I will tell the dispatcher to hold the train at Keddie ten minutes on April 23 so you can all see it. They will have to go pretty fast afterward to make up the time, but I think they can do it.

"Hoping you and Miss Newcomb enjoy your trip, I am

Sincerely yours,
F. B. Whitman."

* * *

(Folders and orange sticks were passed out to the children by the Zephyrette.)

roll period. Deductions for less than the full purchase price of one or more bonds in any one payroll period are not permissible.

EMPLOYEE AIDS PROGRAM

During World War II, while serving with the U. S. Navy, Wilbur H. Hanson, now savings bond clerk at general office, submitted and had accepted by the U. S. Treasury Department, two winning slogans urging employees to participate in the payroll savings. One of these read: "Such employees are better employees because with more personal security and freedom from economic worry there is less absenteeism and personnel turnover, fewer accidents, and greater responsibility."

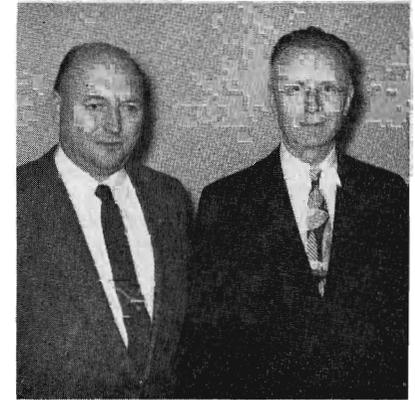
P. C. T. A. B. ELECTS TWO MEN FROM WP

G. S. Allen, superintendent of transportation, and W. C. Emerson, transportation inspector, have been elected by the Pacific Coast Transportation Advisory Board to serve for the next two years as chairmen of the Contact Committee and the L.C.L. Subcommittee, respectively. They are the only two committee chairmen represented by the railroads for the ensuing term of office.

The Transportation Advisory Board came into being in the Middle West during the 1880s, when, because of a shortage of cars to move crops, shippers decided to form an association to aid themselves in the proper methods of unloading cars, cleaning them, and assisting the railroads in speeding up the handling of freight cars. Since that time Boards have been formed in other sections of the country and today thirteen are active in this work.

Railroad members of the Pacific Coast Board include Western Pacific, Southern Pacific, Santa Fe, Union Pacific, Pacific Electric, San Diego & Arizona, Los Angeles Junction, and others. Western Pacific holds membership in two boards, the district between the West Coast and Wendover with the Pacific Coast Board, and the district from Wendover east with the Central Western Shippers Advisory Board.

As chairmen of their respective committees, Allen reports on improvements in service, new equipment, extension of signaling, change in schedules, etc., while Emerson reports on the schedules and handling of L.C.L. shipments. Shippers' com-



Cliff Emerson and Grant Allen.

plaints are heard at morning sessions of the meetings, held in March, June, and October, alternating between Southern and Northern California, and the various committees take them into consideration for necessary corrections.

FIFTH MONDAY CLUB'S SPRING DINNER

A large turnout is expected at Angelo's Cafe, 4307 San Pablo Avenue, Oakland, on May 8, when officers and members of divisions, B. of L. E. and G. I. A., and their friends meet for the Fifth Monday Club's spring dinner.

Brother J. H. Suske and his committee, Amelia Glanville of Tracy, and George T. Rutherford of Oakland have planned an outstanding floor show and entertainment, and promise the gala evening will long be remembered.

Elections will be held that evening for the offices of president, vice president, and secretary.

The dinner will begin at 6:30 p. m.

Paul Jenner sez:

"Don't Be HALF Safe!"

"Do you know that, annually, nearly 29,000 persons die and 4,300,000 persons are injured from accidents occurring in and about the home?"

"Scares you, doesn't it? Too many of us feel quite smug when we close the doors of our homes each day on our return from work thinking that there is no further need for safety. On the contrary, safety should begin at home.

"Just as a reminder I'd like to point out the major causes of injuries sustained at home. A great many occur from falls from ladders. When did you last inspect your ladder for defects? They should be repaired and there's no better time than now. The house cleaning and painting season is now here, so be prepared before you go to work. Before you start, see that the spreader is fully extended and the footing firm. The bottom of a straight ladder should be placed sufficiently far from the wall or building to avoid tipping and the feet should be well anchored to prevent slipping. Don't over-reach! A friend of mine did just this, fell, and a broken leg kept him from work for five months.

"Don't leave tools lying on the floor or ground. Have a storage space for tools and garden equipment, and always put them in their place after use.

"Stairways and hallways are always dangerous. Keep them free from all objects and have proper hand rails on stairs. See that carpets and throw-rugs are secure, do not have holes and that the edges lie flat.

"Burns and cuts are a contributing source of home accidents—some most serious. Never, never start a fire with kerosene or gasoline. Home dry cleaning should never be done indoors, and any materials classed as 'flammable' should be avoided. Get rid of oily rags and other combustible material. Handle all knives and cutting tools with extreme care.

"Repair, or have repaired by a competent electrician, any frayed wiring, and don't overload your lighting circuits with extension cords. Your gas and electric service man will check your home without charge."



MILEPOSTS



IN GOLD

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

35-YEAR PINS		
Douglas S. Brown.....	Locomotive Engineer.....	Western Division
Andrew B. Pelios.....	Boilermaker Helper.....	Mechanical Dept.
Phillip F. Prentiss.....	Trainmaster.....	Western Division
Fred J. Seale.....	Locomotive Engineer.....	Western Division
Lawrence J. Smith.....	Carman.....	Mechanical Dept.
Bruce O. Vance.....	Locomotive Engineer.....	Western Division
William H. Yeaw.....	Division Accountant.....	Western Division
30-YEAR PINS		
Ray M. Compton.....	CTC Maintainer.....	Signal Department
Robert C. Cox.....	Crane Engineer.....	Western Division
Clarence H. Halverson.....	Switchman.....	Western Division
George H. Heintz.....	Mechanical Foreman.....	Mechanical Dept.
Heber D. Jones.....	Locomotive Engineer.....	Eastern Division
Alma D. Kendall.....	Locomotive Engineer.....	Eastern Division
Keith A. Ray.....	Locomotive Engineer.....	Eastern Division
Aubrey C. Strickler.....	Field Engineer.....	Engineering Dept.
James L. Trollinger.....	Conductor.....	Eastern Division
George K. Wenig.....	General Agent.....	Chicago
25-YEAR PINS		
Fred C. Burrows.....	Blacksmith.....	Mechanical Dept.
Clarence F. Malstrom.....	Conductor.....	Eastern Division
Roland M. Morton.....	Locomotive Engineer.....	Eastern Division
William T. Patterson.....	Conductor.....	Eastern Division
Joe F. Silva.....	Clerk.....	Western Division
20-YEAR PINS		
James F. Barrett.....	Clerk.....	Western Division
John W. Brewer.....	Traveling Carpenter.....	Western Division
John W. Canfield.....	Locomotive Fireman.....	Eastern Division
Martin L. Canfield.....	Track Laborer.....	Western Division
Silviano Gurrola.....	Track Laborer.....	Western Division
Aretelio S. Lipparelli.....	Track Laborer.....	Western Division
Frank Mlaker.....	Clerk.....	Western Division
George G. Poulos.....	Crossing Flagman.....	Western Division
Albert J. Toomey.....	Carman.....	Mechanical Dept.
Libardo Sandoval.....	Section Laborer.....	Eastern Division
15-YEAR PINS		
Foy W. Cole.....	Day Icing Foreman.....	Eastern Division
Willard H. Francis.....	Boilermaker.....	Mechanical Dept.
10-YEAR PINS		
Sanford Anderson.....	Machinist Helper.....	Mechanical Dept.
Margery C. Bischoff.....	Clerk.....	Western Division
Norman L. Bode.....	Reservation & Information Clerk.....	Passenger Traffic
Margaret A. Corcoran.....	Assistant Statistician.....	Traffic Dept.
Walter F. Davis.....	Carman.....	Mechanical Dept.
Leo F. Delventhal, Sr.....	Assistant Scale Inspector.....	Transportation Dept.
Dooley J. Fee.....	Switchman.....	Western Division
John F. Flynn.....	General Diesel Supervisor.....	Mechanical Dept.
Mildred H. Gates.....	Laborer.....	Mechanical Dept.
Brodie V. Green.....	Sheet Metal Worker.....	Mechanical Dept.
George W. Hinkle.....	Lead Iceman.....	Eastern Division
William M. Jenkins.....	Night Diesel Foreman.....	Mechanical Dept.
Thomas A. Kyle.....	Asst. Manager-Service Bureau.....	Passenger Traffic
Earl W. Lindskoog.....	Switchman.....	Western Division
Pearlean Mumphy.....	Stationary Engineer.....	Mechanical Dept.
Gladys K. Ruse, Mrs.....	Clerk.....	Eastern Division
Herbert H. Singh.....	Relief Iceman.....	Eastern Division
Caroline M. Wolf.....	PBX Operator-Typist.....	Eastern Division

BROTHERHOOD HEAD CITES WAYS TO MEET GROWING COMPETITION

"Winning new friends for the railroad industry is of utmost importance in meeting the competition for passenger business that lies ahead."

So stated George M. Harrison, grand president, Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express and Station Employees, in an address before the Ninetieth Annual Meeting of the American Association of Passenger Traffic Officers at French Lick, Indiana, recently.

"There is an opportunity to cultivate much more good will and much more interest in our customers," Harrison said. "This can be done," he stated, "by (1) letting the customer know we're glad to see him and appreciate his business, rather than an attitude that serving him is a chore; (2) being thoroughly familiar with our jobs.

"Our problem," he said, "is probably one of the most competitive conditions existing in any particular line of business. We are beset by the private automobile, the airlines and the buses, and I believe the situation is going to become more difficult unless fundamental changes are made.

"I believe we have got to do a better selling operation than we have been doing. That isn't said in criticism. It is offered as a suggestion to try to get some more business.

"Perhaps it might be well to have more contacts with our organized groups, where we can get audiences and get the personal touch. Perhaps

we ought to enlist the cooperation of the million and a quarter railroad employees and the members of their families to encourage 'travel by rail' by the people of our country. In order to develop new customers for rail travel, we have got to get more people to travel. In order to get more people to travel, we have got to get them to want to go more places and at rates and with services that will get us the volume that will make our passenger transportation operations somewhere near profitable or perhaps with a little profit.

"I offer the cooperation of our organization and I am sure I speak the sentiments of all the other railway labor unions in this direction to tackle that problem and see what can be done about it."



"It is? Good grief! I'm on the wrong train!"

MILEPOSTS



SALT LAKE CITY

J. B. Price

Illness hit our forces with all its fury. As a result, Conductor I. L. KILGORE submitted to major surgery on March 17; Conductor FRANK R. BOULWEAR was confined to his home with influenza; Fireman NORMAN F. BROWN, Engineer OTTO J. KELLY, and the wives of Brakemen BARTY Q. PERKINS and A. G. WOODWARD are hospitalized for medical observation. We wish each of them a speedy recovery.

Conductor and Mrs. ELMER J. CAMPBELL spent five delightful days in Los Angeles, then on to San Francisco, across to Oroville for three fun-packed days spent with Retired Conductor and Mrs. TOM FOX and, last but not least, a stop at Winnemucca for a visit with their daughter while they were on vacation.

Brakeman ALVIN W. POWELL spent his vacation with his family in Salt Lake City. Alvin is working east out of Elko now and doesn't get home often.

Heartiest congratulations to Brakeman and Mrs. ROBERT C. HEITKAMP on the birth of their fourth son on March 16. Mother, dad, and the other children are mighty fond of the little tyke.

OROVILLE

Helen R. Small

Newlyweds—Carman JOSEPH A. GARFIELD was married to Mrs. Ora G. Speak at Reno on March 2. The couple

Caboozing

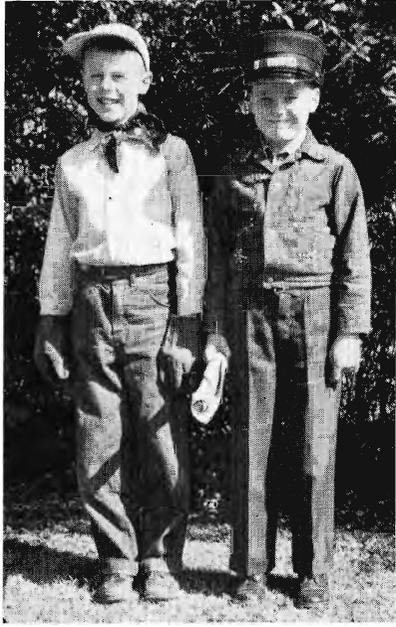
are making their home at 2020 Gray Street. Our best wishes to you both!

Newcomer—A baby girl arrived at the home of the Richard Blairs at Alameda on March 20. The proud grandparents are Brakeman and Mrs. JAMES E. WHITE.

The Western Pacific Club enjoyed a delicious fried chicken dinner at El Medio Hall on March 27, with 165 members present. The "chief chefs" were STAN KISTER, PAT PATTISON, "WHITEY" DASELER and LES ROWLAND, and all present will vouch for their ability as chicken fryers. Vice President MRS. LUCILLE DRYDEN was master of ceremonies, presenting a short program of music, songs and dances, followed by dancing to music by the High School orchestra.

Vacations have started and we learned that Brakeman JACK WOODS spent his around home; Conductor E. L. FERGUSON and wife left on the *California Zephyr*, April 26, for a tour of eastern states for a visit with friends and relatives, which also included a trip to Niagara Falls. Assistant Signal Supervisor I. T. ESLINGER vacationed at home to paint the exterior of his home, and L. J. "LEW" HAMBY, *Zephyr* brakeman, spent his at home putting in a garden between showers and hoping to get in a little fishing.

Retired Conductor TOM FOX and his wife have returned to Salt Lake City



Gary, 9, and Larry, 7, sons of Conductor and Mrs. Sam R. Heath, of Oroville, think trains are swell, and have lots of fun playing engineer and conductor.

after spending several winter months in "sunny" California.

Clerk W. B. LEWIS and wife were recent visitors in Winnemucca.

We're glad to see JIM PARKS, car department painter, back at work after an extended layoff because of illness.

Friends received word that retired Conductor T. D. "BABE" LAPOINT passed away at his home in Winnemucca on March 21 at the age of 74. Babe started with the WP in 1910 and retired in 1944.

Carman A. S. PATTERSON retired on March 25. He had worked at Oroville since 1945, but had been with the com-

pany for some time prior to coming here. Carman R. V. STEED was called back to service to fill the vacancy.

SACRAMENTO SHOPS

Marcella Schultze

Our shop nurse, Mrs. EDNA SPRATT, was on the committee in charge of planning and arrangements for the Institute on Nursing Needs in Civilian Defense, held in Sacramento April 6 and 7. This Institute is being sponsored by District No. 7, California State Nurses' Association; Unit J of California League for Nursing; and Nursing Services of Sacramento Red Cross.

And now, due to Edna's alertness, Carman WALTER PENNINGER has been reunited with his family in Georgia after an absence of nine years. An article appeared in the Sacramento *Union*, reporting that D. Penninger (Walter's brother) had written to the Mayor of Sacramento seeking assistance in locating his brother Walter because of a sister's illness. The letter further stated that the family had not heard from Walter since 1945 and the last they knew he was working in Sacramento for a railroad. And that's where Mrs. Spratt came in—immediately notifying Walter after reading the article. Now, Walter is in Georgia reunited with his family.

A few days ago it looked like "Old-Timers on Parade." We saw Lou REEVES (showing the shops to several friends from Oregon); M. SILVA (looking younger than ever); J. BODEN and J. HALL; and JESS FIPPIN (says his gold mine looks promising and maybe he'll buy that Cadillac yet!).

Sheet Metal Worker HAROLD SYM and the former Margaret Walters were married at a beautiful candlelight cere-



The bride and groom, Margaret Walters and Harold Sym, center, pose for their picture with Muriel Tsvetkoff and Herman Schultze, maid of honor and best man, following their marriage in San Francisco.

mony in the Swedenborgian Church in San Francisco on March 20. Sheet Metal Worker HERMAN SCHULTZE was best man, so naturally this correspondent went along for the week-end, too!

Our sympathy is extended to D. R. SARBACH, shop superintendent, and H. W. D'ORMAN, electrical foreman, who each suffered a death in his family recently. Mr. Sarbach left for Idaho, and "Larry" rushed to Texas.

Blacksmith Foreman E. ASBURY is intending to take advantage of that new three weeks' vacation, as we hear Mrs. Asbury is "taking him on a trip" to New York City via the Southern route and returning the Northern route. Have fun, you two!

A few new arrivals—boys for Carman C. BACHUS, Electrician Apprentice C. RADCLIFF, and Carman Apprentice HAROLD GONSAIVES.

We know of two little kittens (barely a week old) who were mighty unhappy one Monday morning recently, but have the best of homes now. Diesel Foreman LES CLAPHAM found the kittens, pretty well starved, locked in the tool box of a diesel engine which had just arrived in the Shops for repair. Les' wife rushed over to take one home and MAE TOOMEY, our laboratory girl, took over the feeding of the other kitten.

R. P. DUVAL, carman helper, has sold his grocery store and now possesses a ranch. Both he and Mrs. Duval are hoping the ranch will be easier to handle than the long hours required at their grocery store.

WINNEMUCCA

Doris Cavanagh

May in Winnemucca means the *Humboldt River Roundup* sponsored by the Kiwanis Club. A half dozen county beauties vie for the queen's crown, one of them being selected about a month before the three-day spring western show which falls on May 29, 30, 31, this year.

Ranch roundups on the Humboldt date back to the days when early cattle kings gave newspaper notice that the spring branding of beef would start in some remote canyon in the county. In those days cattle roamed the ranges all year.

A week before retired Conductor THEODORE D. "BABE" LAPOINT died here Sunday, March 21, he gleefully remarked to some "rails" that he rated three duck dinners last year without

going hunting. A native of Michigan, "Babe" came to Nevada when about 17 years of age. During 1910 he joined the WP as a fireman and continued in service until retirement as a conductor August 1, 1944. He died at the home of his daughter and son-in-law, George S. Hoskins, at the age of 74. Besides his daughter, he is survived by a son, T. D. LaPoint, Jr., of Sacramento.

Fireman and Mrs. FRED ELLSWORTH have returned from a visit in Gridley, California.

RUSTY RHODES, section foreman at Venado for years, has gone to Palisade. DELMAR NYREHN is the relieving foreman on this division.

Back at Cholona is Section Foreman JOHNNIE HERRON and family since the transfer of CLYDE MILLER to Kampos.

Death of BERNARDO GUERRERO occurred in St. Joseph's Hospital, San Francisco, March 17. He served as a track laborer, both in Winnemucca and Venado.

Engineer JOE MOORE is a grandpappy. Ruth Eliades gave birth to her first child, a daughter, in the Humboldt Hospital, March 31. The father is in Korea.

Working out of their home terminal again are Fireman ADOLPH DEONIER and ACE QUIGLEY, temporarily at Portola; while Firemen FRED ELWELL and DICK HARRISON were in Elko.

Former telegrapher, ELMER "SHEP" SHEPARD, now a prosperous motel owner, took a tape recording of the "Salute to Winnemucca, Nevada," written by DORIS CAVANAGH, which was broadcast on the KFI Ben Hunter Show at Los Angeles. Original recording was made by H. W. Lindsey, local power manager.

Forty-five years ago in May steel

rails of the WP in Nevada reached a distance of about 28 miles west of Winnemucca. C. W. Roor, track-laying engineer, had a full crew of Greek and Japanese laborers. Spring Garden tunnel, in Plumas County, California, was reported ready for trains.

SACRAMENTO FREIGHT STATION

Nancy De Riso

A Thayer baby crib was presented to Stenographer-Clerk VIRGINIA THRONE by her co-workers at a surprise stork shower. Virginia began her maternity leave April 1.

Welcome to Patrolman GEORGE CASSELMAN, who has transferred here from San Francisco. Glad to have you with us, George!

Understand Yardmaster ORTELL J. ANDERSON raises ducks and tinkers with machinery during his spare time. Sounds like real diversified hobbies, Ortell.

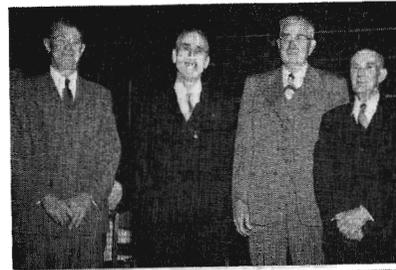
Warehouse Foreman and Mrs. KENNETH R. VAN SKIKE spent the weekend in Santa Rosa visiting with relatives and playing Tripoly.

April birthdays were celebrated by Accountant L. O. NERVIG, Industry Clerk THOMAS VACCARO, Car Desk Clerk WILLIAM GLADNEY and Train Desk Clerk RICCO J. CERVETTI.

PORTOLA

Phyllis Laughlin

Condolences to the family of WIL-LARD C. ZENT, roadmaster, who was killed on March 26 when his motor car collided with the Gerlach local. Willard is survived by his wife, Hattie, a son, Kent, of Antioch, and daughters, Lucy, Virginia, and Ethel Mae. Services were conducted at the Community



Seventeen guests attended dinner at the Log Cabin in Portola, March 3, when Art Harris, B. of R. T. general chairman, extreme right below, presented retired Conductor Charles Snyder with a Trainmen's Lodge 45-year pin. With Charlie, in the picture on the left, are: William Thraikill, Sr., retired conductor; Jack Sebring, retired brakeman; and E. L. Wilks, retired conductor, whose total service is 147 years. Guests attending the dinner were: Mr. and Mrs. Orville Rooney, Mr. and Mrs. Jack Cooper, Mrs. Cliff Morgan, Mr. and Mrs. Floyd Seaton, Mr. and Mrs. E. L. Wilks, Mr. and Mrs. W. E. Taylor, Mr. and Mrs. Ed Thomas, Mr. and Mrs. Thraikill, Sr., Jack Sebring, A. W. Harris.



Church in Portola under the auspices of the Little Chapel of the Trees, with Rev. Litov and Plumas Lodge, F. and A. M., co-officiating. The remains were taken by hearse to Memorial Park Cemetery in Oroville for concluding services and interment. Mrs. Zent plans to make her future home in Oroville.

During last month, retired Conductor E. L. WILKS and Carman A. L. TRUCKY were patients in the hospital, but we are glad to learn they are both off the hospital list now.

OROVILLE ROONEY, brakeman, is in St. Joseph's for further medical care and we hope to see him back real soon.

Birthday greetings to HANCE MUR-

DOCK, clerk, March 15; PHILIP OELS, clerk, March 22; and I. C. BALDWIN, icing supervisor, March 19.

CHICAGO

Don Banks

Our former switchboard operator, GENEVIEVE SUMARJEN, bid us adieu and returned to her old homestead, International Harvester, where she worked before coming to WP. Remember, Genevieve, on all routing papers everything goes WP!

"PAT" SULLIVAN, who has been delivering office mail, filing, and on brief occasions relieving on the switchboard, has returned to her one true love, "Mr. Switchboard." Now united in wedded

bliss, she tells us very confidentially she plans to have a dozen live wires. Here's hoping they all grow up to be long distance calls without a single disconnect in the bunch. Along with the wedding, "Pat" gets a dowry in the form of an increase in salary.

We now have JACK BALL delivering mail, filing and wearing his paper clips to the bone, having raced to Chicago on the California *Zephyr* to bid in on "Pat's" job. Next issue will bring an interview with Jack, as he arrived after the May issue deadline.

STOCKTON

Virginia Rustan

Our sympathy to the family of Switchman EDWARD HARDY, who suffered a heart attack on duty and passed away before reaching the hospital. His body was shipped to Iowa for burial.

Latest report on LOYD REED, janitor, states that he is steadily improving and is expected to be released from Dameron Hospital soon. Loyd suffered a severe heart attack a few weeks ago and has since been hospitalized.

FRANCES BLAIR, train desk clerk, surprised her friends and fellow workers when she quietly motored to Reno and changed her name to Mrs. Everett G. Mintun in a civil double-ring ceremony on March 6. Understand the honeymoon was spent in Los Angeles and Yuma, Arizona. Everett is a baker at Gravem Inglis Bakery in Stockton. Congratulations!

Spring is here! So they tell me at the Stockton freight office, where a little spring cleaning is under way. The two-tone green paint job should look very neat and will be easy on everyone's eyes.

ALIENE MEYERS, chief clerk, recently

enjoyed one week in Las Vegas, relaxing at the famous Flamingo Hotel. She said the weather was excellent and the entertainment wonderful. Her only complaint was "too good and too much food."

The many friends of Engineer NORMAN SETTLEMOIR will be glad to learn that he is recovering at the Dameron Hospital in Stockton. He likes very much to have visitors, reports WALT HARRIS, clerk.

There's nothing so unusual about O. E. LYLES, engineer, reading the B & O Railroad Company magazine, because he was once a brakeman on their Pittsburgh Division. However, while he was reading an article in the March issue about a Robert L. Grubbs, of B & O's telegraph office, a brother WP engineer reading the article over Lyle's shoulder happened to be ROBERT L. GRUBBS! No relation.

SACRAMENTO NORTHERN

Milton Ziehn

Our efficient and well-liked stenographer, NANCY HARMON, now has the opportunity to apply that efficiency to another job since she and John Taylor of Sacramento exchanged vows on April 25 and thence took up the chores of a ranch near Wheatland. Of course, the extra hour of daylight will be an advantage.

We extend our best welcome to WILMA CRUMLEY, who has been assigned the position of general clerk in the Sacramento office, recently vacated by INA BENNETT.

The Fifth District meeting of the Railway Business Women's Association, held in San Francisco on March 13 and 14, was attended by two of our feminine SNers, namely, PEARL COOK,

division accountant, and SHIRLEY BICE, T & E timekeeper, who is also vice president of the Sacramento chapter. Although it was just a preliminary to the main event in Miami on May 18, 19, and 20, where the National Convention will be held, their "from the clouds" description of the San Francisco meeting boiled down to "it was wonderful!"

The Arcade-Riverview trestle project, which closes the gap in the rails of the SN between Sacramento and points this side of the Sacramento River, has been completed and the first freight rolled over the new line on April 6.

Say, don't forget the annual SN retirement party on Sunday, June 13, at Veterans' Hall, West Sacramento! Why not look up some retired or ex-SNers who may not know about it and take them with you. Last year over 250 packed the hall and the din completely drowned the music of our accordionist.

LOS ANGELES

Frank Sell

With all the bright sunshine in California it would not seem necessary . . . but the corner of the office allocated to BERNIECE HOPKINS and the passenger department did seem a little dark at times (when the sun went under a misrouted cloud) and Berniece asked that there be light! Her desk now boasts two new lights, which were so dazzling and intriguing to BILL COOK over in his corner that he, too, now sports a new lamp suspended over his desk. With a green shade, yet . . . and, before someone makes a crack, we didn't have to get them to see through the Los Angeles smog!

We reported several months ago that



RAY HOPPMAN
"Porter! There are my bags—and call a taxi, please!"

the Los Angeles office had become very canine-conscious, with practically everyone in the office suddenly acquiring a pooch. We now feel that "Boss" CHARLIE FISCHER has perhaps gone just a little overboard along this line. He now has SIX dogs . . . "Chip" just had five pups. Anyone want a pup? Did we say buy? We think Charlie will now be glad to pay postage to anyone interested, but his two sons, Randall and Bobby, will probably have something to say about this.

Western Pacific Railroad was really something at Travel Town, highlighted by the official presentation of WP locomotive No. 26 by GIL KNEISS at ceremonies also attended by Mrs. Kneiss, Mr. and Mrs. JOSEPH G. WHEELER, and Mr. and Mrs. FISCHER.

KEDDIE

Elsie Hagan

The many friends of VAN BENTHUSEN, formerly of Winnemucca and recently of Keddie, wish him a quick recovery from his injury.

Retired Conductor and Mrs. DON SEGUR, SR., from Hillsboro, Oregon, visited friends here for several weeks.

Brakeman and Mrs. WARREN DELANEY have moved to Keddie from Oroville, and he is temporarily helping out at the Keddie Service Station.

Our deepest sympathy to the family of Mrs. NINA SIMMONS, who died from auto accident injuries a few weeks ago. Before moving to Stockton they were residents of Keddie.

On our sick list this month, but recovering, are Engineers JACK SHANNON and F. J. BOHANNON.

Recent visitors were Trainmaster and Mrs. PHIL PRENTISS from Oroville and Mrs. Glen Metzdorf, wife of Conductor GLEN METZDORF from Stockton.

Engineer and Mrs. DAVE WAKEMAN have returned to Stockton after a very short stay in Keddie.

Sacramento visitors were Brakeman and Mrs. L. C. GILBERT, Mrs. TOM GRIFFIN, and JOE CLINTON. The Gilberts came home with a beautiful new red car.

Mr. and Mrs. HERB WOMACK are getting settled in their home here. Mrs. Womack comes from the East and we hope she will like our little town.

Mrs. GORDON GARDNER has returned to Keddie from Provo, Utah, where she has been for the past two months while her husband has been working as a crane operator at Sand Pass, Nevada.

NEW YORK CITY

Alan Hudson

JOE MASON and wife, Marge, returned from their Florida vacation recently and Joe, at least, was several shades darker. In fact, we were about to ask this guy why he was sitting at Mr. Mason's desk when he showed us his railroad passes to establish defi-

nately his identity. A few weeks of riding our famous subways have returned Joe to his natural color.

PERL WHITE will long remember his vacation for 1954, particularly a certain day in Florida, where a comedy of errors took place. After a luckless day of fishing, he found he had locked himself out of his car; thumbed a ride to his hotel to secure duplicate keys; returning to the car, which is a convertible, he attempted to lower his car windows, which are hydraulically operated, only to find the fluid had drained; attempting to test the fluid, which puts up the car top, he succeeded in getting the car roof back in place, but in the process broke two brand-new, beautifully handmade fishing rods with the collapsing roof. As a fitting culmination to these events, upon his entering the car the pocket of his trousers caught on the door handle and Perl sported the nicest pair of shredded two-piece trousers you ever saw back to the hotel. These catastrophic events set him back about a hundred bucks . . . and remember, NO FISH!

JOHN STILL and wife, Marie, expect to be home owners by May 1. They claim they've hocked everything but Marie's brother, Charlie, for the down payment.

OAKLAND

Hazel Petersen

We learned from IRMA PIVER that KAY WINESETT, one of our Oakland telephone operators, had a birthday a few days ago and her husband gave her a car, and when Irma remarked, "How wonderful," Kay replied, "I'm not so sure about that. He gave the car to me for my birthday, but I'm paying for it—and it's in his name!"



"O" FOR OAKLAND YARD

Ad Gebala, steno-clerk at the Oakland yard office, "snapped" a few of his WP friends on the job recently. From the top around the clock are: Frank Dignan, relief yardmaster; Tom Nelligan, yardmaster; Tony Day, chief yard clerk; Art Roke, interchange clerk; George Shattuck, switchman; Jack Smith, relief yardmaster, and Ocie Scroggins, switchman (left to right); Eleanor Harrigan, train desk clerk; Bill Covert, switchman and SUNA local chairman; and Jean McHardy, interchange clerk. Quite a handsome group of happy "rails."

. . . and that, TONY VILLEGAS, clerk at the Oakland store, announces that he is the very proud father of John Anthony Villegas, born March 14, 10 pounds 4 ounces.

. . . and that the very pretty time-keeper in the Oakland coach yard these days, is ANNABELLE TWEEDE, who is substituting while JIMMY DESAUTEL is vacationing in Washington.



Floraine Lovitt, Zephyrette, recently appeared on Jane Truax's "Homemaking" broadcast on KLX to tell of her experiences on the California Zephyr. They met when Jane made a recent trip on the streamliner.

SACRAMENTO

Elsie Gonsalves

Welcome NANCY FORD, stenographer, subbing for ELAINE SCHMIDT, who is away because of illness. Glad to have you with us, Nancy, and hello, Elaine, we all wish you a speedy recovery.

JAMES PEARCE, associate engineer, is back at his desk again after attending the A.R.E.A. convention in Chicago.

MARK CHILTON, junior field engineer, has purchased a lot on which to build a new home and soon the activity will start. Should be no trouble for an engineer!

Robert Elliott, son of Division Engineer CHARLIE ELLIOTT, pitched a five-inning two-hit baseball game against the strong Treasure Island team. Bob is hurling for the University of California varsity nine.

The wearin' o' the green was quite evident on March 17—green hair ribbons in the gals' hair, the men sporting green ties. ED LINDLEY, roadway clerk, wore a bright green jacket, and

MARY NALLY, stenographer, wore a huge green bow tucked under her chin. Many thanks to Gardener DON RICHMOND from Assistant Accountant MILDRED LEE and Secretary CLARISSE DOHERTY for the little shamrock plants waiting on their desks.

We're all real proud of our Chief Clerk, DAN IRWIN. Why? Because his safety slogan, "*Think First—Safety First*," was selected by the management for 1954.

Lucky Fairmont Hotel, San Francisco, for having had as its guests over the week-end of March 13 and 14, MAXINE NAISBITT, transportation clerk; ELSIE GONSALVES, stenographer; and EILEEN FROST, traffic clerk, who attended a district party of the Railway Business Women's Association. While there the girls were bewitched, bothered and bewildered by Billy Daniels.

Hi, you strangers from the signal department! General CTC Maintainer ARNO SCHMIDT and CTC Maintainers OWEN LEWIS and JOHN HENDRICKS are so busy making the change-over on the CTC system in the dispatcher's office. How you fellows manage to untangle all that different-colored spaghetti wire is a puzzle to us.

"Cinerama Holiday," about which you read in last month's MILEPOSTS, was just that for ANNE IRWIN, stenographer to Signal Supervisor L. B. "NICK" CARTER, and her daughter, Cheryl. Anne tells us the only reason she was invited along was because the picture company needed a baby in the picture and, naturally, the baby had to have someone to watch over her. However, Anne says she had a perfectly wonderful trip and it was quite an exciting experience.

WENDOVER

Esther Witt

A hearty welcome to WALTER PARKS, his wife and three children! Walter replaces HARRY P. RAWLINGS, who resigned as manager of the WP Hotel.

Telegrapher WILLIAM U. TATE, while on vacation and extra time off, is helping to conduct a geological survey in Long Valley near Gerlach.

Telegrapher FRED W. KINSEY, displaced by Telegrapher WILLIAM U. TATE, has returned to his home in Sacramento.

Glad to see Switchman COLEMAN PETTIT back at work after being off some time from an injury.

Yard Clerk FRANCIS K. BYRNE spent his vacation visiting relatives and friends in Sacramento and Winnemucca and celebrating his 17th birthday.

JAMES D. DYCKHOFF of Elko relieved Francis during his vacation.

Congratulations to Elizabeth Ann Worthy, daughter of Switchman and Mrs. HERBERT D. WORTHY, who was crowned "Yearbook Queen" of the Wendover School.

The welcome mat is out for Yard Clerks JAMES P. O'CARROLL and CAROL D. JONES.

In spring a young man's fancy turns to love. Hope the rumors of an approaching marriage are true, CAROL JONES, and congratulations!

Our sincerest sympathy to Engineer OTTO J. KELLEY on the death of his sister, Mrs. Cecil Mary Gray of Wells. Mrs. Gray passed away at the home of her daughter, Mrs. Margaret Pendergraft in Birmingham, Alabama.

Telegrapher ANNA BELLE ALBRECHT has returned to work after being off

for some time with an attack of influenza. Telegrapher GEORGE W. BARTO worked in her place.

SACRAMENTO STORE

Irene Burton

Because of the thickness of the valley fog recently, GOND REID claims he got onto the wrong road and landed in Sacramento, so he came out to visit us at the new Sacramento store. We'll bet he enjoyed it here, though, as our weather was perfect that day.

EDGAR E. ENSELE and his wife are the proud parents of a baby boy. As Ed is on vacation, we are unable to find out just how father came through the ordeal.

WILBURTA DOYLE's little daughter, Sharon, has been quite ill with a severe cold, and GEORGIA CHINDAHL was off for a few days due to the same complications.

Fifty big congratulations to Mr. and Mrs. HARRY MESSER, who observed the 50th anniversary of their marriage on March 23. They were married in Bush-



Mrs. and Mr. Harry Messer.

nell, South Dakota, and came to Sacramento in 1926. Harry, 71, was born in Odebolt, Iowa, and Mrs. Messer, 67, is a native of Bushnell. Harry has been a WP employee for 27 years and at present is billing and receiving clerk. They have four children: Leslie and Lowell, Sacramento; Mrs. Violet Ross, El Portal Park, San Pablo; and Evelyn Pagani of Bodega Bay. Eight grandchildren and seven great-grandchildren complete the fine family.

TIDEWATER SOUTHERN RAILWAY

Dora Monroe

We're glad to see Engineer FRANK EDGERTON and Brakeman TOM THORLA both back on their jobs after having been off for some time due to illness.

Reports from Modesto are that GEORGE LYON, agent, indicates he is feeling much better and expects to return to work very soon.

A delightful surprise in the form of a baby shower was given your correspondent recently, on the afternoon of my departure and resignation from TS. Those attending, in addition to the regular Modesto forces, were General Agent BOB TAYLOR and Traffic Representative FRANK LINDEE of Stockton; Conductor BILL DAWSON; Brakemen TOM THORLA and HARRY STUMBAUGH; Engineer FRANK EDGERTON; Fireman MARTIN JOHNSON; Agent BOB THOMSON, Manteca; Mrs. Jack Kenady and daughter, Mary; and Mrs. William St. Jeor. The event was held in Superintendent JACK KENADY's office, where refreshments were served.

After a long and most pleasant association, it is with some reluctance that I relinquish my duties here in Modesto. We all welcome BETTY RAND, stenographer-clerk, and hope she will

enjoy "railroading" with Tidewater Southern!

MECHANICAL DEPARTMENT

Norma Joseph

Welcome to GLADYS HANNA and RODMAN BROWN. Gladys is stenographer-clerk to Chief Clerk HY O'RULLIAN during JENNIE SIMMONS' absence due to illness, and Rodman is stenographer-clerk to E. T. CUYLER, assistant chief mechanical engineer. We all wish JENNIE SIMMONS a speedy recovery and hope she will be back with us soon.

JUNE BELEW has replaced HELEN SPENCER as stenographer-clerk to W. B. WOLVERTON, mechanical engineer, while Helen is on maternity leave.

ARTURO DE LA LLATA, first vice president of the California Credit Union League, director of WP Employees' Federal Credit Union, and assistant timekeeper, presented his first claim on his newly purchased two-tone green 1951 Oldsmobile '98 to his insurance company. Seems two front hub caps were slyly removed from his car during his absence recently.

BILL ANDERSON, former WPer and now S/Sgt. in the U. S. Army, is on his way to Japan, where he will be stationed for two years. Good luck, Bill, and let us hear from you!

ELKO

Theda Mueller

A baby daughter, Dorothy Ann, was born to Mr. and Mrs. J. L. DYCKHOFF, furloughed clerk, on March 24. This makes the sixth child—four boys and two girls. Mother and daughter are doing fine.

Division Engineer and Mrs. CHARLES E. FORSETH left on the California *Zephyr* to attend the A.R.E.A. convention in Chicago in March. Using a

week of his vacation, they stopped in Detroit to pick up a new Plymouth and from all reports had a wonderful trip.

Chief Dispatcher G. W. NAYLOR spent practically the entire month of March in San Francisco working on a new timetable. J. C. CALKINS, assistant chief dispatcher, worked the chief's position during George's absence.

Mrs. Beth Hachquet, wife of Special Agent ALBERT HACHQUET, and secretary to Chief Clerk LOREN AMES, journeyed to Sparks to enter the State Bowling Tourney and came out in tenth place in the "B" singles.

OTTO J. KELLEY, engineer, is confined to St. Mark's Hospital in Salt Lake City. We wish Otto a speedy recovery.

Clyde Hart, Jr., son of Engineer CLYDE HART, has returned from the Armed Services and is again working as signal maintainer at Elko.

ELSIE HART, third trick telegrapher, Elko, was recently appointed as temporary local chairman of the ORT, Eastern Division. Congratulations, Elsie!

ROBERT F. BREW, former telegrapher and dispatcher on the Eastern Division, recently accepted an appointive position in the Research Department and has moved his family to San Francisco.

LIDO LIBRO, electrician, received word that his mother recently underwent surgery a short time ago and has recovered nicely. His parents reside in Sparks, and his father works for the Southern Pacific.

T. E. MURPHY, conductor, recently was released from St. Joseph's Hospital and while recuperating in the Bay city he visited with his son, Gary, who is being transferred by the Navy from the Hawaiian to the Aleutian Islands.

Mrs. Sue Murphy, wife of assistant

accountant, fell while visiting friends and broke one ankle and sustained a very bad sprain to the other. She is presently confined to the hospital, but expects to be released soon.

Mrs. Maisie Huckaby, wife of Dispatcher P. L. HUCKABY, recently bid us adieu when she resigned as telegrapher in the "KN" office in Elko.

SAN JOSE

Lee Marshall

We missed a fine opportunity to obtain thirty or forty passengers for the *California Zephyr* on March 16, when a San Jose City Lines bus, going south on the Alameda about 7:45 a.m., struck a car making a left turn and pushed it into the corner of our new ticket office. We know a great many people are anxious to ride the streamliner, but we didn't think they would come in droves like that so early in the morning. We doubt if the car will show its face on San Jose streets again, as it was rather abused.

CARL NIPPER, general agent, has one less item to worry about now. It seems there was a house on one of our industrial sites in Milpitas known as the "Murphy House." Carl was doing his best to sell or give away the house to anyone who would move it from the property. He had it sold once, too, but before the deal was consummated it was found that the new site for the house was not available. Due to the age, condition, and youngsters' vandalism, Carl had quite a problem. But everything turns out for the best . . . the house burned down a few weeks ago.

Thanks to the efforts of all concerned, San Jose now has a new company phone line direct to the general office switchboard in San Francisco.

JOHN KENDALL, LEE LAWRENCE, ED FIELDS and others were responsible for getting this new circuit in operation during March.

BILL GAGE, freight house clerk, was injured seriously in a car-train (not ours) accident. We understand he is doing well at the Providence Hospital in Oakland.

BUD SOULE, yard office, announced the marriage of his daughter, Helen, to Linn Van Aman at Reno on March 7. The groom is with the U. S. Navy and is leaving Moffett Field for Fort Wayne, Indiana.

CALIFORNIA ZEPHYR PULLMAN CONDUCTOR WINS FRP AWARD



For "friendliness and courtesy to passengers that should be an example to other railroad employees" Detroit "Dickie" A. Dean, Pullman conductor on the California Zephyr, received the Federation for Railway Progress Courtesy Award of the month in March. Here "Dickie" is having his FRP lapel emblem pinned to his coat by L. R. Armstrong, regional manager, The Pullman Company, while H. C. Lincoln, superintendent, waits to hand him his \$25 U. S. Savings Bond. Dean has been a Pullman employee since May 20, 1920, starting on Western Pacific's "Exposition Flyer." He has been on the California Zephyr since its inauguration on March 20, 1949. He is a resident of Oakland.

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.

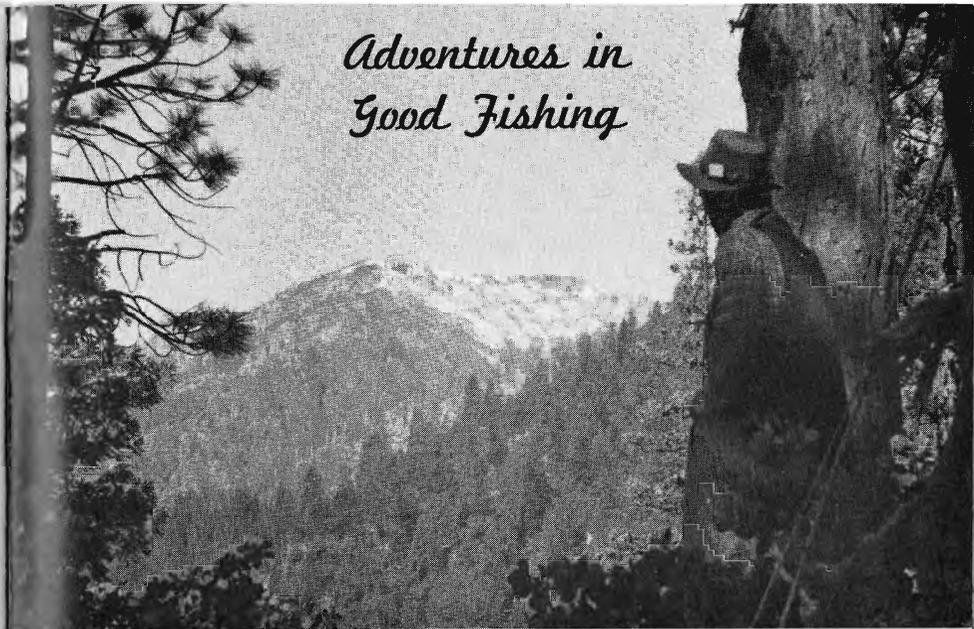
On Saint Patrick's Day, PETE SAENZ' co-workers in the Auditor of Revenues Department were pleasantly surprised when Pete announced that he was a father for the second time. Katherine Ann apparently wasn't expected or else Pete kept it a deep, dark secret, 'cause no one knew till the day daughter arrived that Pete was an expectant father.

Two days later, on the 19th, LOIS HOOE became a grandmother for the first time. Sheila Rae, born to Lois' daughter, arrived early in the morning. Two hours later Sheila's picture was taken and "Granny" brought it into the office to show everyone. We predict Sheila will some day be a cover gal.

BONNIE BARNHILL and MARILYN CRAIG were really excited when a casting director for "Cinerama Holiday" visited the auditor of revenues office and selected them to accompany the special train from Oakland to Denver. What could be more thrilling than a ride on our train and an opportunity to "star" in Cinerama? The girls had a wonderful time and were most enthusiastic about the service on the train and the wonderful route it follows. They're convinced that, next to rail-roading, "there's no business like show business."

ANN MARTIN will make her last trip as Zephyrette June 13 to become the bride of Dr. H. C. Howard on July 2. Following a three-month European tour the eye surgeon and his bride will make their home in Miami, Florida.

Adventures in Good Fishing



By
Maurice A. Notter

"For fun, excitement and real down-to-the-earth angling pleasure, don't overlook those small, racy streams and out-of-the-way spots."

"WHO said fishing was finished in these parts?" chirped my companion as he gleefully hefted a creel that sagged under the weight of a dozen fat trout.

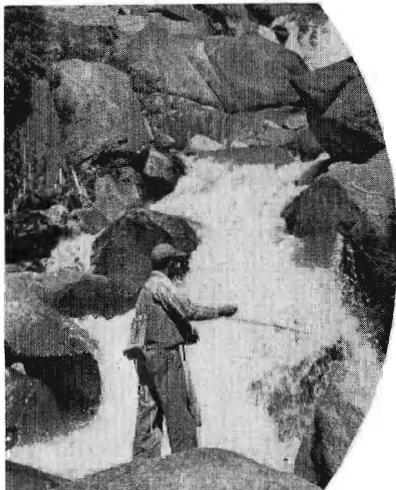
My pardner and I were on a small stream a mile or so west of Belden Resort, midway in the Feather River Canyon, and by alternately taking turns at casting to the pools and riffles we were really having an angler's holiday. But what had prompted my friend's remark was the fact that less than three hours before we had been listening to the wailings of two disgruntled anglers that good trout fishing in California was a thing of the past.

"Too many fishermen and not enough fish," they had wept, laying the blame on everything, from increased population to bad game management. Yet, here we were with no more than an hour's fishing behind us and our limits practically in the bag.

As for the luckless anglers, a few direct questions had disclosed the fact that they had spent the better part of a week wasting their time on every "peg-leg" hole in the Feather River between Pulga and the Queen Lily Camp Ground. Knowing the country fairly well, I would venture to say that particular stretch of water has enough angling hardware tossed at it during

the course of a season to stock a fair-sized tackle shop.

Now I'm no expert on the subject, but to my way of thinking, good fishing simply cannot exist on easily accessible streams which are naturally subjected to a constant barrage of hooks, lines, sinkers, and the Lord only knows what else. Hence, the plight of two fishless fishermen.



Contrary to a growing conviction that the death knell has been rung on trout fishing in California, there are thousands of small streams in the State that can spell the difference between an unsuccessful fishing trip and a successful one. I know of at least a dozen in the Belden area alone. To name one, there is Indian Creek. I have been on intimate terms with that beautiful little stream for fifteen years and I can't recall a single incident when it failed to produce a limit of fish. True, the trout taken from its waters aren't large, but they're fat and greedy and they

possess a spirit that make them a credit to their finny tribe.

To find better fishing is largely a matter of exploration, and sometimes a little investigation on the part of the angler will lead to the discovery of good trout water that has long been overlooked or ignored by other fishermen. Just such an incident happened to me several years ago while on my way to Lake Bowman.

Having been on the road the better part of the night, I pulled off the highway a few miles east of Colfax just at dawn for a breath of fresh air and to shake the sleep out of my eyes. I must have been parked there for at least five minutes before being conscious of the sound of gurgling water floating up from a small wooded ravine below. Never able to resist the siren call of unknown water, I grabbed my rod and reel and plunged down the mountain-side to investigate.

SOME three hundred feet below and well hidden from the eyes of the passer-by was as pretty a stream as anyone could ever want to find. It wasn't large—you could jump across it at almost any point—but its water was clear and cold and its course well filled with pools and boulders that offered excellent cover for shy, saucy trout. I was elated!

Making a tentative cast into the first pool above my point of entry, I was immediately rewarded with an authoritative tug at the end of my line that netted a fat rainbow about eight inches long. I muffed a strike in the second pool, but on the third my fly fooled an ill-tempered ten-inch rainbow that lashed the water to a foam before he finally wound up in my creel. To make a long story short, the

net result of my curiosity that morning was eight plump trout taken on less than twenty-five yards of the stream.

Because I could not conscientiously take more, I cleaned my catch and, after carefully wrapping them in ferns to keep them fresh and sweet, I climbed back out of the ravine to my car. An hour later those eight trout had been transformed into a platter of golden brown tidbits and were facing me across a well-heeled breakfast table at a roadside inn near Cisco.



I have never had the time or occasion to fish that little creek since, but I'll wager the trout are still there, as fat and greedy as ever, just waiting to fill the creel of the first enterprising angler that comes along.

The angler who leaves the beaten path to fish the small streams and out-of-the-way spots will not only be rewarded in almost every case by a full creel, but he will have the privilege of pursuing his sport amid breathtaking scenery never to be found along the bustling, commercialized highway.

Then, too, there is always present the element of the unexpected. He might hook into a record-breaking old lunker that has been dominating the stream for years. Who knows? On the other hand, he might come back from his safari as empty-handed as a beggar on a Poor Farm. It hasn't been

too long ago that three of us hiked into an isolated lake during the month of July, only to find it still locked in the icy grip of winter. However, such experiences are the exception rather than the rule, and even though they do happen occasionally they are part of the overall angling picture and go to enrich this, the greatest of all outdoor sports.

So if you care to take my advice for what it is worth to you, then this year by-pass those easy-to-get-to places and spend a little time in searching out the less frequented spots. If you do, I'm sure by the end of the season you will agree with me that for fun, excitement, and real down-to-earth angling, the small racy streams lead the way to adventures in good fishing.



"Hello, fish market? This is Mrs. Jones . . . I've told you before whenever my husband goes fishing you're to CLEAN the fish he buys!"



The Western Pacific Girls' Bowling Team from Elko finished in second place in the "B" League, but competition was a little too much for them in the Nevada State Women's Bowling Tournament held at Sparks on March 20 and 21, where they failed to place. The team: Standing—Elizabeth Tom, secretary to assistant superintendent; Adelita Viscarret, stenographer, Signal department; Hilda Beck, wife of Switchman Beck. Sitting: Marsha O'Carroll, former employee, and Dolly Knapp, who substituted for Jean Baldwin, B&B clerk.

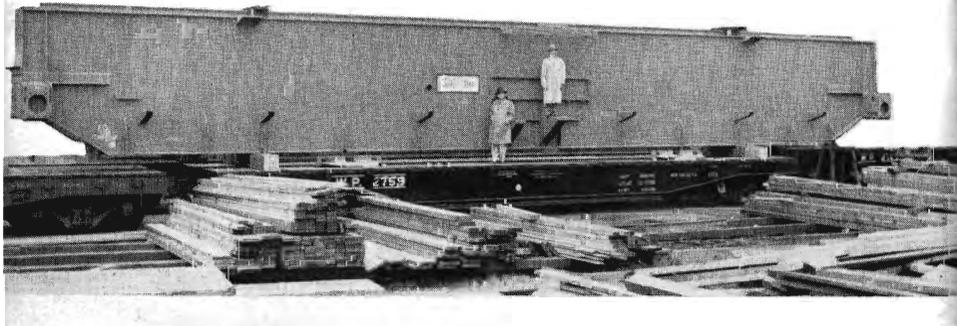
RAILROADS LIKE 'EM BIG

Although a few clearance problems had to be overcome to get this huge 300-ton traveling crane around curves en route from Oakland to the U. S. Army Engineers in North Dakota, two idler cars, one at each end of the loaded flat car, made it possible for Western Pacific to handle the shipment.

Sid Henricksen, president's office, and Oscar Larson, chief clerk to superintendent of transporta-

tion, are dwarfed by the big crane in the picture below, as is Bob Failing, clerk, district car foreman's office in Oakland, shown on Page 35 looking over a flatcar load of parts which accompanied the shipment.

The crane was manufactured by Moffett Manufacturing Company, Albany, and steel fabricated by Moore Dry Dock Company, Oakland.



NEW RAILROAD BOOK

A complete, readable history of California's Mt. Tamalpais & Muir Woods Railroad, which climbed the half-mile-high mountain north of San Francisco for over thirty years, is now available in book form, titled "Crookedest Railroad in the World."

Written by Theodore G. Wurm and Alvin C. Graves, and published by Academy Library Guild, Fresno, California, this is a story of the planning and construction, the first train, branch lines, methods of operation, hotels and taverns. Description of all engines, motor cars, passenger coaches and the odd gravity cars are detailed, as are the mountain's hikers, the *Mountain Play*, the *Black Maria*. It relives the *Week-end on Tamalpais* and other special events, the disastrous forest fires, the excursions, the profitable and bad years. You will meet the old-time railroad men who rode the "wobble trains" down 7 per cent grades over hundreds of curves. The book is replete with excellent photos.

ANNUAL PICNIC SOON

Make your plans now to bring your family and friends to Western Pacific's Annual Picnic to be held this year again at Linda Vista Park at Mission San Jose on Sunday, May 23. Watch for further announcements from committee members.

EXPRESSION OF THANKS

The family and I would like to express our thanks through MILEPOSTS to the Western Pacific employees and others who so generously donated blood to the Sacramento Blood Bank for Mrs. McClintock during her recent illness and hospital confinement.

L. D. McCLINTOCK
CTC Maintainer
Pleasant Grove
California



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RAILROAD LINES



Chicago & North Western to raise the roof of its seven-acre train shed at Chicago one foot to accommodate its new double-deck suburban passenger cars and Union Pacific's new dome-type equipment.

. . .

Erie Railroad Magazine now in its fiftieth year of publication.

. . .

Chesapeake & Ohio inaugurates a "Chessie Club" lounge service for coach passengers on the **George Washington** between Cincinnati and Newport News.

. . .

Chicago & Eastern revives "Ladies' Day" fare plan permitting ladies to travel round trip between 13 Indiana and Illinois communities and Chicago at one-way adult coach fare Tuesdays only.

. . .

Wabash Railroad's \$1.5 million yard modernization project at Detroit due for completion this year.

. . .

New York Central and Union Pacific to test new Evans six-car auto loader.

. . .

Pennsylvania Railroad using TV at Pittsburgh to speed up switching of mail cars.

. . .

Santa Fe's new dome equipped **San Francisco Chief** goes into operation between San Francisco-Oakland and Chicago June 6.

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