

WESTERN PACIFIC
Mileposts
OCTOBER 1954



WESTERN PACIFIC Mileposts



Vol. VI. No. 3

OCTOBER, 1954

*Milepost No. 63

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

526 Mission Street, San Francisco 5

TIDEWATER SOUTHERN RAILWAY

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

Maurice Notter, Sports Editor

Member

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

* Milepost 63: One of the many ranch buildings which dot the landscape along WP's main line just beyond Midway.

COVER

It is easy to see why lovely Lee Ann Meriwether captured the hearts of everyone to become, first Miss San Francisco, then Miss California, and finally, Miss America of 1955. The charming 19-year-old San Francisco City College beauty was thrilled when she climbed aboard the Western Pacific diesel for this Oakland Tribune photo by "Buck" Joseph, just before leaving for Atlantic City aboard the California Zephyr.



CONTENTS

Branch Line Railroading.....	3
Roughly Speaking	8
Meet Your General Chairmen.....	10
I've Been Workin' on the Railroad..	11
Dear Editor	12
Mileposts in Go'd.....	14
What Daddy Does	15
WP Will Remember	16
Caboosing	18
Sports	32
Railroad Lines	36

BRANCH LINE RAILROADING

THERE'S a lot more to railroading than a main line, sleek passenger trains and long freights headed by powerful, modern diesel locomotives. Over on the east end of Western Pacific's eastern division, for example, the "Tooele Valley Local" plays an important rôle in the railroad picture working two branch lines with little or no fanfare.

The Tooele Branch is only 15½ miles in length. It begins at Burmester, Utah, 33 miles west of Roper Yard in Salt Lake City and runs southerly, passing Marshall and the Tooele Ordnance Depot, and terminates at Warner.

The Ellerbeck Branch begins at Ellerbeck, four miles west of Burmester, and runs 4.7 miles to Dolomite, passing stations Wye and Flux.

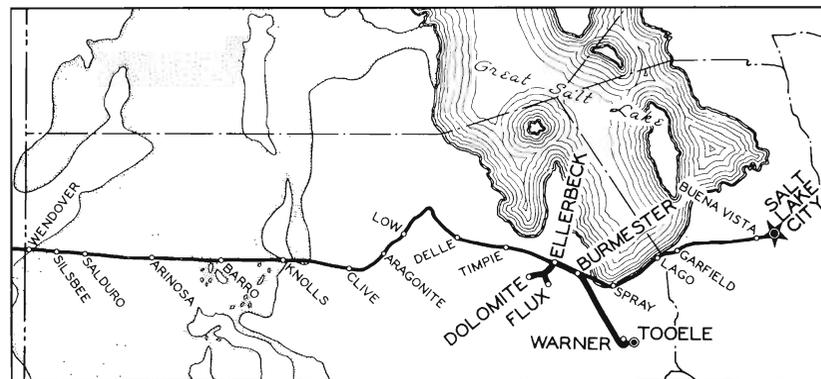
The "TV Local," so named long before the advent of television, makes a round trip over both branches three times each week; on Tuesdays and Thursdays the Tooele Branch only.

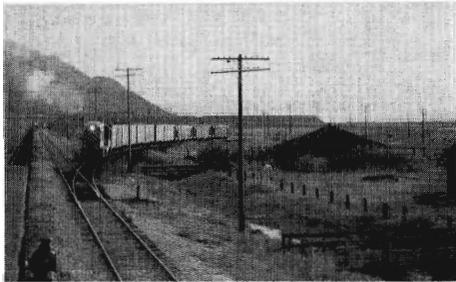
To cover the 118-mile round trip on August 11, the crew was called for 7:30 a.m., and before returning to

Roper Yard just 12 hours later, this busy little local had switched, spotted, set out, picked up and delivered 40 loaded cars and 39 empties. They came into Roper Yard with 12 empties and 1,200 tons of gravel, scrap, phosphate, merchandise and machinery loaded in 14 cars; loads which would soon be hitching a ride on faster freights to various destinations, all good business for our railroad.

There's a wonderful feeling of cooperation among the train and engine crew on the Local, and they're a hustling group of railroaders, as shown by the pictures on the following pages. They're concerned over the shutting down of a local smelter because of a drop in raw ore prices, but they're optimistic over the construction of a new spur on the Ellerbeck Branch to serve a salt company.

There's a lot to this branch line railroading, and you can bet your last dollar the "TV Local" will keep the freight cars rolling over these two important branches.



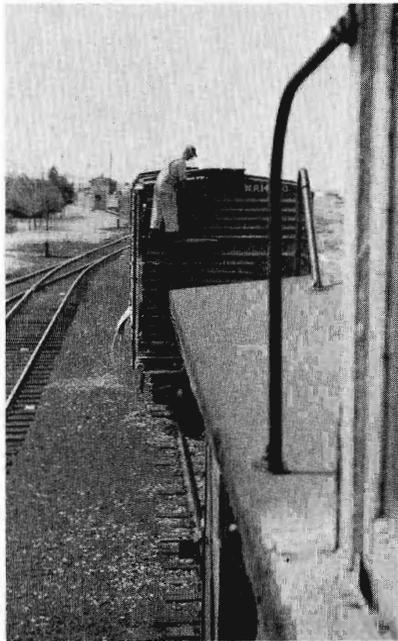


The local spotted empty cars on the Stauffer Chemical Company phosphate plant spur at Garfield on the way out in the morning, and picked these loads up on the way back in the evening.



Conductor Thompson and Brakeman Beitel, rear, check car numbers of cars spotted on siding.

Releasing brakes on box car to be picked up by local is another duty for Conductor Thompson.



Brakeman Beitel heads back to caboose after phoning in for orders on car movements.



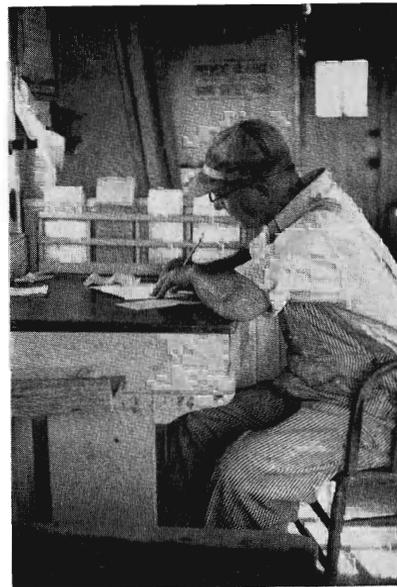
MILEPOSTS



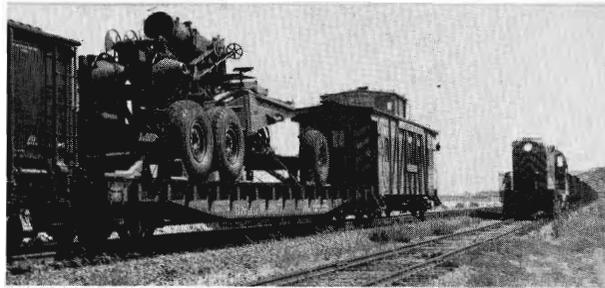
Caboose stands alone as road switcher works out cut of cars to be coupled into train.

Much of the conductor's time is spent making out numerous reports such as conductor's way-bill, "63" pickup and set out report, TV Local report, switching list, delay report and others.

Fireman Harmston watches out side window of engine as local moves along Tooele Branch.



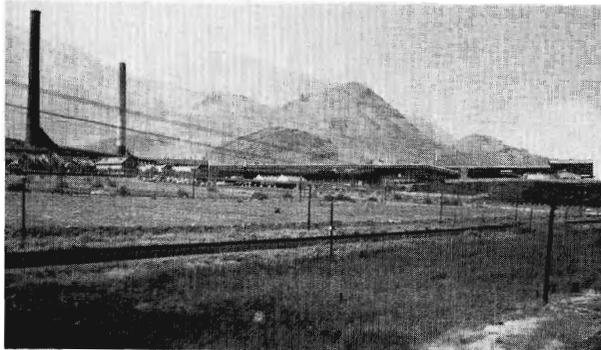
OCTOBER, 1954



A loaded flat car and the caboose wait on main line while engine comes up with more loads.



Conductor Thompson swings aboard the caboose after giving engineer "highball."

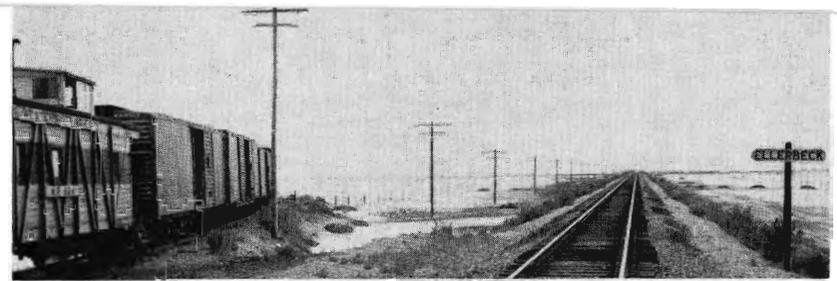


The big smelter of the American Smelting and Refining Company is located at Garfield.

A huge hoist loads scrap iron into a string of WP gondolas at the Tooele Ordnance Depot.

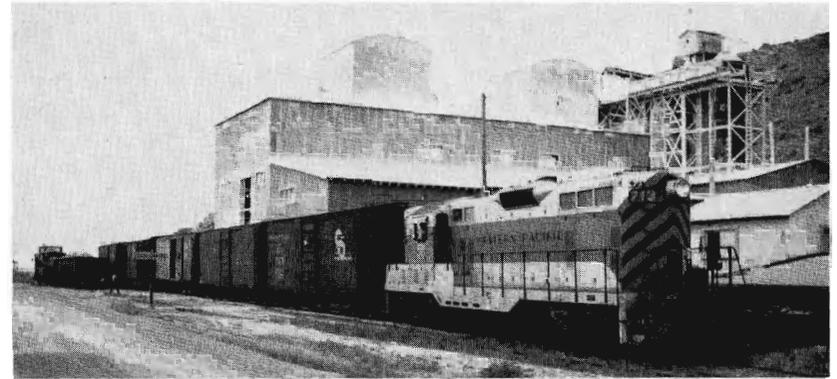


Up the Ellerbeck Branch to Flux to pick up gravel.



Above: The "Local" leaves the main line here for the 4.7-mile run to Flux and Dolomite.

Below: The "Local" delivered empties, picked up loads from Utah Lime & Stone, at Dolomite.



The crew on the "Local" August 11 were, from left, Brakeman E. H. "Gene" Beitel; Fireman R. T. Harmston; Engineer P. G. "Pete" Morrison; Brakeman Ronald F. Thorpe; Conductor W. C. "Bill" Thompson.



ROUGHLY SPEAKING THIS WON'T WIN CUSTOMERS!

It would be interesting to learn just how many of our railroaders have actually examined a severely damaged shipment with unmistakable evidence of extreme rough handling staring both you and the consignee in the face! At such a time, all the apologetic phrases in the world will have little or no effect on the consignee, especially if the item was specially ordered and he had waited a long period for delivery. Many times the consignee is harassed even further by having the replacement shipment damaged, adding two-fold to his extreme displeasure with the railroads in general. Not only that, but he has the natural instinct to place all blame on the delivering carrier.

Granted, there are times when we

all work under extreme pressure to perform our respective duties in a proper manner. Yet, there isn't a man among us who would allow some outsider to cast unfavorable criticism against the Western Pacific or its affiliates and let it pass unchallenged.

Each year, the railroads together with shippers observe the month of October as Careful Car Handling Month. More and more men, particularly on our own railroad, are taking renewed interest in ways and means to prevent unnecessary rough handling of freight cars, one of the most serious challenges to the railroad industry today. It can be liquidated, not only in October but in the eleven other months if we apply the desire and care we all possess to do so.

DO YOU REALIZE...

That every time you ride on a train you pay a Federal tax of 10 per cent of the fare, collected by the public carriers and turned over to the government?

That every time you ship goods by freight or express, a three per cent tax is collected?

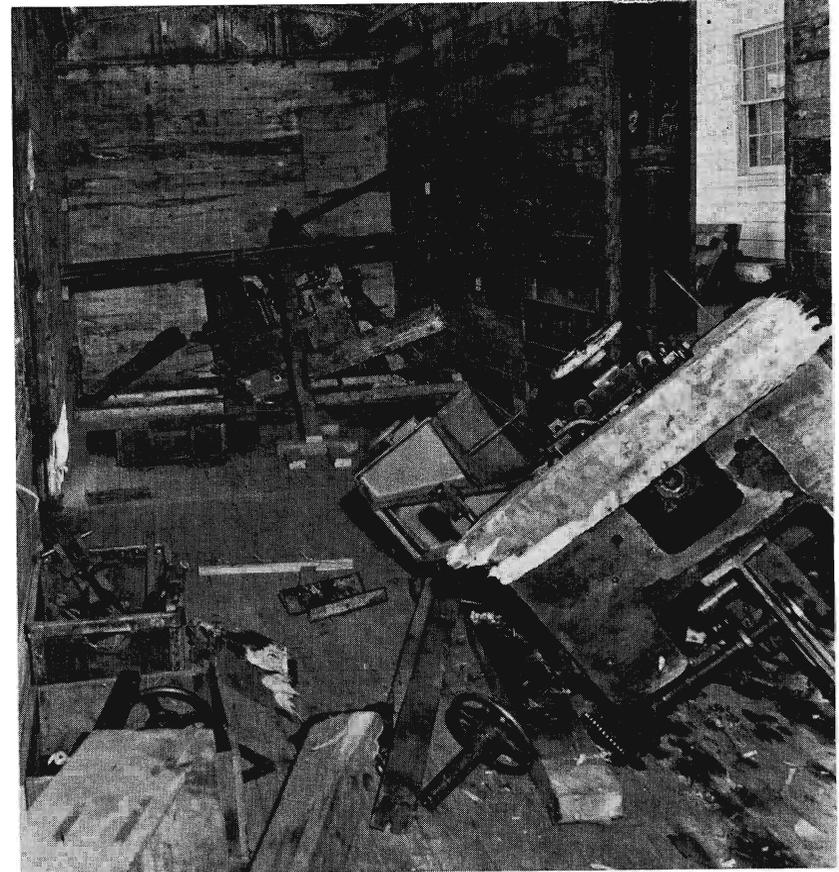
These hidden taxes add to our cost of living. With the real property, equipment and fuel used by railroads already heavily taxed, the tax on the very movement of goods is especially objectionable.

The Federal tax on travel was placed in effect primarily to discourage civilian travel in wartime. It was not intended that this tax should remain

in effect, but it has, at heavy cost and with great injustice to the traveling public.

Here's what you can do . . .

1. Write, wire or talk to your Congressman and Senators condemning these taxes, and urging that they take action against them.
2. Get your friends to do likewise.
3. Get organizations to which you belong interested in this problem. Encourage them to get full particulars for effective action, without obligation or cost, from The National Conference for Repeal of Taxes on Transportation, Mathieson Building, Baltimore, Md.



Damage such as this, for which the claim bill is \$2,750, is a rarity, but the picture shocks us when we see what can happen by careless car handling. You, as a customer, would be most unhappy to receive a shipment of machinery in this condition, and rail-

roaders can help to avoid such damage by using more care in handling cars. Machinery is valuable. Impacts cause internal damage, hairline cracks, or complete destruction, things we just can't let happen to customers' property placed in our care. Please be careful.

Meet Your General Chairmen

(This is the eighth of a series of articles about representatives of the various railroad labor organizations serving Western Pacific employees. Personalities of other representatives will appear in future issues of MILEPOSTS.)

W. L. Phipps was elected general chairman, Brotherhood of Locomotive Firemen and Enginemen effective August 1, 1954, succeeding C. E. Whitman, resigned.



W. L. Phipps

Phipps was born and raised near Grand Junction on the western slope of Colorado. After completing his education in Colorado schools he moved with his father and mother to Fair Oaks,

California, where his parents still reside.

His first service with Western Pacific was on March 1, 1941, at the Sacramento shops. He began firing for the railroad in August, 1942, and has been in continuous service except for a period spent in the Armed Services in World War II and in the Korean conflict.

Phipps lives at 2537 W. Michigan Avenue, Stockton, with Mrs. Phipps and their three children. He is an active member of the Reserve Officers Association, an officer of the local Parent-Teachers Association, and a member of the Fraternal Order of Eagles.

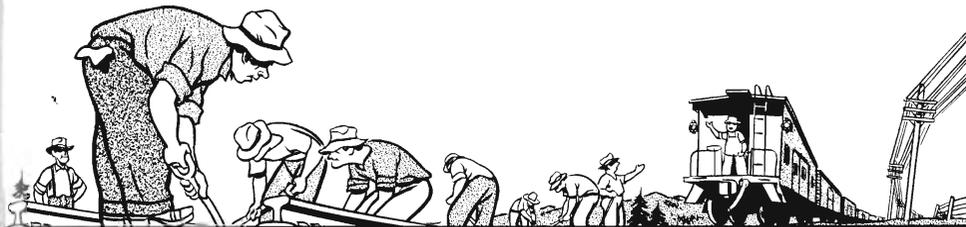
He was elected local chairman of the San Joaquin Lodge 794, B.L.F.&E. in September, 1950, preceding his present election as general chairman.

Effective August 15, 1954, George T. Whitlock was elected vice chairman, Brotherhood of Locomotive Engineers.

George was born at New Market, Tennessee, fifty-three years ago this month. He attended schools in Tennessee and Arkansas and began a railroad career at an early age. Before coming to Western Pacific as a fireman on October 18, 1930, he put in time with the Southern Pacific, Texas & Pacific, Chicago, Rock Island & Pacific and Illinois Central, as engineer, fireman, brakeman and switchman. His railroad career also includes employment with the Pullman Company at Richmond.

Whitlock was a member of the B. of L. F. & E. from 1923 to 1943, during which time he was promoted to locomotive engineer on the WP. During a part of that time he was also a member of the B. of R. T. and joined the B. of L. E. in 1943. He was made assistant local chairman for the latter organization in 1946 at Keddie, and local chairman at Portola in 1951. He has one son, two daughters and one step-son, and his wife, Eve, is presently employed as a Nurse's Aid at Portola Hospital. Both he and his wife enjoy football, baseball and fishing.

He is a member of the F. & A. M. Lodge, No. 60, Royal Arch Masons, No. 107, and Knights Templar, No. 70, of Quincy, and the Ben Ali Temple, A.A.O.N.M.S., of Sacramento. Both he and Mrs. Whitlock are members of the Order of the Eastern Star, No. 321, Portola, and his wife is also a member of the Rebekahs at Portola.



I'VE BEEN WORKIN' ON THE RAILROAD

Supplementing MILEPOSTS' first report in August, to inform WP, SN and TS railroaders of progress being made on their respective railroads, the following major improvements to our property have recently been approved:

Authority has been given to purchase ten 4-unit portable electric tie tampers of the vibratory type at an estimated cost of \$25,000. These machines do not damage the ties and do a more uniform job of tie tamping.

At a cost of \$50,000, Western Pacific will participate in the construction of an underpass proposed by the County of Yuba to eliminate three grade crossings in the City of Marysville.

Western Pacific will join the City of Sacramento in sharing equally the cost

of installing flashing light signals at "X" and "D" Streets. Estimated cost to the company, for which approval has been given, is \$11,820.

Another expenditure totaling \$10,-000 has just been authorized for the relocation of a section house from Barro to Wendover, Utah, to provide living quarters for the roadmaster. Office space will be provided for in the Wendover depot.

To complete a program of equipping all maintenance of way and structures gangs using motor cars with portable telephones for contacting dispatchers to secure train line-up and for other purposes, authority has been given to purchase 50 automatic electric telephones at an estimated cost of \$5,000.

WP ORDERS MORE DAMAGE-FREE CARS

Western Pacific's board of directors, at a special meeting held on August 31, authorized the purchase of forty 50-foot special type box cars at a cost of more than \$400,000.

These cars, built by Pullman-Standard Car Manufacturing Company, will combine the cushion-underframe construction, pioneered by Western Pacific and Pullman-Standard, with the interior "DF" (damage-free) cargo-bracing apparatus which has been in successful operation for many years. These cars, which will be known as

DF+CU, will also have nailable steel flooring.

With the acquisition of these 40 cars, 4.3 per cent of WP's total box cars will be equipped with damage free equipment, one of the highest—if not the highest—ratios among railroads.

In addition, 100 double-door 50'6" regular all-steel box cars have been ordered from Pullman-Standard at a cost exceeding \$800,000.

Delivery of all of both type cars will be made during the last quarter of 1954.



Dear Editor:

Sir:

"Last year I had occasion to use the *California Zephyr*. I assure you it is the best train I have had occasion to use in all my 32 years of traveling. I do not at all mind advertising your *Zephyr*, though it does not need it. It advertises itself!"

Sincerely,
Father Pointek

Rev. Francis J. Pointek
St. John Church
Box 14
Tipton, California

Sir:

"April, 1952, my employer wished me to attend a convention in Chicago. I told my neighbor about it and he urged me to go *California Zephyr*. My wife and I made the trip and enjoyed every minute through all the departments — Pullman, diner, vista domes, and your select personnel above all.

"June 10, 1954, my wife, daughter Jean, 16, and I attended the convention in Detroit. We went *California Zephyr* because we were so pleased with our first trip. Our return necessitated traveling on various railroads. This unplanned opportunity to compare personnel, interests, courtesy and dependability among your employees with those of other roads rates **your** standard far above others. Meals **are** nicer and more varied. We like **the** hourly dinner reservation. The friendly

spirit among the employees reacts among the passengers and we all arrive at our destinations richer in friendships. It is the friendliest train.

"We, like our neighbor, urge all our friends going East to try the *California Zephyr*—the best to be had."

Yours truly,
Clare O. Marsh
Louise Marsh
Jeanie Marsh

San Jose, California

Sir:

"My wife and I would like to render our appreciation through MILEPOSTS to our many friends, employees and officials for the gift and lovely dinner given to us and the other employees at the Oakland retirement dinner. Thanks so much. We enjoy reading the MILEPOSTS. It is wonderful to read about our brothers and of their retirement; also, those who keep the trains moving."

Yours very truly,
Conductor William D. Edgerton
Mrs. Mabel Edgerton

1622 Webster Street
Oakland, California

Sir:

"I receive MILEPOSTS regularly and find it very interesting. I file many of the articles published for future reference. I am no longer a railway employee, having retired on June 1 after 45 years of service on New South Wales Railways, but am still interested

in railways and shall be glad if you will please keep my name on your mailing list."

Yours faithfully,
J. J. Eddy

203 Bourke Street
Goulburn
New South Wales, Australia

Sir:

"We wish to express our thanks to the employees and officers of the Western Pacific for the splendid dinner and the wonderful evening that we had the

honor to enjoy on August 28, and our special thanks to the party responsible for all the things possible to stage this wonderful event.

"Now we are located in our new home at 510 South 50th Street, Tacoma 8, Washington, and find it very comfortable here.

"Again all we can say is thanks for a wonderful time and a wonderful gang."

Sincerely,
Roy F. and Mrs. Hill
Tacoma, Washington

More Than Ever— YOUR HELP IS NEEDED

General chairmen for the various railroad labor organizations attended a luncheon in San Francisco on September 28 to hear plans for the opening kickoff of this year's United Crusade



campaign from Eddie Love, labor liaison representative for the American Federation of Labor. Co-chairmen at the meeting were I. M. Ferguson and G. H. Kneiss.

The Campaign will be conducted primarily on a "Give Where You Work" basis, and in order to reduce the essential overhead cost of many campaigns, this year's Crusade will combine into one single Crusade donations from residents of San Francisco and Marin counties. A formula has been agreed upon with the East Bay Crusade for allocating to

East Bay, funds raised in San Francisco. Also, if the San Mateo's commuter's pledge in San Francisco includes his San Mateo contribution, he can indicate on the pledge card his wish to have part of his gift sent to the San Mateo Crusade.

As before, donations may be made on the budget plan through regular monthly payroll deductions. Information about this plan will be made available to employees by company chairmen, who attended a campaign meeting on September 30.

The San Francisco-Marin counties drive opens October 5 with a goal of \$6,150,000. For the East Bay, the goal is \$3,856,000. Goals for Stockton and Sacramento have not as yet been announced. Backed by the slogan "You CAN Buy Happiness," funds collected will be used to support 104 voluntary national and local health and welfare agencies.

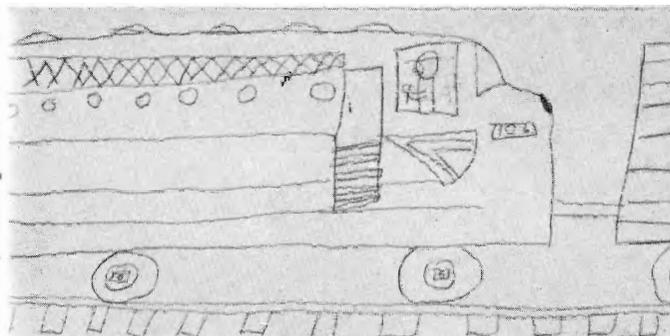
MILEPOSTS



IN GOLD

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

35-YEAR PINS		
James B. Currey	Head Clerk, File Bureau Traffic	San Francisco
John Dean	Brakeman	Eastern Division
Paul E. Meyer	Chief, Division Bureau, Traffic	San Francisco
Christ A. Pappas	Section Foreman	Eastern Division
Frank W. Steel	Asst. Freight Traffic Mgr.	San Francisco
30-YEAR PINS		
Charles A. Burkett, Jr.	Conductor	Western Division
James C. Caughey	Machinist	Mechanical Dept.
Calvin Jones	Switchman	Western Division
William A. Soule	Clerk	Western Division
James H. Sullivan	Locomotive Engineer	Eastern Division
25-YEAR PINS		
Andrew L. Anderson	Locomotive Engineer	Eastern Division
Irving E. Gaskill	Carman	Mechanical Dept.
Stanley C. Gudmundson	Conductor	Eastern Division
Joseph W. Paddock	Section Foreman	Eastern Division
Hans M. Teichman	Clerk	Eastern Division
20-YEAR PINS		
Robert A. Issac	Conductor	Eastern Division
Taylor M. Johnson	Conductor	Eastern Division
Elmer P. Moore	Conductor	Eastern Division
Ernest J. Neri	Carman	Mechanical Dept.
George W. Stonestreet	Conductor	Eastern Division
15-YEAR PINS		
William A. Bergman	Special Agent, Claim Adj.	Oakland
Charles B. Kenney	Yardmaster	Western Division
Russell M. Martin	Conductor	Western Division
L. Ivan McAtee	Clerk	Western Division
Robert B. McMillan	Telegrapher-Dispatcher	Western Division
Joe M. Reed	Clerk	Western Division
Lloyd T. Van Allen	Conductor	Western Division
10-YEAR PINS		
Edward P. Adkins	Fireman	Western Division
Luciano Arano	Carman	Mechanical Dept.
Charles Bell	Chair Car Porter	Dining Car Dept.
Walter L. Chadwick, Jr.	Clerk	Western Division
Willard Cox	Fireman	Western Division
Ward C. Dale	Brakeman	Eastern Division
Leonard B. Davis	Machinist	Mechanical Dept.
Paul R. Duffy	TCS Maintainer	Signal Department
Seth P. Joder	Fireman	Eastern Division
Russell H. Helmick	Switchman	Western Division
Bertha Larson, Mrs.	Sec'y. to Gen'l. Solicitor, Law Department.	San Francisco
Carl Nelson	Brakeman	Western Division
Charles L. Otis	Fireman	Western Division
Jack M. Sorenson	Clerk	Western Division
Rugen F. Spivey	Fireman	Western Division
Russell V. Taylor	Clerk	Eastern Division
George A. Tornfeldt	Fireman	Eastern Division
Fred Wall	Yardman	Eastern Division
Delmar Williamson	Foreman	Mechanical Dept.
Louise Zatarain, Mrs.	Clerk, Aud. of Revenues Dept.	San Francisco



What Daddy Does

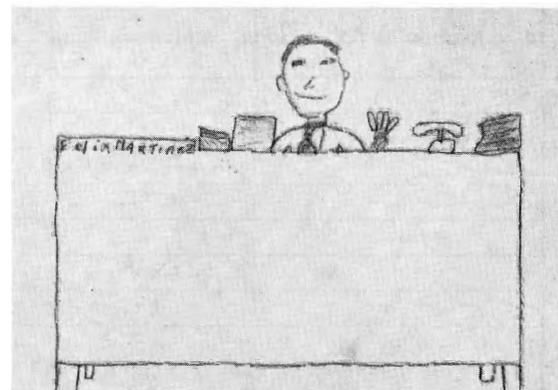
This is the third showing of juvenile art work by offspring of Western Pacific railroaders, and new one-dollar bills are being sent this month to Judy Woods and Felix Martinez, Jr.

Judy's dad is Jack Woods, a WP brakeman with nearly 10 years service, and our little artist has pictured him as a head brakeman in the cab of a WP diesel. Judy, 10 years old, lives in Oroville and attends Central School.

Felix Martinez is a clerk, and his 10-year old son has pictured him as a pretty busy fellow practically buried

behind his big desk. Young Felix attends Montezuma School in Stockton.

We have received other drawings which will appear in later issues of MILEPOSTS, and if any of you young railroaders would like to see your drawing and picture in the magazine, send them to the editor. He'll also send you a new one-dollar bill upon publication. Don't forget to give your age, name of your school, your dad's name and what he does, which should be on a separate piece of paper. Please don't write on the back of your drawing.



WP WILL REMEMBER

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

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:

Charles W. Brandt, head timekeeper, Sacramento.

Theresa Lucille Denney, stationery engineer, Oakland.

Leonard F. Gartner, general agent, Cincinnati, Ohio.

Gilbert R. Patterson, locomotive engineer, Portola.

George F. Rice, store laborer, Sacramento.

Jack R. Stratton, machinist, Sacramento.

James M. Turner, machinist helper, Oroville.

Grady E. Wilbourn, boilermaker, Sacramento.



Over 100 employees and friends attended the annual retirement dinner at Oakland August 28 to honor 16 WP Bay Area railroaders who retired during 1954. Grouped above from left are: R. P. McManus, laborer; Mrs. Dyke; H. C. Dyke, tugboat captain; H. C. Munson, who spoke to the group; R. F. Hill, brakeman; W. F. Metzger, engineer; J. H. Stahlnecker and R. E. McElroy, agents; A. E. Gorton, baggageman; H. E. Stapp, master of ceremonies. Seated: W. D. Edgerton, conductor; C. Luchessi, section foreman; G. Fevrier, assistant chief marine engineer. Unable to attend the dinner were H. A. Little, car inspector; P. O. Damon and O. H. Rolley, carmen; T. A. Binney, fireman; C. E.

Elliott, stower; and H. R. Fegley, assistant to general manager. Their years of service total more than 440. Arrangements for the successful affair were again handled by Mrs. Hazel Petersen, chief clerk at Oakland Yard.

Circled in the center of the picture on the opposite page is Jack Stratton, machinist inspector, as he receives a wrist watch and wallet from E. E. Gleason, chief mechanical officer, in behalf of his fellow employees at Sacramento Shops. Stratton entered Western Pacific service as machinist handyman at Oakland on September 14, 1910, and retired July 30 with almost 44 years continuous service.



CALIFORNIA CRACKS DOWN ON COMMERCIAL VEHICLES

"Current analysis reveals that of all commercial vehicle operators deemed to be at fault in accidents, 28.8 per cent are in violation of speed laws. It is further discovered that only 16.3 per cent of the total commercial arrests were for this offense," reports B. R. Caldwell, Commissioner, California Highway Patrol.

In a memorandum to the Division of Field Operations, dated August 20, Commissioner Caldwell points out that it thus becomes obvious that there is an inappropriate relationship between these two factors, making it imperative that increased enforcement be particularly directed to violations of Sections 510 and 515, California Vehicle Code.

The memorandum further states that reemphasis on enforcement of the particular sections, with particular reference to commercial vehicles, shall be the responsibility of all command areas of the State.

During 1953 speed violations were present in 41.7 per cent of the fatal accidents, and an analysis of 1954 accidents reveals a similar experience.

Analysis also reveals that slow operated vehicles are increasingly contributing to accidents, and enforcement of Sections 514, 525.1 and 525.3 will likewise be applied.

RETIREMENT-UNEMPLOYMENT INSURANCE LAWS AMENDED

On August 31, President Eisenhower approved a bill which substantially increases railroad unemployment and sickness benefits, liberalizes several of the provisions under which retirement and survivor benefits are paid, and raises the limit on both creditable and taxable railroad earnings.

Effective July 1, 1954, employees and employers will pay taxes under the Railroad Retirement Tax Act on employee earnings up to \$350 a month instead of \$300. The tax rate remains unchanged.



SALT LAKE CITY

J. B. Price

The members of three operating Brotherhoods sponsored a family get-together and outing at Lagoon on August 9. Among those in attendance were the following retired employees: Engineers EDWARD W. KELLER, R. E. "POP" WEAVER and E. W. WALTEMEYER; Conductors R. R. RICKS, HARRY E. GIBSON and CHARLES E. RENNER. A good time was had by all, and we are sorry that none of the employees at Wendover were able to attend.

The L. S. Skaggs Memorial Chapel was the beautiful setting for two wedding ceremonies. On August 5 David L. Gorham was united in marriage to Miss Carolyn Cartwright. On August 17 Richard A. Herron was joined in wedlock with Miss Georgia Floor. David is the son of Engineer and Mrs. ROY B. GORHAM and Richard is the son of Conductor and Mrs. JAMES R. HERRON.

Congratulations to Fireman and Mrs. CLIFFORD F. GAMBLE on the birth of their fourth son. It is also a boy for Fireman and Mrs. JOHN E. FISHER, and a husky little rascal he is. Watch out, Parker, you are in for competition!

Brakeman and Mrs. J. T. GAMBLE say: "Why go north, south, east or west for a vacation when some of the

most scenic spots are in our own State of Utah?" They enjoyed the advantage.

The Pacific Northwest took two of our vacationers, Conductor and Mrs. W. T. PATTERSON who mixed fishing and pleasure on a trip to Oregon. Pat hooked on to several 20-pound salmon. Engineer and Mrs. ROLLO F. HOWELL visited Victoria, British Columbia.

Conductor CHARLES W. OWEN spent his vacation visiting relatives in San Francisco, and Conductor and Mrs. ALFRED G. WOODWARD journeyed to the mile high City of Denver and had a wonderful time.

Brakeman and Mrs. STANLEY C. GUDMUNDSON toured Yellowstone National Park and other points of interest in Montana, while Engineer and Mrs. STEPHEN J. FAHEY went to Ketchum, Idaho, for some leisure fishing.

Those who enjoyed the best vacations of all, as far as resting up after it is all over, are Conductor and Mrs. VALDIN L. KIMBALL who golfed and fished right around home, and Engineer and Mrs. JAMES PARKINSON, who visited with relatives.

Trainmaster COLIN C. ELDRIDGE, wife and daughters motored to the Bay Area. As Major Eldridge, he spent two weeks on active duty with the Army at a session of Command and General Staff College at the Presidio of San Francisco, and visiting with his sister

at Orinda and with the M. M. CHRISTYS in San Francisco. While within the Oakland city limits a fat two-point buck dashed out of the brush and literally jumped into the family car, smashing the grille. Unfortunately for the deer he was killed, and for the Eldridges, it was two days before the season opened. The remainder of their vacation was spent at Mayaro Lodge in Feather River Canyon . . . just sittin' and rockin' and watching the other fellows run trains up and down the canyon.

Our deepest sympathy to Mrs. FRANK R. BOULWARE, wife of Conductor Boulware, on the recent death of her father.

Mrs. Eloise Hansen, wife of Conductor RAY L. HANSEN, as delegate of Saltair Lodge 494, BRT, went to Cleveland for their convention. Joined later by Ray, they enjoyed a tour of the East and a visit to Niagara Falls for a second honeymoon.

OROVILLE

Helen R. Small

Machinist Helper WILLIAM T. DUNN and wife recently returned from Burbank after visiting with their son and his family. John has been an artist for Walt Disney for the past three years and the Dunns enjoyed a trip through the studios and a chance to see their son's recent work which included drawing Wendy in "Peter Pan."

Bidwell Bar pioneer, Mrs. Leonard Noel passed away at her home on August 3. She is survived by her husband, LEONARD, retired roundhouse employee, a daughter and two grandchildren.

Retired Boilermaker W. C. DASELER and wife left September 14 to sail on

the *Mauretania* to Havre, France, where they will be met by their son, Jack, who will accompany them to his home in Kaiserhaven, Germany, where he teaches in the American High School. They will also meet their new grandchild.

Mrs. Stella F. Prentiss, 83, mother of Trainmaster P. F. PRENTISS, passed away at Oroville on August 28.



Because little three-year-old Arthur W. Dryden, Jr., thinks his dad is the best conductor there is, he wanted a picture taken with dad's lantern and his foot on the caboose steps. Now, every day he dashes out to ask the postman if he has MILE-POSTS with his picture in it. We won't disappoint you, Arthur. Hope you like it!

A. A. KRAMM, assistant engineer from San Francisco, has set up an office in the depot to work with the State Engineers sub-office on the possible relocation of the railroad in connection with the construction of the proposed Oroville Dam.

Brakeman JACK WOODS and family enjoyed a visit from Jack's sister, Mrs. Helen Reinoehl, of Alliance, Nebraska. Other visitors were Ernest La Valle, of Sacramento, father of Conductor A. W. DRYDEN's wife, also their daughter, Lorraine, who spent a week with "AW's" sister, Mrs. James Parker in Riverside.

Clerk W. B. LEWIS and wife are the proud grandparents of a five and one-half pound boy born to Mr. and Mrs. Jack Moore on August 16. He's been named Douglas.

We learn from Carman NEIL HAGEN



When he's not running Western Pacific locomotives, Engineer Walter H. Brown likes to relax with his two pets, Rusty and Ginger.

that his son, Don, is now in Pensacola, Florida, training for an Air Flight Officer. Son, Bob, is training to be a jet pilot at Larson Field, Washington.

SACRAMENTO SHOPS

Marcella Schultze

To those parents in the Sacramento area who have boys under 16 wishing to carry a rifle (and perhaps go deer hunting with Dad this fall), Machinist "ACE" DRUMMOND is a qualified instructor for the National Rifle Association. Under new California law of July 1, it is necessary for boys under 16 to have a permit to carry a rifle and this permit requires four hours of schooling to qualify. "Ace" charges nothing, but would like boys to bring their own rifles and ammunition.

This really wasn't funny when it happened, and now he's back at work—but, I wonder, Bob, if managing a grocery store wasn't easier than ranching? (Carman Helper BOB DUVAL's horse just sat on him—that's all!)

Our sincerest sympathy to Boilermaker Helper MARTIN CACIC who lost Mrs. Cacic in August; to Boilermaker GEORGE NAPOLI on the death of his brother, JIM (formerly a boilermaker at the Shops, too); and to Shop Superintendent D. R. SARBACH who lost his sister.

We were sorry to learn of the death on September 4 of retired Sheet Metal Worker J. CRENSHAW.

At the WP picnic at Elk Grove, a table was reserved for ex-Nevadans. Gathered for lunch were the ANDY PIERS, the BRUCE McNEILLS, the ROSS KELLEHERS, Mrs. DOROTHY EAGER, Mrs. ALMA EAGER, former Elko residents. Later in the afternoon the following dropped by to chat: the GORDON SWITZERS, the A. L. VIZINAS, the CLARENCE DOANES of Stockton, formerly of Winnemucca; the HARRY KELLYS and the LELAND MICHELSONS and daughter Barbara, of Stockton.

I just can't end this article without a little bragging (that's allowed parents, isn't it?). But, Donald, our nine-year old, finished attending the summer recreation program in a blaze of glory as "Checker Champion of Crabtree Park!" To him, that's a very important title—and it's right on his Attendance Certificate, too!

KEDDIE

Elsie Hagen

First signs of Fall around here now—the ground is being blanketed with leaves.

Robert Hanley, son of Agent PETE HANLEY, has gone to Quonset Point, Rhode Island, after a month's leave at home, where he will receive his next assignment in Bermuda.

MILEPOSTS



Bosses' Night of the Sacramento Chapter, Railway Business Women's Association, will be held at the Sacramento Hotel Saturday night, November 13. Committee members include, from left, Maxine Naisbitt, chairman; Shirley Bice (SN), entertainment; Ruth Ann Clark (SP), decorations; and Peggy Peck (SP), photographer. Not pictured are Eileen Frost, hostesses; Elsie Gonsalves, publicity; Rose Swanson (SP), name and place cards; and Marcella Schultze, reservations. They would like to have you attend.

Engineer JACK DeCOSTA took sick while on vacation with his wife and had to remain at Grants Pass, Oregon, for a few days, after a trip to San Francisco and up the Redwood Highway.

ENGINEER BENZ was called back to Illinois to be with his father who is seriously ill. He was accompanied by Mrs. Benz.

Now on vacation are Engineer JACK SHANNON, Yardmaster WAYNE GEIL, Operator and Mrs. B. R. KELLY, who are touring the Eastern states, Conductor and Mrs. BILL STUBBLEFIELD on a trip to Oregon, and Roadforeman of Engines BOB McILVEEN.

B. F. NOAH, from Portola, is acting as yardmaster while WAYNE GEIL is away.

We enjoyed a visit with ARCHIE FERGUSON, conductor, his daughter and her husband.

Our sick list this month includes CONDUCTOR WILKINSON, Agent PETE HANLEY, Operator TOM BARRY, and Brakeman HERB WOMACK.

Engineer and Mrs. JOHN MOORE and their two boys, Virgil Simpson and Mel Strang had good results on a fishing trip to Witchipeck, Oregon, returning home with good catches.

Our depot is getting a little repair work and remodeling by FOREMAN WOODHEAD and his bridge and building crew.

JOE WILSON and his tunnel gang have been moved to Berry Creek.

Conductor and Mrs. ANDY STENE and Conductor W. F. DAMASKE, all of Stockton, were recent visitors here.

Conductor JAMES BURROWS and his family have moved to Stockton and Signal Maintainer PAUL DUFFY and family are now in Oroville. We hate to see our friends leave.

OCTOBER, 1954

21

ELKO

Theoda Mueller

Back from a trip to Europe are Assistant Superintendent and Mrs. W. G. HOWELL which began August 2, and included visits in Ireland, Scotland, England, Belgium and France. Experiences included "jaunting trips" (one-horse buggies with large wheels and two seats, one on each side of driver) kissing the Blarney Stone, train and steamer trips, Buckingham Palace and St. James Palace with their colorful Palace and Royal Horse Guards, Stratford-on-Avon, the Eiffel Tower, Arc-de-Triomphe, Louvre, Flea Market and Club Lido and the Follies Bergiere. Commented Bill: "There is little evidence of World War II bombings in London; Brussels reminded us very much of San Francisco; no Irish money in Northern Ireland. We received 50 francs for one dollar in Belgium, 350 francs in France. The people all have great pride in their histories, traditions, etc., but they could spend a little money on modern improvements such as baths in hotels, and get someone from the U. S. to go over there and show them how to make coffee! Their transportation system is fascinating and there is very little competition in train service, both passenger and freight." Back in USA they watched the Yankees play Baltimore before returning home.

WALT ROTZLER, afternoon diesel foreman, and wife, have completed the task of moving into a new home on College Avenue.

W. F. ANDERSON, night diesel foreman, returned to duties after being away because of illness and reports he is feeling fine.

Mrs. ELIZABETH YOWELL, secretary to

BILL HOWELL, resigned, effective August 31, to join her husband in the Armed Forces in Nebraska. Her position was filled by Mrs. BETH HACHQUET, former secretary to Chief Clerk LOREN AMES.

PATTY SAMON, relief steno, is working in the place of Mrs. ANGELINA DOMINGO, on vacation, and will return to studies at University of Nevada.

Engineer J. P. ECHEGON has a right to be very proud and honored as his daughter, Janet, was chosen to act as Queen for the Elko County Fair. A student at University of Nevada, she makes a very charming Queen.

PATTY SAMON, relief steno, is working in the place of Mrs. ANGELINA DOMINGO, on vacation, and will return to studies at University of Nevada.

Engineer J. P. ECHEGON has a right to be very proud and honored as his daughter, Janet, was chosen to act as Queen for the Elko County Fair. A student at University of Nevada, she makes a very charming Queen.

BILL SMALES, assistant accountant, passed out cigars and candy recently after the arrival of a second son, James Aaron.

Roadmaster D. C. CHARLEBOIS presented his wife with a new bright red hard-top convertible Buick on their 17th Wedding Anniversary which



Queen Janet

really brightens our parking lot at the depot . . . when he gets it, that is.

S. F. BURMEISTER, acting assistant division engineer, and family vacationed in Yellowstone National Park, as did Mrs. CAROLINA WOLF, PBX operator; Mrs. "SCOTTY" DUNCAN, file clerk, and husband, George, returned from a trip to California. They were accompanied by her brother and his wife, from Denver. O. W. TERRY, division engineer, took his vacation following the wedding of his daughter in Winnemucca during September.

J. E. CADMAN, J. V. Moan Commissary representative, was promoted and left here with his wife and daughter for Sacramento. Jack has been with us for two and one-half years and we know he will be missed, especially by his golfing cronies at six on Saturday morning.

TIDEWATER SOUTHERN

Betty Rand

B&B Foreman NICK WESTFALL and wife returned from a week's vacation sight-seeing around Yosemite Valley, Devil's Postpile, Bridgeport, and Sonora Pass. Stopped for some fishing at Kenady (no relation to Jack) Meadows, but his luck wasn't good.

R. B. "DICK" DIXON, B&B carpenter and family returned from a vacation trip to Canada via Yellowstone Park. On Highway 1 they had to detour 35 miles—in the rain—and when they arrived at Customs, they were asked to wash their car before passing through so the license plate could be seen!

The alertness of Section Foreman LESLIE FLINDERS recently averted what might have resulted in serious incidence not only to company property but to the residential area in North Modesto. Foreman Flinders sighted a

break in the main Modesto Irrigation Canal and promptly relayed the information to the M.I.D. office. Officials there stated the prompt action of Flinders prevented the inundation of several blocks of the adjacent residential district. Congratulations!

Roadmaster WILLIAM ST. JEOR and wife recently celebrated their forty-third Wedding Anniversary. To them, also, our congratulations!

PORTOLA

Phyllis Laughlin

Wedding congratulations to Miss Sheila Jones, daughter of Section Foreman and Mrs. BUD JONES of Hawley, who was married to Elio Sei of Loyaltan. Elio is the son of SECTION FOREMAN SEI and works for the Clover Valley Lumber Company.

Brakeman and Mrs. W. D. SCOTT announced the marriage of their daughter, Shirley Kay, to Leon James Beebe of Reno.

MAX SHAW, carpenter on B&B Gang 3, and Miss Maxine Aili, of Beckwourth, slipped one over on their friends Easter Sunday and the news of their marriage was just learned.

Congratulations to Mr. and Mrs. JIMMIE ROGERS, who are the parents of a baby boy, Daniel Ray. The two grandfathers, GLASS ROGERS, brakeman, and RALPH SARBACH, relief diesel foreman, are elated.

Our condolences to the friends and families of Mrs. Maye Harvey, widow of Machinist C. C. HARVEY, who died in San Francisco after a long illness. Mrs. Harvey was long active in the Order of the Eastern Star and the White Shrine.

Mrs. Anna Mae Largan, wife of Brakeman PATRICK LARGAN, died on



Four "Whiskerinos" who helped celebrate our recent Gold Rush Days are: C. C. "Brigham Young" Rathburn; J. W. "Professor Hemingway" Weddell; C. E. "Sigi Ben Ali" Rowe; R. F. "President Arthur" Sarbach.

August 5. She had been a resident here for many years.

It's nice to see Engineer JOE SONZOGNI back on the job again after an absence of four years, as well as Brake-man ROBERT LAMPKZA, who was off for 18 months following an accident. Mrs. Robert Murnay, wife of Revising Clerk BOB MURNAY, is home again after undergoing surgery in Reno, and En-



Agent Harry Hall and wife, Alma, celebrated a three-star event in August—Alma's birthday, their 48th anniversary, and Harry's 50th year of railroading. Many friends brought gifts.

gineer JOE GUFFRA is recovering from surgery and emergency operation at Portola Hospital.

Mrs. RUTH FALK, bookkeeper at the Hospital is also on the sick list and Mrs. Walter Powell is home after eight days in a Reno hospital. Her husband, Brakeman WALTER POWELL, is undergoing treatment at St. Josephs.

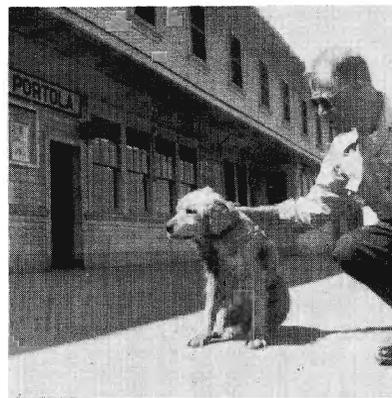
Dottie Lawrence, daughter of Retired CONDUCTOR LAWRENCE, SR., entrained for Philadelphia with her mother and sister Nettie, where she will undergo a delicate heart operation.

Engineer JAMES H. SULLIVAN is home again after surgery at St. Josephs.

Cashier and Mrs. HANS MURDOCK left for a combination vacation and honeymoon to Lake Louise, visiting with friends and relatives en route.

MAURICE HAMMOND, road foreman of engines, and family spent vacation in Utah and Idaho, and Fireman and Mrs. DOUGLAS BROWN traveled to Manitoba, Canada, Hudson Bay and other northern points.

A 10,000-mile trip, including the Alcan Highway, took Car Foreman



"Sad Eyes" came to Portola to begin a railroad career in 1936, following the closing down of Walker Mine. First a boiler room watch dog, then assistant weighmaster call boy and yard checker, it was not until World War II that he made a name for himself. When Charlie Beach, a yard clerk, fainted while crossing tracks in Portola yard, "Sad Eyes" barking attracted the attention of Switchman Mike Sheridan, who signalled the switch engine on which he was working to slow down. Mike ran down the tracks and pulled Charlie to safety, and "Sad Eyes" became a hero. Because of old age and illness "Sad Eyes" was taken to Reno and on July 9 he joined the list of deceased "WP employees" with faithful years of duty to his credit.

W. J. FERGUSON, son of Train Desk Clerk LEWIS, and nephews Richard and Danny to Anchorage, Seward, Edmonton, Calgary, and home through Glacier and Yellowstone National Parks.

Fireman PETER J. THILL, Hostler Helper IKE JOHNSON, and Laborer F. J. GRIFFIN, were on Engine 706, first to make a complete run through the new diesel house.

SACRAMENTO STORE

Irene Burton

JOE ANDERSON, president, FRANK O'LEARY, treasurer, ED EVERS, chairman, and IRENE BURTON, credit committee members of the WP Sacramento Credit Union, attended a meeting at Oroville last month to help formulate

plans for a new credit union there. They were accompanied by Harold Griffith, junior past president of the Sacramento Valley Credit League.

NINO PONCIONI returned from vacation which he spent at home taking care of those many tasks that somehow never seem to get done.

CHARLES REID and family spent part of their vacation at Yosemite Valley where Charley took rolls of pictures with his new camera.

LEE WILLIS and daughter, Carol Lee, spent a few days in Redwood City and then went up the coast as far as Jenner by the Sea.

The C. E. BROCKETT family put miles on their new car by driving up north, the new car probably being enjoyed as much as the beautiful scenery they saw.

LAVON ROBINSON and daughter, Flavia, returned home from a trip to Missoula, Montana, Lavon's former home, and AGNES ASH is planning a trip via *California Zephyr* to Chicago, and on to Indianapolis.

WILBURTA and JIM DOYLE and daughter, Sharon, were recent visitors to Santa Cruz where they helped Wilburta's folks celebrate their fortieth Wedding Anniversary.

NEW YORK CITY

Alan Hudson

A recent promotion in this office involving our "one and only" CHUCK HUDGINS, who was appointed chief clerk at our Cincinnati office, brought another new personality to our ever-going agency, in the person of WALT RIGDON, who hails from Alabama. Walt, a grad of University of Alabama, also attended the University of Paris (France—not Texas) while soldiering with Uncle Sam. I'm sure everybody

wishes Walt the best of luck on his new job. Before leaving for Cincinnati, Chuck was treated to a farewell luncheon, and the office staff gave him a Parker pen and pencil set, a Dunhill lighter, and a wallet as a small token of our high regard.

In looking back through the years, the writer can truthfully say, the months are few and far between that our office does not have the pleasure of seeing visitors from general office. Most recent were PAUL HARRIS of General Agent Coupin's office and CHARLEY MYERS of General Agent Nipper's office in San Jose.

Our bosses, Messrs. ROPER and WHITE, with their ladies, represented our company at the recent annual fall outing of the National Freight Traffic Association at Colorado Springs.

WENDOVER

Esther Witt

On August 5 a number of friends gathered at the home of retired Boilermaker and Mrs. JAMES A. MONAHAN for a surprise birthday dinner honoring Jim on his 70th birthday.

Patricia Ann, Donna Lou and Eugene C. Shea, daughters and son of T&T Lineman THOMAS SHEA, spent a three-week vacation in Oakland visiting grandparents Mr. and Mrs. Robert Phillips and their mother, Mrs. James Slont.

Fireman and Mrs. SAM STEELE and family and Mrs. Joan Jones, wife of former switchman GENE JONES, were recent visitors in the home of Switchman and Mrs. DAN W. LEE. They also called on the rest of the WP gang.

Lucky fifth place Series "E" War Bond winner for the Vacation Activities Club was none other than Telegrapher ANNA BELLE ALBRECHT. Anna

Belle was also the subject recently in the editor's column of the September issue of *Railroad Magazine*, and they hope soon to print her life story from the time she was a train dispatcher for the Frisco before World War I.

Switchman and Mrs. GEORGE C. BLANCHARD and family visited with friends and relatives throughout Utah while on vacation.

While we prize new friends we treasure more the old which is why we were glad to hear from former Conductor and Mrs. ODIE SCOFIELD. Odie hired out as a brakeman on the WP March 15, 1909, while the road was still in its infancy. He was promoted to conductor a short time later and in 1913 was passenger conductor on the train making a round trip daily from Gerlach to Winnemucca. He also served as conductor on Trains 3 and 4 and 2 and 3 out of Salt Lake, later returning to freight service until his resignation on November 24, 1938. The Scofields now live at 225 Bath Street, Tarpon Springs, Florida.

Condolences to Brakeman PATRICK LARGAN on the recent death of his wife, Anna, after a long illness. Mrs. Largan is also survived by two brothers, Conductors C. R. and O. S. THOMAS.

A speedy recovery is wished Mrs. LIND HUTCHINSON, wife of former Motor Car Maintainer, who suffered a recent injury.

Welcome back to FRANCIS K. "KENNY" BYRNE who had an extended stay at Elko General Hospital following surgery.

SACRAMENTO NORTHERN

Milton Ziehn

A new Packard 400 took B&B Foreman BILL GREEN and wife to Yellowstone, Jackson Hole and way points.

The Mrs. fed bread to one of the big black bears at the Park and his backhanded slap just missed her. She hadn't heard they prefer cake! Bill must have eaten all the sweets, 'cuz he gained seven pounds. Incidentally, he did delay his vacation in order to complete the SN's new melon shed at Woodland.

Engineer JIM LYNCH, on his first week, took 16 Boy Scouts, Troop 48 of Sacramento, to Virginia City, Carson City and Silver Lake. At Carson City they invaded the Nevada State prison, and saw the working model of a mine at the museum and the footprints of the Giant Man and Dinosaurs. Sans the boys, Jim and family "sightsawed" the Redwoods, Lake County and the Coast route to home.

Chief Clerk WILMER ANDERSEN's recent move to a new home had nothing to do with the presence of a swimming pool in his neighbor's back yard, but it was quite a coincidence. For information about building his own pool, suggest he talk to GENERAL MANAGER McDONALD of the CCT.

Managed to get a week's vacation myself last month, spending most of the time at home. Did take in the State

Fair with RUDY and BETH ENGEL from general office.

CHICAGO

Don Banks

JIM WARREN is the proud grandpappy of another bouncing baby boy, James David Walsh, born July 11. Both doing fine. This puts Jim in the lead again over BOSSMAN LUND after both teams being tied up 2 to 2 for some time. Looks like "Manager" Lund will have to talk to his team again.

Another new addition!—only this one is a bouncing girl, 5'2", eyes of blue, but you'll have to consult hubby as to how she can "coochy-coo." That's a thumbnail sketch of our new mail clerk, BETTY BRAZEAU. Her main pastime is counting the days until Lyle will come marching home from the Army.

Annual WP picnic was held in South Bem's Woods on August 14 and you can tell by the happy faces that a good time was had by all. The San Francisco winning streak was finally broken when all of the visiting firemen failed to walk off with the grand prize—a clock radio. For the past two years the

Assembled together for a picture by Boyd Sells, secretary from general office, are members of the Chicago office and a few "Visiting firemen" from San Francisco at their annual picnic. Ready with his camera, Boyd caught George Wenig and Jake Ephraim administering "first aid" to Dolores Hansen.



grand prize winners were **BOYD SELLS** and **JACK HYLAND**, respectively. This year a verbal directive was issued to our brothers from the West to keep their "cotton pickin' paws" off the loot. Although they didn't win, I imagine it still looks like a stacked deck, for yours truly was the lucky guy this time. Hats off to **FRED ROBBINS** for the fine job he did in organizing the games and to **BOB SHOUP** for handling the prizes. In addition to our regular yearly group, **OTIS GIBSON** and family joined in the fun, having just transferred from **GO**.

At exactly 2:55 a. m., August 30, the population of U.S.A. went from 160 million to 160,000,001, as James Michael Richards became a member of the human race. Ellen and baby are doing fine; papa **JIM** is expected to be taken off the critical list soon.

September 11, **ANN WEBER**'s son, Walter, takes the fatal step when he and Joan Cerny march down the middle aisle at St. Francis' of Rome in Berwyn.

Must be open season on husbands cause they're dropping like flies around here. October 16 **BOB SHOUP** and **MARY KUHNS** (our former mail clerk) will also be joining the realms of wedded bliss. The WP seems to be a popular route for Dan Cupid!

STOCKTON

Elaine M. Obenshain
For Virginia Rustan

Understand **VIRGINIA RUSTAN** will be back at work soon and she will again be able to take over this column.

During the week of August 16 the traffic department entertained the shippers in the Stockton area with luncheons and dinners held in WP diners spotted at the freight house and served by **HAROLD WYMAN** and his crew.

A traffic department staff meeting was held August 20 at the diners. Among those present were **ROBERT MUNCE** and **R. L. RUNGE**, formerly at Stockton and now general agents at Seattle and Fresno, and **H. C. COULAM**, general agent at Salt Lake City.

Conductor **R. J. TROLLOPE** has recovered from a recent illness sufficiently to report for duty.

Brakeman C. M. ROBERTS suffered painful head injuries August 20 in the vicinity of Hayward when he was struck by a bottle thrown by an unknown person through the open window of the caboose in which he was riding.

Welcome to **MARY LOUISE SUTTLES**, new steno at Stockton freight house, who took the place of **IRENE ARMITAGE**, recently resigned.

Congratulations to the Stockton WP employees baseball team which won over Oroville 5 to 4, and over Sacramento 7 to 1 at the annual WP picnic at Elk Grove August 22.

Our sympathy to Switchman **T. C. PROUDFIT** whose wife passed away at Battle Creek, Michigan, August 21, after a long illness.

Clerk **O. K. BONES** made a special trip to the Stockton yard office August 16 to turn in the Athletic Fund ticket bought by Conductor **A. J. SMITH**, and strangely enough this single ticket was the second drawn by Master Michael Bones. Another coincidence at this drawing was the fourth and sixth tickets drawn were both sold to Telegrapher **E. T. CARTER**, Herlong, and had consecutive numbers!

Recent vacationers were: Telegrapher **EDNA SCOTT**, visiting family and friends in Elko; Agent **A. D. PRATO**, attending the Olson-Castellani fight in San Francisco; Roundhouse Foreman

and Mrs. **CECIL "LEFTY" MYERS**, attending the Hobby Show at Long Beach and cooling off later in the Redwoods; Clerk **W. G. HARRIS** and wife, visiting Virginia City and the Gerlach Springs; Roundhouse Clerk **WILLIS** and Trainmaster's Clerk **ELAINE OBENSHAIN**, visiting the Redwoods via Fort Bragg, Crater Lake, Lassen National Park and Lake Tahoe; Train Desk Clerk and Mrs. **KEITH REESE**, visiting San Francisco, Lake Tahoe, Reno, Virginia City, Portola and Oroville; and Roundhouse Clerk **MAE ELLIOTT**, visiting Crater Lake, Mt. Rainier (where they played in the snow), Seattle, Tacoma and San Francisco.

SACRAMENTO FREIGHT STATION

Nancy DeRiso

Warehouse Foreman and Mrs. **KEN-NETH R. VANSKIKE** and sons spent their vacations visiting friends and relatives in Reno and San Jose.

Stenographer-Clerk **EVELYN WYATT** spent her vacation in the Bay Area and visiting her home in Ripon.

Best wishes for a happy birthday celebrated by **JOSEPH V. MURPHY** on September 26.

WINNEMUCCA

Doris Cavanagh

Nevada Day will be noted on October 31, also Halloween, by the way. Ninety years ago, during the Civil War, Nevada was admitted to the Union as the thirty-sixth state. Her motto is "All for our Country."

Blue ribbon for zinnias entered in the Winnemucca Garden Club flower show was won by retired Conductor **HARRY LEONARD**.

Two children of Telegrapher and Mrs. **M. C. MILLER**, of Weso, have new teaching posts this term. Miss Marnie Miller flew to Salzburg, Austria, while Stanley Miller enters the English department at the Humboldt County High School here.



Vacations have ended for Mechanical Foreman LEONARD WILLIAMS, Engineers ADOLPH LOSER, JAY SMITH and JACK MARRS, Carman JOHN DIGRAZZIA, and HARRY MEALS, roundhouse laborer.

Conductor and Mrs. HUGH EDMUNDS journeyed to Miami, Florida, where he was a Brotherhood of Railway Trainmen convention delegate.

Hospital patients included Conductor A. RANKIN, Fireman FRED ELLSWORTH, Switchman TROY THOMPSON, Section Foreman TED BARRERA of Venado, and Gary Tang, son of Brakeman and Mrs. L. B. TANG.

Telegrapher CARL GRAUVOGEL's wife is the secretary-treasurer of the recently formed DeMolay Mothers' Club.

Fireman ADOLPH DEONIER's wife planned a trip to Los Angeles while daughter Beryl Robles received medical attention.

The Howard Mattson and Jack Graham families paid their parents, Engineer and Mrs. OSCAR MATTSON a recent visit.

While Section Foreman and Mrs. VIC GARZA, of Pronto, enjoyed a leave of absence in Nampa, Idaho, AL BACA served as relief foreman. Fireman and Mrs. ED DUNSTON spent two weeks in Canada and Yellowstone.

Forty-five years ago in October, a Greek WP employee, NICK KERKOS, 19, accidentally drowned while bathing in the Gerlach hot spring. First fatality on the Humboldt (now Eastern) division occurred October 25 when WP Brakeman GEORGE B. MANNING met his death while coupling cars at Gerlach, about 100 miles west of Winnemucca. Train service was started between Elko and Winnemucca. Trains arrived Tuesday, Thursday and Saturday, departing on alternate days to connect with Salt

Lake trains. Although a coach was one of the cars, passenger service was confined almost exclusively to company employees.

LOS ANGELES

Frank Sell

Mr. Walter Wise, western traffic manager, U. S. Gypsum Company, Los Angeles, one of MILEPOSTS' most ardent readers, has complained to us that we have not had a column in for a couple of months. Therefore, to make sure that this very good customer of ours is kept happy we scratched around for some news this month but we didn't let up tracing some U. S. Gypsum cars into Gerlach.

Among the recent distinguished visitors to our office was HENRY R. FEGLEY, retired assistant to the general manager. Brown as a berry and radiating glowing Southern California health, Henry spent a portion of the first of his retirement the way everyone dreams of doing it some day—on the beach in Southern California!

New in our office is TOM ROSS, stenoclerk. Tom, one of the best things that's happened to our office in a long time, comes to us from three years with the Southern Pacific.

Bossman CHARLIE FISCHER and his family have returned from what he tells us was a fine vacation. His trip took him to his old stamping grounds at Salt Lake City, then back through Tonopah and Bishop—stopping all along the route to fish.

BILL and MARGARET COOK also took a week of their vacation in August to visit in the Bay Area and with newly-married Bill, Jr., in Carmel.

DORIS and WILBUR WEST spent their full vacation fishing at Bridgeport, California. Whether it's luck or skill,



Roslyn Caparell, auditor of revenues department, couldn't tell her friends enough about the nine countries she visited in Europe recently. She is shown here visiting with natives in Holland, shown attired in their colorful native dress.

they always come home with their creels full and, of course, Doris in one way or another always manages to hook the largest trout!

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.

From general agent's office we learn Traffic Representative HERB SPENCER's broken arm and leg, the result of a hit-run accident in Oakland, is suffering complications. After removal of the casts it was discovered the leg bones have not knitted and bone grafts will now have to be made, making his return to work indefinite. He's out at St. Joseph's and will be glad to see any visitors.

HARRY STARK, TR, and family went to Detroit to pick up a new Ford, returning via New York, Washington and the most direct route home.

PAUL HARRIS, TR, just returned from a trip to New York and a stopover as guest of certain people in Chicago. Don't know what happened there but the mention of "Snake Pit" causes "Bashful" Harris to blush noticeably. Wonder what BILL McGRATH had to do with it?

OLGA CAGNA returned from general office replacing BARBARA PARKER, who has returned to her old job in the general agent's office in Oakland.

ERNE EVANS is now chief clerk replacing JOHNNY DULEA who has taken over HERB SPENCER's territory.

A third son, Brian Michael, arrived June 10 at the home of GENE MACOMBER and EDITH (formerly Loeffler) formerly of GO. Other sons are Barry and Dennis.

Congratulations to Manager - Wire Chief CARL RATH and his wife and former employee, FLORENCE, on the birth of Carl Clifford Rath, August 24.

Two new T&T operators are JAMES P. GARCIA, who is relieving Ed V. KOWSKE, on vacation, and J. E. BRENNAN, who is relieving GRACIE GAYNOR pending transfer to Stockton yard.

CHARLIE PATE is relieving as relief wire chief, ANTON JOVICK, who is on vacation. Charlie has already relieved for GEORGE DALTON and is next slated to relieve BURL V. MILAM at Sacramento second trick.

MARGARET CORCORAN, sales and service, left the end of September for a trip to New York and Washington, D. C., and DOROTHY CRESPI was promoted to secretary to F. B. STRATTON, industrial development.

HELEN SCHNIPPER, junior file clerk, Traffic, was married July 23 in the Episcopal Church in San Francisco to Corp. Roland R. Esposito now with the Air Force at Hamilton Field.

SPORTS

By Maurice A. Notter

Firing a barrage of well-aimed strikes, the Silver Range keglers lowered the boom on the fighting Silver Palm team and walked off with the championship of the WP mixed Doubles Summer League bowling tournament, which closed on August 19. It was a nip and tuck battle during the entire tournament, but the "Rangers" showed their class when the chips were down and they sent the pins flying into all corners at the end of the alleys.

Final team standings were:

	WON	LOST	AVERAGE
Silver Range	26	16	546
Silver Palm	24	18	513
Silver Bay	22	20	536
Silver Canyon	21	21	518
Silver Dollar	20	22	541
Silver Arroyo	20	22	539
Silver Feather	19	23	523
Silver Thistle	16	26	507

Winners of the prize money in the sweepstakes rolled on August 19 were:

PLACE	MEN	WOMEN
1st	Lauren Ogburn	Alice Kerby
2nd	Clyde Moll	Helen Moll
3rd	Horace Lohmeyer	Bernice Duke
4th	Al Thomas	Edna Brown
5th	Johnny Morgan	Marie Cassou

* * *

Western Pacific's San Francisco Winter Bowling League for men got under way September 9 when last year's champs, the California Zephyrs,

lined up against the Feather River keglers, champions of the 1954 Southern Pacific tournament.

This year's entries in the 30-week run for the trophies, as announced by Tom Dowd, secretary of the league, are:

TEAM	CAPTAIN
California Zephyrs	Hank Donnelly
Feather River	Horace Lohmeyer
Traffickers	Jack Hyland
Split Pick-Ups	Bill Dutcher
Transportation	Frank Thompson
Mileposts	Al Thomas



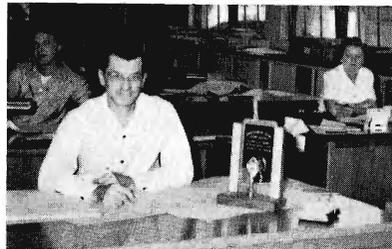
Kay Brodney, engineering, looks over the cup she won at Long Beach in August as Women's National Dry Fly Accuracy champion.

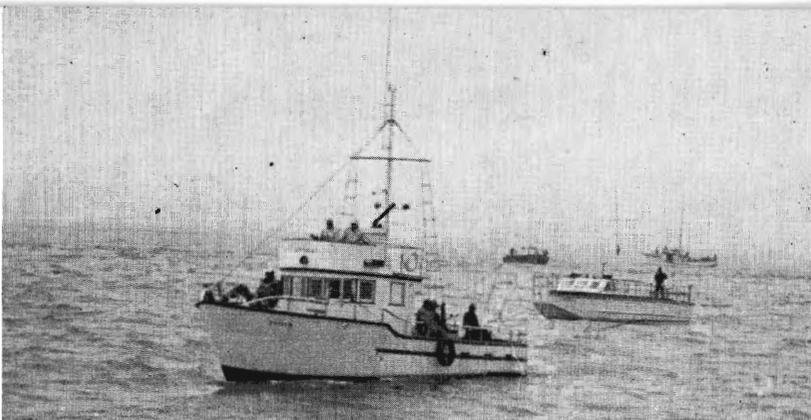


Team members of the Silver Range bowling team, champs of the Mixed Doubles Summer Bowling League, are Clyde Moll, purchasing, Mrs. Moll, Lenore Studd and E. L. McKellips, accounting.

In appreciation for his leadership during the 1954 season, parents of the members of the Grant Little League of Hagginwood presented Robert A. Keck with a Sportsmanship Award, shown on his desk in the superintendent's office, Sacramento.

The Oroville Little Leaguers, who came so near going to the Little League World Series at Williamsport, Pennsylvania, won their first game at Santa Monica but lost to Colton, who later lost out in the "World Series" finals. Coach for the team is C. R. Brandt, carman, shown standing on the left in the picture below.





OUR CHIEF ENGINEER GOES FISHIN'

A salmon fishing trip aboard the sportfishing cruiser *Clymar* was the highlight of a recent visit to San Francisco by A. B. Chaney, assistant chief engineer, system maintenance, Missouri Pacific Lines.

Accompanying Chaney were host Chief Engineer Frank R. Woolford; Dr. Ruth Fleming; John Woodward, construction engineer for the Pacific Gas and Electric Company; Gardner Rogers, estimator; and Frank Ferguson, auditor of capital expenditures.

SPORTSMAN'S CALENDAR

The Department of Fish and Game reminds California sportsmen of the following general regulations which apply to current hunting and fishing:

DEER—Closed September 11 in central and south coastal areas. Opens September 25 elsewhere. Limit: two.

BEARS—August 7 to January 15 in central and south coastal areas. Opens September 25 elsewhere. Limit: two bears, except no closed season, no bag limit, in Del Norte, Humboldt and Trinity counties.

Skipped by Clyde Hickey, a veteran seaman and expert fisherman, the boat left Sausalito at dawn and made a two-hour run up the coast, where the party spent the day trolling the waters off Duxbury Reef. It was Mr. Chaney's first go at salmon, and the big chinooks went out of their way to give him some real action and a good taste of S.F.'s No. 1 saltwater sport.

The accompanying series of candid camera shots taken by Rogers attest the party's results.

BRUSH, COTTONTAIL RABBITS
—Noon, September 1 to December 31, southern counties. Opens October 30 in north and central coastal areas; November 20 in rest of State.

BLACK-TAILED JACKRABBITS
—No closed season, no bag limit.

TROUT—No closed season in Colorado River area; ends October 31 elsewhere. Bag limit: 15 fish or 10 pounds and one fish; 10 trout in Colorado River area.

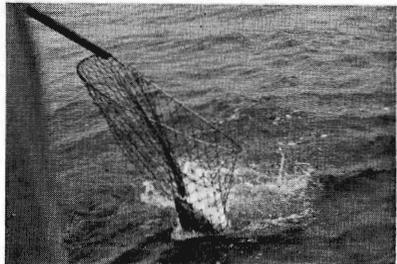
STRIPED BASS—No closed season.



"You do it this way . . ." An old hand at salmon trolling, Woolford gives his guest a few pointers on rigging terminal tackle for the chinooks.



"Easy now! Watch that drag and don't thumb the spool." Chaney pumped a chinook in close for netting following a hard 2-minute battle.



This one didn't get away. Chaney proved he's as good a fisherman as he is a railroader by hooking and landing three king salmon for the day—a good average in anyone's book.



While the boat was making the two-hour run in from Duxbury, Chaney and Woolford take time to pose with four of the twelve king salmon caught during the day. "This is great sport," said Chaney, vowing he'd be back to try it again.

"Fish on!" A big king rolls up and splits the Pacific wide open after taking trolled anchovy.

OCTOBER, 1954

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

Christina

*Christina Ann Krissann
Christann Krissann
Krissann*

549 30 2593

J. W. HENDERSON

GEN. DEL.

PEDRO VALLEY, CALIF.

652

Kris Ann

Christann Krissann

Cris Krissann

Form 3547 Requested

RAILROAD LINES



Northern Pacific will soon have 60 miles of continuous welded rail in service on its main line, only 30 miles less than leader Elgin, Joliet & Eastern.

. . .

Missouri Pacific puts into service what is believed to be one of the largest and most modern installations of spectrograph equipment to trace chemical elements and dirt in diesel crankcases causing wear on locomotive parts.

. . .

ICC approves construction of a new line to give Santa Fe direct access to Dallas, Texas, from the north.

. . .

Last of 359 new passenger cars delivered to Canadian National goes into service soon.

. . .

Santa Fe to test new type Budd built "Hi-Level" coaches on their "El Capitan."

. . .

Great Northern scores a "first" by installing an automatic traveling booth at St. Cloud, Minnesota shops for painting freight cars.