

WESTERN PACIFIC
Mileposts
AUGUST 1955



WESTERN PACIFIC Mileposts



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*Milepost No. 73

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 Noffer, Sports Editor

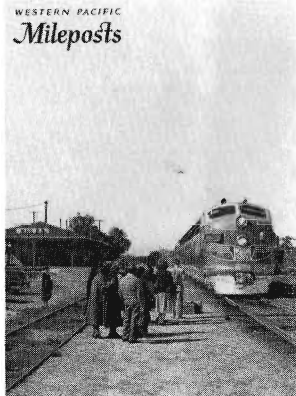
Member

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

*Milepost No. 73: Buildings in the distance are those of the Quartermaster's Depot for Army Services Forces, part of Sharpe General Depot, and are served by Western Pacific.

COVER

Many travelers from the heavily populated Peninsula and San Jose area find the little station at Niles a convenient place to board the California Zephyr.



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MILEPOSTS



IS ON THE WAY

IN Germany they call it "Huckepack." Western Pacific calls it RAIL/ROAD SERVICE. You may know it by another name, but whatever is your choice, "piggy back" has gained tremendous momentum during the past 18 months and is one of the most important challenges for tomorrow's freight business. Currently, about 35 major railroads are offering such services. Aware of the possibilities this service has to offer, your railroad will be in "piggy back" operation September 1.

Trailers-on-flat-cars as a medium of transportation offers new opportunities to the transportation industry and public. It has caught the public's imagination and popularity. It has become an important part of dual transportation. And, according to the most reliable sources, it is here to stay. Already blessed by the Interstate Commerce Commission and frustrated motorists, the shipping public is leaning more and more in its direction.

To explore the potentialities of this type of service, your railroad joined with the Great Northern and Santa Fe some months ago to consider a joint and cooperative "piggy back" service between Southern California, the San Francisco Bay Area, and the Pacific

Northwest via the "Inside Gateway."

The Great Northern and Santa Fe acted to inaugurate this service on May 25, with Western Pacific acting as a bridge line between Stockton and Bieber. However, due to the West Coast truck strike which was then in progress, the first shipment did not move until June 15. On September 1 Western Pacific will have acquired the necessary rail and highway equipment, and the service will be extended to the Bay Area, Sacramento, Stockton and San Jose.

The plan for this California-Pacific Northwest "piggy back" service involves pooling of rail and highway equipment for mutual use by the partner railroads. Western Pacific's share of flat cars and highway trailers is about 20 per cent of the total equipment. In addition, terminal loading facilities will be constructed at four locations.

The acquisition of the required specially equipped flat cars at a cost of over \$100,000 was authorized by the Board of Directors on March 15. Delivery was made in August by the Pullman-Standard Car Manufacturing Company. On June 29 the Board authorized purchase of 28 "dry" and "insulated" trailers and nine converter

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dollies at an estimated cost of \$160,000. Another \$40,000 will be spent for construction of ramps, paving, lighting, etc.

"Piggy back" has been in and out of the public eye since the late 1800's. Some say it originated in the Civil War period when army wagons were loaded on flat cars and transported by railroad to or from the scenes of military operations.

The Long Island Rail Road was probably the first railroad to provide "piggy back" service on a commercial basis. In December, 1884, that road announced that it would carry loaded farm wagons to the East River "for a moderate tariff." The tariff amounted to about \$4 for a wagon, two horses and a driver. A large concourse of farmers gathered at Albertson's Station, on the Locust Valley Branch, to see the first "piggy back" train sent on its way in January, 1885. But the service seems to have been abandoned entirely after a few years.

The present "piggy back" movement was initiated by the Chicago, North

Shore & Milwaukee Railroad in May, 1926.

In the past decade, two significant and simultaneous trends, affecting a large segment of our freight traffic, have become apparent. First, shippers are moving their commodities in truck-load lots, rather than in carload lots and, second, thus finding it unnecessary to be located on rail spurs. In meeting these changes, particularly in soliciting the high-class freight in which the typical trucker specializes, conventional rail service and equipment are under some competitive disadvantages. However, "piggy back" is rapidly developing nationally into an important means of securing this type of freight traffic for all rails. Most freight moving by motor truck with a haul of 250 miles or more (up to 25 per cent of all trucking) is potential "piggy back" traffic.

A subsequent article will appear in *MILEPOSTS*, complete with pictures, service and schedules, shortly after Western Pacific's entry into this new field of transportation.

WP Directors Re-elected

At the regular meeting of the stockholders of the Western Pacific, held at the general offices in San Francisco on June 29, a proposal to amend the company's Articles of Incorporation to allow it to engage in business other than transportation by railroad was approved. All directors were reelected to serve for the next fiscal year.

At the subsequent regular directors' meeting, the company's officers were reelected to serve for the next fiscal year.

Approval was given by the Board of Directors at this meeting for the purchase of 300 50-foot 50-ton double-door standard box cars from Pullman Standard Car Manufacturing Company for delivery during September and October. Of this order, 50 will be equipped with auto loading devices, and 25 will be especially equipped with fully adjustable "DF" (damage free) loaders. Total cost of this purchase will exceed \$2,500,000.

This Quiz Includes All the Answers

By Abe Mellinkoff, San Francisco Chronicle

(Reprinted with special permission from the Author's column, "Morning Report," July 12, 1955.)

The railroads and the truckers are having a running fight these days. Each thinks the other is trying to grab off top spot by various means. Owning no stock in either, I should like to intervene as a friend of nobody but myself.

The American Trucking Industry has put out a full-page ad that is supposed to make it look good. It's called a "transportation scorecard" and, as you would not be surprised to learn, the railroads don't come out with a very high score.

The ad asks a lot of questions and then gives the answers for railroads and trucks with a big black YES or NO. Now, I don't like these yes-or-no questions and never have since I was a schoolboy.

I always want to add to the answer. I want to say: "Yes, maybe" or "No, not always" or merely "Could be." Sometimes I don't even think the right question is being asked.

The truckers ask: "Which has received enormous land grants?" Answer: "Railroads, YES; trucks, NO." I would like to add: "Who was around when the West was being given away to just about anybody who would move out that way?"

I can't say for sure, but I just have a feeling that if there had been a trucking industry, it would have been around with both hands out — just like the railroads.

I would also like to ask a more personal, and less historical, question: "What is always in front of me when I am trying to make some time on the highway?" It's not the *Shasta Daylight* for sure.

And the *Lark* has never scared the pants off me on a two-lane mountain road.

I know, of course, that trucks are necessary, but it surely would be nice if they ran on rails.

(EDITOR'S NOTE: They do, Abe, and it's called "piggy back.")

Sign at a railroad crossing near Colorado Springs: "The average time it takes a train to pass this crossing is seconds—whether your car is on it or not."

EQUAL TREATMENT FOR THEM IS BEST FOR ME



California Zephyr Rear End Sign In B&O Museum

As a companion piece to a collection of emblems of principal railroads of the United States and rear end signs of the most famous passenger trains in North America, a replica of the *California Zephyr* rear end sign was duplicated by Western Pacific's mechanical department and now hangs on a section of the inner wall of the famous Baltimore & Ohio Transportation Museum in Baltimore, Maryland.

The Museum opened July 2, 1953, and includes B&O's beautiful old passenger roundhouse and houses the railroad's unequaled collection of cars and locomotives, dating back to 1829. The collection first came into being in 1893, when hundreds of items were assembled by Major Joseph G. Pangborn for exhibition at the Chicago World's Fair of that year.

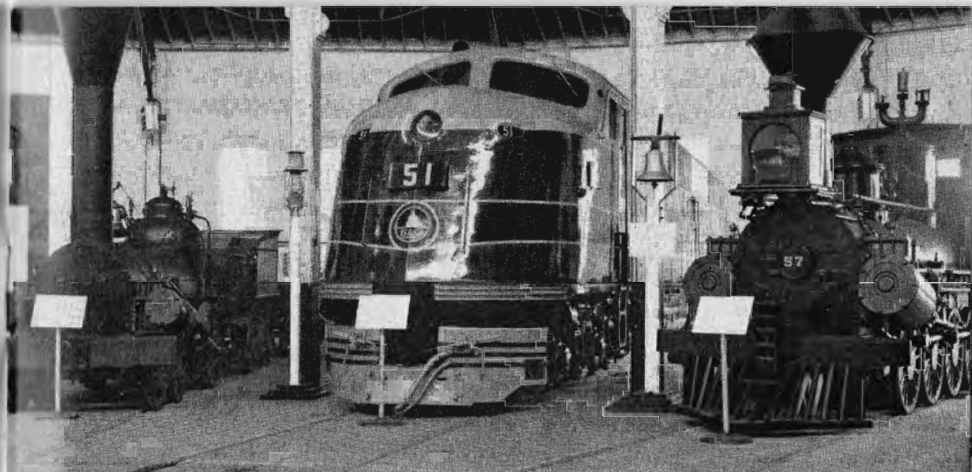
When Major Pangborn could not locate old "iron horses" that had powered the trains of the B&O—America's



first common carrier railroad—he secured drawings and specifications from the yellowing records of the railroad. From these he had built actual replicas (such as the "Tom Thumb," and the "Rocket," originally built in England in 1829) or full-size wooden models.

At the conclusion of the 1893 World's

The Transportation Museum is housed in this beautiful old Baltimore & Ohio passenger roundhouse in Baltimore. In the foreground is the old Mt. Clare Station, oldest passenger station in the world, where tickets were first sold in 1830. Picture is courtesy of Virginia Tanner, Editor, B&O Magazine.



The LAFAYETTE of 1834, Diesel No. 51 of 1937, and the MEMNON of 1848. The historical sequence is broken here because it was necessary to place the diesel on Track 16 which is directly across the turntable from the entrance. The great weight of the No. 51 cannot be turned on the antique turntable. Picture obtained for MILEPOSTS through courtesy of Virginia Tanner, Editor, B&O Magazine.

Fair, the collection was stored in the roundhouse at Martinsburg, West Virginia. Eleven years later it was shipped west to star in the great St. Louis Exposition of 1904. It won first prize at both fairs.

In celebration of the Baltimore & Ohio's anniversary in 1927 the collection was again brought out, many new items added, and it played a starring hole in the great "Fair of the Iron

Horse" at Halethorpe, near Baltimore, seen by more than one and one-quarter million visitors.

Some years after the centennial was over, the equipment was moved from the buildings at the Halethorpe fairgrounds to Bailey's Roundhouse in Camden Yard, Baltimore, and in July, 1953, was moved to the new museum at Mt. Clare, oldest station in the world where tickets were first sold in 1830.

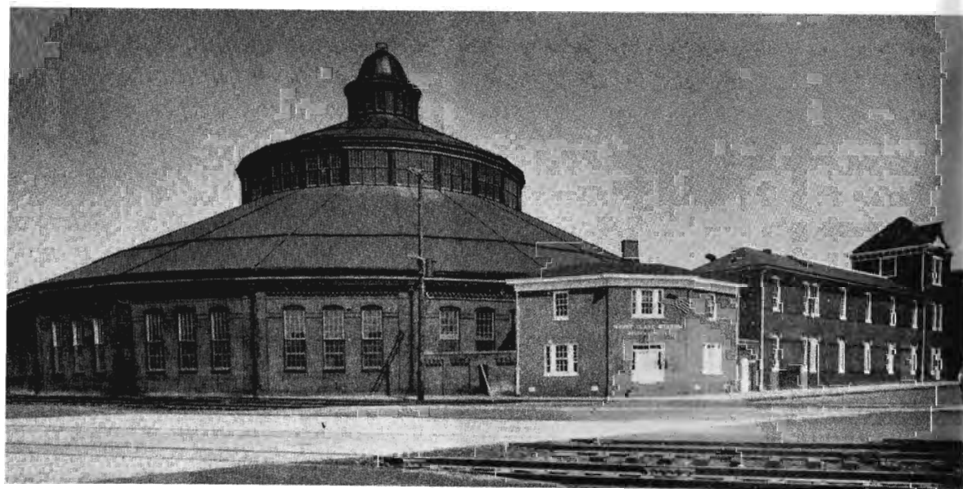
\$1,500 IN PRIZES

The New York Railroad Club, to encourage constructive thought about railroad problems by students of transportation and younger men in railroad employ, is conducting its seventh successive Railroad Essay Contest.

Contestants may enter essays on subjects of their own choice or on four subjects suggested by the Club—the "Weeks Report," suggestions for changes in rates and service to improve

traffic volume and net earnings, improvement in system of recruiting and training railroad personnel, and suggestions for improving quality of the railroads' freight car fleet.

For further information about the contest rules, send inquiries or entries to John Burry, Executive Secretary, New York Railroad Club, Inc., 30 Church Street, New York 7. Closing date is October 1, 1955.



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:

John D. Bowler, switchman, Stockton.

Thomas Colis, spreader operator, Oroville.

Frank C. Hillgrove, carman, San Francisco.

Alexander Hopkins, waiter, Oakland.

Knute Johnson, crossing watchman, San Francisco.

Albert V. Morris, locomotive engineer, Sacramento.

William Wood, secretary - clerk, Oakland.

* * *



Walter W. Lang retired from Western Pacific service on July 31 after 40 years of faithful service.

Walter came west in 1915 after service on what is now the New York, New Haven & Hartford Railroad to begin his WP career as agent at Carbona. He later worked as agent and telegrapher at many other stations on the Western Division and served in the U.S. Navy telegraph service during World War I.

The Langs will continue to live in Oroville, where he has been agent since 1942, their home being only a block from the station which will enable him

to "keep in touch" as the trains roll by.

Their family includes two children, Lillian (Mrs. Vernon Uren of Yuba City) and Roderick, who lives at home, and two grandchildren.

WP on Display in Washington

A model Western Pacific freight train played an important rôle at the "Industry in Nevada" party, given by Senator Alan Bible of Nevada at the Congressional Country Club on June 10.

In addition to watching the model train, shown below being operated by Senator Bible, each guest found at his place at the table an assortment of "souvenir" products furnished by many of the industries of the state.

Western Pacific, with its main line running more than 400 miles across the northern part of the state and a branch freight line to Reno, plays an important part in Nevada's transportation.



MILEPOSTS

Merit Award

presented to

The Western Pacific Railroad Company

For distinguished achievement in Annual Reporting for 6 consecutive years and in recognition of the excellence of its 1954 Annual Report to shareholders by the

FINANCIAL WORLD

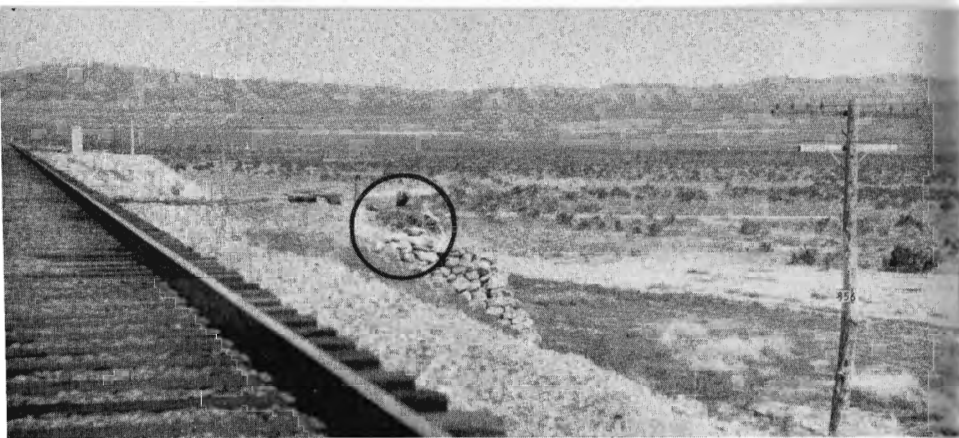
America's Pioneer Investment Weekly

This citation certifies that the 1954 financial statement of the above company was judged as among the most modern from the standpoint of content, typography and format of the 5000 annual reports examined during 1955

Henry D. Guenther
Publisher

Weston Smith
Executive Vice President
Director, Annual Survey

June 29, 1955



Circle indicates location of nest on motor car setout near Milepost 856. Picture contributed by Roadmaster and Mrs. M. L. Kizer and T&T Maintainer and Mrs. Thomas Shea.

Tragedy on the Desert

By
Esther Witt and J. B. Price
Correspondents

A railroad, in its broad expanse across a nation, passes countless dramas in life — some are happy scenes, others are tragic. This story concerns a tragedy which occurred on the Eastern division near Milepost 856. It began in mid-April and concluded in June.

A bald eagle, whose natural habitat is normally the heights of mountain ranges, for some unknown reason chose a motor car setout to build her nest. It was filled with four eggs as soon as it was completed. While the mother spent many hours sitting on the eggs, she became accustomed to the scraps of food thrown near her nest by trainmen making their daily runs.

One morning, the crew of a west-bound CFS saw two fuzzy heads poked quizzically from the nest. Whether the other two eaglets had died at birth was never learned. But the family carried on comfortably in their makeshift

erie until one day the father, in an apparent attempt to defend his brood against a diesel, flew into the engine and was killed.

Undaunted by her loss, the mother eagle continued to forage for her young and accept food scraps from the trainmen. During cold spells while the mother was away in search of food, the

Conductor C. F. Malstrom and his brother drove 94 miles for this picture when birds were 10 days old.



youngsters would creep near the rails to warm themselves from heat drawn from the sun until a train approached. Backing away, they would return after the train had passed.

By June the young eaglets had gained their feathers and lost their fear of passing trains. More bold, they ventured to the center of the track instead of the safety by the rail sides.

The same trains which had played such a large part in keeping the fatherless birds alive were the instruments which ended their lives. Both were killed beneath the wheels.

Sad as this story is, there may be behind it a moral, as suggested by D. C. Anderson, brakeman, a witness to this entire story. "Birds, as well as children, should never venture around railroad tracks."

Shirley Bice RBWA President

Shirley Bice, Sacramento Northern employee, was installed as president of Chapter 27, Railway Business Women's Association, at the Capitol Inn in Sacramento during June.

The gavel was turned over to the new president by Marcella Schultze, founder president and installing officer, during an impressive candlelight ceremony.

Installed into office also were Peggy Peck, SP, vice president; Bereniece



Best way to make a speech: Have a good beginning and a good ending, and keep them close together.

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Hall, SP, recording secretary; Norrine McDonald, SP, corresponding secretary; and Phyllis Amick, SP, treasurer. Members from the Western Pacific and Sacramento Northern who will help Shirley guide the chapter during the year 1955-56 are Pearl Cook, chairman of the membership committee; Maxine Naisbett, editor of the *Railway Belles*; Aileen Frost, press and publicity; Lee Willis and Edna Spratt, welfare committee; and Irene Burton, finance committee. They will be assisted by Marcella Schultz and Elsie Gonsalves.

President Bice presented outgoing president Virginia Jordan with her past president's pin.

Ray Adams Promoted

The appointment of Ray Adams to a newly created position as supervising station agent was reported in the July issue.

Because of absence from the office his picture was not available when MILEPOSTS went to press, but here he is on the job.



MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees who will receive Service Pin Awards during the month of August, 1955:

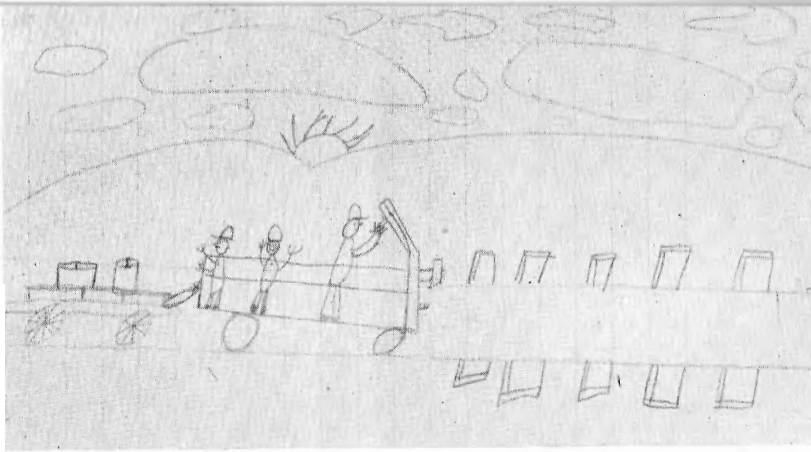
45-YEAR PINS		
William H. Brooks.....	Locomotive Engineer.....	Western Division
Clarence L. Droit.....	Corporate Secretary.....	San Francisco
40-YEAR PINS		
Elmer J. Campbell.....	Conductor.....	Eastern Division
Walter W. Lang.....	Agent.....	Oroville
35-YEAR PINS		
Glen B. Gorham.....	Locomotive Engineer.....	Eastern Division
Earl B. Jones.....	Locomotive Engineer.....	Western Division
Adolph Loser.....	Locomotive Engineer.....	Eastern Division
Charles Perry.....	Locomotive Engineer.....	Eastern Division
Shelby J. Perry.....	Locomotive Engineer.....	Eastern Division
Cecil G. Trumbo.....	Locomotive Engineer.....	Eastern Division
Donald T. Woods.....	Locomotive Engineer.....	Eastern Division
30-YEAR PINS		
Charles W. Dooling.....	Vice President and General Counsel.....	San Francisco
John P. Hamilton.....	Locomotive Engineer.....	Western Division
Clarence C. Kennedy.....	Locomotive Engineer.....	Western Division
Juan G. Pedroza.....	Hostler Helper.....	Mechanical Dept.
Fred E. Peters.....	Clerk.....	Western Division
Raymond W. Pierce.....	Locomotive Engineer.....	Western Division
Mario Ragusa.....	Locomotive Engineer.....	Western Division
Hugh W. Van Hoorbeke.....	Locomotive Engineer.....	Western Division
25-YEAR PINS		
Gerald E. Butler.....	Conductor.....	Western Division
Roy Butler.....	Conductor.....	Eastern Division
Miguel D. Cobian.....	Section Foreman.....	Eastern Division
Clarence W. Crawford.....	Machinist.....	Mechanical Dept.
Reuben G. Dalton.....	General Foreman, Ice Dept.....	Eastern Division
Alphonse Green.....	Business Car Porter.....	Dining Car Dept.
James H. Haines.....	Switchman.....	Western Division
Murdock F. Manning.....	Yardmaster.....	Eastern Division
William E. Perkins.....	Section Foreman.....	Eastern Division
Charles P. Rolfe.....	Boilermaker.....	Mechanical Dept.
Henry F. Stapp.....	Conductor.....	Eastern Division
Alfred W. Tonkin.....	Motor Car Maintainer.....	Eastern Division
20-YEAR PINS		
Fred M. Allred.....	Conductor.....	Western Division
Pedro V. Amparan.....	Car Helper.....	Mechanical Dept.
Harold D. Branting.....	Stationary Engineer (General Chairman, Firemen & Oilers).....	Mechanical Dept.
James W. Jones.....	Second Cook.....	Dining Car Dept.
Leo Servia.....	Water Service Maintainer.....	Eastern Division
Samuel L. Worthington.....	Locomotive Engineer.....	Eastern Division
15-YEAR PINS		
Vincent Dycus.....	Clerk.....	Western Division
Frank W. Fritz.....	Switchman.....	Western Division
Albert H. Harper.....	Switchman.....	Western Division
Murray E. Lindley.....	Clerk.....	Western Division
Norman G. Owens.....	Sheetmetal Worker.....	Mechanical Dept.
Ralph Tiffany.....	Switchman.....	Western Division
Howard A. Yetter.....	Clerk.....	Western Division

10-YEAR PINS		
Julian M. Baylor.....	Carman.....	Mechanical Dept.
Dora Buckingham.....	File and Mail Clerk, Purch. Dept.....	San Francisco
Frank A. Burdett.....	Fireman.....	Eastern Division
Nick Cabbitto.....	Machinist.....	Mechanical Dept.
Donnal A. Davis.....	Electrician.....	Mechanical Dept.
Henry E. Davis.....	Brakeman.....	Eastern Division
Jimmy Grayson.....	Clerk.....	Western Division
Louis Griffin.....	Waiter.....	Dining Car Dept.
Ferris V. Henderson.....	Chief, Retirement and Unemployment Bureau.....	San Francisco
Norman W. Holmes.....	Fireman.....	Western Division
Jens H. Jensen.....	Signal Maintainer.....	Signal Dept.
Acie Johnson.....	Second Cook.....	Dining Car Dept.
Earl Kennedy.....	Switchman.....	Western Division
John D. Krause.....	Brakeman.....	Western Division
Charles F. Malis.....	Fireman.....	Eastern Division
Orville E. Mayo.....	Painter.....	Mechanical Dept.
Doss McNinch.....	Brakeman.....	Eastern Division
Philip L. Oels.....	Clerk.....	Western Division
Genevieve C. Phillips.....	Laborer.....	Mechanical Dept.
George Ponzio.....	Clerk.....	Western Division
Roscoe Powers.....	B & B Foreman.....	Western Division
Julius Pruitt.....	Waiter.....	Dining Car Dept.
Edward Sears.....	Carman.....	Mechanical Dept.
Klaus Steivers.....	Blacksmith.....	Mechanical Dept.
Leona Sypher.....	Second Cook.....	Portola Hospital



SACRAMENTO NORTHERN ANNUAL PRESENTATIONS

35-YEAR PINS		
P. O. Abraham.....	Locomotive Engineer.....	Sacramento
J. C. Obenchain.....	Conductor.....	Sacramento
A. D. Pingrey.....	Brakeman.....	Oroville
T. Porter.....	Brakeman.....	Sacramento
O. H. Schindler.....	Locomotive Engineer.....	Oakland
30-YEAR PINS		
W. A. Blue.....	Clerk.....	Sacramento
J. W. Davis.....	Agent.....	Oroville
A. A. DeLong.....	Conductor.....	Oroville
C. B. Lawson.....	Conductor.....	Sacramento
H. J. Mulford.....	Superintendent.....	Sacramento
W. A. Page.....	Agent.....	Colusa
25-YEAR PINS		
W. R. Andersen.....	Chief Clerk.....	Sacramento
F. T. Ayala.....	Trackwalker.....	Sacramento
V. Calava.....	Comptometer Operator.....	Sacramento
M. Farstein.....	Carman.....	Sacramento
G. F. Miller.....	Lineman.....	West Sacramento
K. Rodebaugh.....	Substation Maintainer.....	Oakland
R. S. Sant.....	General Foreman.....	Sacramento
J. B. Tennant.....	Agent.....	Pittsburg
10-YEAR PINS		
J. Barty.....	Carpenter.....	B & B Gang No. 2
J. H. Crenshaw.....	Locomotive Engineer.....	Oakland
C. O. Crews.....	Locomotive Engineer.....	Sacramento
J. Cudich.....	Carpenter.....	B & B Gang No. 1
W. B. Drake.....	Conductor.....	Sacramento
H. E. Haines.....	Brakeman.....	Yuba City
T. A. Harris.....	Carman Helper.....	Sacramento
J. R. Hatcher.....	Locomotive Engineer.....	Sacramento
P. S. Jared.....	Carpenter.....	B & B Gang No. 2
N. Lalich.....	Carpenter.....	B & B Gang No. 1
E. R. Porter.....	Lineman.....	Yuba City
H. C. Wellendorf.....	T & E Timekeeper.....	Sacramento



"The Wright family is really a Western Pacific family," wrote 7-year-old Marlene Wright, an Elko third grader. "My daddy, George L. Wright (drawing above) is relief foreman, my grandfather, J. G. Wright, has worked 27 years for WP and is foreman at Elko yard. Uncle Everett is a switchman, and Uncle Dan is in the Army on military leave."

Johnny Mills, 7 years old, is the son of John Mills, claims investigator at general office. Johnny wanted to make sure his drawing (below) would be printed so he got his dad out of bed at six a. m. one morning and gave dad his drawing. Johnny is a pupil at the Goodwin Grammar School in Redwood City.



It's a pretty safe bet that 8½-year-old Donald Ahlert isn't going to spend his dollar on insurance, even though his daddy, Frank W. Ahlert, is assistant to general auditor-insurance. Donald attends Selby Lane School in Redwood City.



What Daddy Does

There's no better time than vacation time for grade-school children of Western Pacific railroaders to get out their pencil and paper and draw a picture of what they think their dads look like on the job.

You'll not only have a lot of fun and make your dad real proud (and Mom, too), but MILEPOSTS will send each boy and girl a new one-dollar bill for each drawing when published.

Don't forget to send your photograph, too, and tell the editor your age and name of your school.

Ask your mom to help you with the mailing so you won't have to ask dad. He'll be real surprised when he sees your drawing and picture in the magazine!

Children Go by Zephyr

The Coalinga Elementary School Band, 80 gaily uniformed boys and girls from the 4th, 5th and 6th grades, under the direction of Adam M. Decker, will board the *California Zephyr* at Stockton August 16 en route to Chicago. There, for the first time in the 26-year history of the Chicagoland Music Festival a California band will participate. Furthermore, it will be the youngest group ever to appear in the Festival and will travel the greatest distance.

The entire Coalinga community of 6,000 participated in a fund-raising drive. Results were so successful additional sight-seeing has been included for the children.



In Memoriam

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

Jesus V. Aguirre, laborer, June 18.

Bertram E. Bates, retired car repairer, date unknown.

Orval F. Dack, locomotive engineer, June 20.

Sidna A. Dale, retired machinist, April 17.

Pablo Flores, Central California Traction Company section laborer, May 17.

Maximino R. Garcia, store laborer, June 3.

Howard H. Harrell, Sacramento Northern brakeman, April 11.

Jay K. Hubbard, retired telegrapher, March 8.

Howard W. Jaeger, traffic representative, April 18.

George Johnson, rate clerk (Division Chairman, BRC), June 3.

Bernard R. Kelly, telegrapher, April 9.

Jacob Koehn, retired blacksmith helper, June 7.

Albert C. Lewis, retired switchman, March 13.

Halfdan Pederson, retired marine deckhand, January 20.

George A. Perkins, telegrapher-agent, April 26.

Joseph D. Picanso, retired carman, June 16.

William T. Ragsdale, retired brakeman, May 9.

Adam Remsing, retired boilermaker, April 27.

Duane J. Stieger, signalman, April 24.

Leo M. Stuart, retired B&B carpenter, April 10.

James H. Sullivan, locomotive engineer, September 9.

Luigi Torasso, retired boilermaker, April 26.

Charles D. Voight, retired locomotive engineer, May 24.

Lelon P. Wagner, retired mechanical engineer accountant, June 26.

Grady E. Wilbourn, retired boilermaker, May 5.

**DON'T MISS
the big annual
Eastern Division
BARBECUE PICNIC
Lamoille Grove
Elko
August 13**



Caboosing

WENDOVER

Esther Witt

Retired Telegrapher JOHN RUSH, only 82, called at the home of Retired Car Foreman FRED TYROFF and Retired Boilermaker JAMES A. MONAHAN. Mr. Rush worked at Wendover in 1938 and later at Oroville. He was returning to his home in Los Angeles.

Former Water Service Maintainer and Mrs. WAYNE GRAHAM of Sacramento were also visitors at the home of the Monahans.

Agent and Mrs. LEO P. WATERS visited with their daughter and her husband, Mr. and Mrs. Daniel F. Matthews of Selma, California. They also visited Fresno and other points of interest before returning home via Las Vegas.

While Agent and Mrs. Waters were on vacation, their daughter, Mitzi, became the bride of Russ Lewis, and we wish the newlyweds the best things in life.

Switchman HERBERT D. WORTHY spent his two weeks' vacation remodeling his home and installing new furnishings. His son, William, is home on a 20-day leave from duties at Langley Air Force Base, Virginia.

We were glad to have as recent visitors, Retired Conductor and Mrs. TOM FOX. They were en route to Salt Lake City after visiting with Tom II and Tommy III. Tom said to tell you folks

that if you couldn't catch any fish around Elko it was because they have all been caught by him and Tom II.

Brakeman and Mrs. WALLACE BURNINGHAM's vacation through the Northwest was suddenly terminated when Wallace's mother, who was accompanying them on their trip, fell and broke her back. She had to remain behind in a Portland hospital and we wish her a rapid recovery.

Congratulations to Conductor and Mrs. JOSEPH B. PRICE, who celebrated their 20th wedding anniversary on June 15.



MECHANICAL DEPARTMENT

Rod Rodríguez

On May 31, after 33 years and one month of service, HARVEY O'KELLY, head AAR accountant, picked up his Irish green sweater and bid farewell to his many friends in the Mechanical Department office. He intends to spend many a restful and happy day at his home in Fair Oaks. The office force gathered with Harvey at the Capitol Inn for luncheon and E. T. CUYLER, chief mechanical officer, presented him with a handsome clock-radio in behalf of the entire staff.

Accountant DON CARMEN rates many admiring glances as he drives up in his dazzling, two-tone Oldsmobile 88.

J. F. FINLEY and J. V. WRAGG, traveling accountants from general office, have not only captured everyone's esteem with their amiable smile and ready wit, but they also walked off with our fight-pool money.

Assistant Accountant J. L. HICKS has a proud gleam in his big brown eyes these days and for a very good reason. His daughter, Helen Hicks, was awarded First Prize in the dress revue at the Placer County 4-H Club Fair, thus making her eligible to represent the county in the state competition to be held in Davis at a future date. Miss Hicks was awarded top honors for her presentation of a beautiful two-piece outfit with matching accessories.

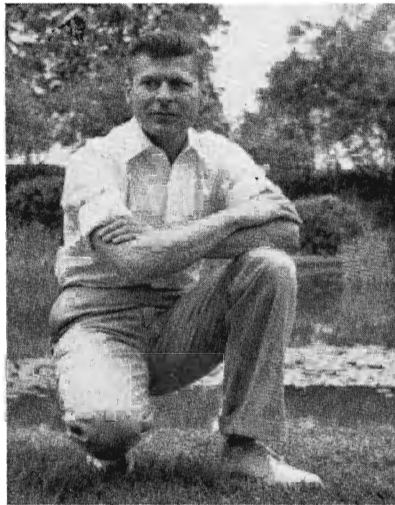
If any of you readers had been strolling by a certain club in Sacramento on the evening of May 1 you would have seen BILL MITCHELL, *California Zephyr* accountant, standing facing the wall with his hands behind his head. He wasn't playing games. It just so happened that a couple of hooded gents walked in, ordered everyone to strike

this pose, calmly relieved all of their wallets, and then unceremoniously herded all patrons into a rear room and took their departure. Bill said he would have put up an argument had they been armed with mere guns but the muzzles he looked into resembled those of good-sized cannons.

CINCINNATI

Charles J. Hudgins

For our second "Getting to Know You" feature we wish this month to introduce Cincinnati's chief clerk, CHARLES J. HUDGINS.



"Chuck" was born December 16, 1929, in Harrisburg, Illinois, where he graduated from high school in 1948. Immediately upon leaving high school he accepted a position as stenographer with the Virginian Railway at Chicago. After transfer by that company to their New York office in January, 1950, he entered the Army in June, 1951. After basic training at Camp Breckinridge,

Kentucky, and attendance at the Adjutant General's School, Ft. Benjamin Harrison, Indianapolis, "Chuck" served in Germany for 14 months with the First Division. During this time he was able to visit Switzerland, France and Austria.

Released from active duty, Hudgins became stenographer in WP's New York office in July, 1953, and in August, 1954, was transferred to Cincinnati as chief clerk.

Despite proddings from all sides that a happy man is a married man, "Chuck" has remained stubborn in the misery of bachelordom. He has devoted much time (any money) to his new apartment which, he finds, takes a lot of cleaning. However, with no wife to bother him, he likes to relax and watch his new TV set and to try his hand with a set of oil paints.

Since arriving in Cincinnati, "Chuck" has joined the various traffic club organizations and also bowls with the Cincinnati Passenger Club during the Fall and Winter months.

THIS 'N THAT DEPT. Vacations in June sent BOB RITCHIE and family hurrying back to Minneapolis to see what changes had taken place since their departure. JOE MOORE and family loaded up their new Bel Aire and took off to enjoy the southern clime of Florida. Joe, by the way, was recently elected Director of the Cincinnati Nomads, a traffic organization composed of chief clerks and traffic representatives. Congratulations, Joe!

JACK HOPPENJANS is still tearing up the sod at some of the golf outings. For a relatively new golfer, Jack is really going for it in a big way—the game, that is, not the sod.

Poor old "Chuck" stayed home and did nothing.

SACRAMENTO SHOPS

Marcella Schultze

WPAC's treat of popsicles and ice cream went over so big with the Earl Warren Kindergarten Class that it was decided at the following monthly meeting to make it a standing treat from the club to all youngsters coming through the Shops in organized tours. We've seen several groups since, and they all looked mighty happy and surprised!

Our sympathy goes to so many families—to Electrician and Mrs. BILL WILKINSON on the passing of their infant daughter, a blue baby who for four months held her own and had us all hoping; to Machinist O. R. HANKS on the passing of Mrs. Hanks; and to the families of Retired Carman J. D. PIRCANSO and Blacksmith Helper JAKE KOEHN.

One of our Stationary Engineers, CHARLIE LYMAS, has been off for a few days and we hear it was to get married. Our best wishes to the newly wed pair.

Also, congratulations to Electrician VINCE LATINO and his wife, Betty, upon the birth of their second son. Betty was a former Shops clerk.

Guess Diesel Foreman BILL GOOD prefers the climate and excitement of the Bay Area, for he's transferring back to Oakland roundhouse. We'll concede there is more activity there, Bill, but we don't dare agree openly on the climate!

A Swede and a Finn in the north woods decided to go to town after work one evening and have a few drinks. After about an hour's drinking of shots and beers and without a word having been spoken up to that time, the Finn said to the Swede, "Skool!"

"Look, Hans," said the Swede to the Finn, "I didn't cum here for a lengthy conversation but just to drink!"—Don Banks, Chicago.

SACRAMENTO STORE DEPARTMENT

Irene Burton

We wish a very wonderful retirement for G. H. McHENRY who recently left our service. He received a well-filled purse on the occasion.

We're happy to see WILBURTA DOYLE back at work after a leave of absence because of illness.

We were all saddened by the sudden death of MAX GARCIA while swimming recently in the Sacramento River. His body was recovered five days later near Freeport Bridge. He is survived by his widow and two children, his mother, father and a brother.

GEORGIA CHINDAHL is on vacation, which for the most part will be spent in her back yard resting for a big painting job she has scheduled.

DALE ROBINSON received a painful injury to two fingers on his right hand when a door closed too quickly and caught his hand.

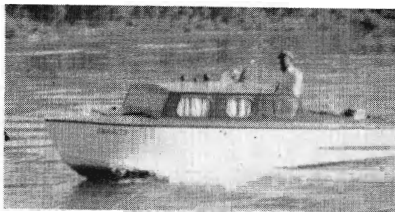
Mrs. Madan, wife of Chief Clerk AL MADAN, has been complaining about her fishing rod. When Al returned home with two stripers averaging about



5½ pounds, after a fishing trip with JASPER GUARENO, he politely informed the Mrs. there was nothing wrong with the rod—it just depended on how it was used. He couldn't back up his words a few nights later, however, when he joined AL DABBS but caught nary a fish.

CHARLES REID's birthday was celebrated with our usual party, but once again the men won out and coffee was served with pie instead of cake.

H. J. MADISON and his wife journeyed to San Francisco recently and joined the AL KASPERS in attending a performance of "Kiss Me Kate" at the Curran.



One of the proudest fellows in our office is AL DABBS, who has just completed the building of his cabin cruiser the *Linda Lee*, named for his little daughter. The boat was launched recently on the Sacramento River, but Al was so anxious to find out how it would perform in the water, he forgot to have a christening ceremony.

We are all happy to learn that NINO PONCIONI's wife is well on the road to recovery following a recent operation.

Congratulations to Tula and BILL GROOM on the arrival of Charles David, June 20. The 6 lb. 11 oz. youngster was also welcomed by a big brother, Stephen.

Storekeeper R. E. Danjelson, Oakland, right, recently received his 35-year pin from H. J. Madison.

KENNY WILCOX spent part of his vacation in Reno, the balance (what was left) was spent going to San Francisco. He won't talk about Reno.

ERIC BORG was in Stockton replacing Storekeeper EARL E. CHRISTIAN while Earl was on vacation.

TIDEWATER SOUTHERN

Betty Rand

Vacation time finds Superintendent JACK KENADY and family just returned from a relaxing week in Santa Cruz.

Bill Clerk HAROLD CASSEL and family spent a week's vacation in Southern California. In trying his luck at water skiing, Harold found the sun can burn!

Fireman S. C. BLACK is enjoying two weeks in the mountains and, naturally, with a fly rod in hand.

Part of a three-week vacation was enjoyed in Reno by Conductor and Mrs. BILL DAWSON.

Others whose whereabouts we have not been told are W. I. WILLIAMS, section laborer; SAM SHELL, laborer; and H. O. STUMBAUGH, conductor, but no doubt they're enjoying their vacations.

SALT LAKE CITY

J. B. Price

Vacation for some is time for fun; for others; an opportunity to catch up on neglected work at home. Latest reports are that Engineer ROY B. GORHAM attended the annual Iris Show and caught up on his gardening.

Conductor and Mrs. EARL A. WOODWARD sojourned to Alaska to visit their son.

Conductor ORVAL F. HAYS visited friends and relatives in Kansas and Colorado.

Brakeman and Mrs. RALPH SAXTON visited Mrs. Saxton's family in Arkan-

sas and included a trip to Carlsbad Caverns.

Engineer HARVEY SAXTON went fishing and took life easy, as did Conductor WILLIAM C. THOMPSON. Bill says after working on the TV local you really enjoy being lazy.

Brakeman and Mrs. ROBERT C. HEITKAMP and family took a leisurely sight-seeing trip to Bryce and Grand Canyons and Cedar Breaks.

Conductor O. S. "SPENCE" THOMAS is busily painting his home and enjoying some of the pleasures he can't squeeze in between trips on the *California Zephyr*.

Conductor and Mrs. FRANK R. BOULWARE motored to Los Angeles for a sight-seeing tour and thence to Portola to visit relatives.

Conductor SAM C. WILSON has been landscaping around his home and catching up on his favorite sport of fishing.

Engineer WILLIAM S. BOGUE painted his house in Salt Lake and then went to Wendover to do some remodeling on his cabin.

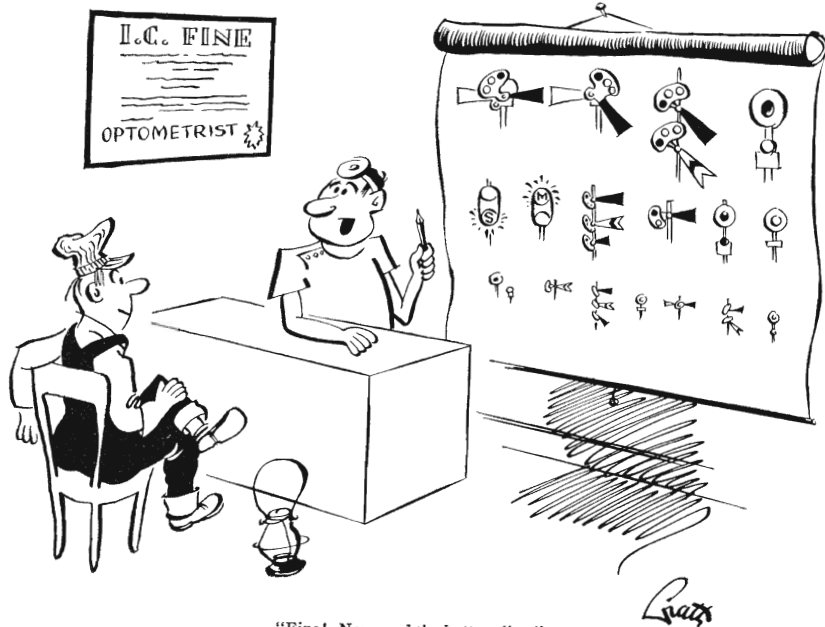
Conductor GEORGE H. PATTERSON was busy looking after business interests.

Conductor and Mrs. C. RAY THOMAS went to Las Vegas and then down into Old Mexico. Must have done all right at Vegas, eh, Ray?

Lou Hansen, wife of Conductor RAY L. HANSEN, entered Schubach's Women's Golf Tournament at Nibley Park. Although eliminated in the semi-finals Lou says it was a grand experience and lots of fun.

We are sorry to have to report that Mrs. Woodward, wife of Conductor ALFRED G. WOODWARD, is again confined to the hospital for observation.

A welcome back to Fireman JOHN



"Fine! Now read the bottom line."

E. FISCHER, who has been off for three months recovering from surgery.

We understand the latest hobby for WP engineers is water skiing, which sport Engineer CECIL G. TRUMBO tried on his visit to Los Angeles. Cecil didn't tell us whether or not the skis had air brakes.

Mesdames Fern Parker, Lou Jansen, Margaret Price, Marie Sullivan, and Gwen Kimball enjoyed a Bingo Party. The ladies are all wives of WP conductors working out of Salt Lake.

Conductor CHAS. W. OWEN's son, who took part in Army maneuvers at Camp Williams, has returned home. Rumors have it that the boy wanted to borrow Dad's car, but that the bid was rejected.

Brakeman and Mrs. FITZGERALD TURVILLE entertained their son who was home on a two weeks' leave from the Navy.

Trainmaster GEORGE M. LORENZ tells us that Mrs. Lorenz is at home now and recovering nicely from her recent major surgery. We sincerely hope she will soon be in the best of health.

Conductor and Mrs. WILLIAM T. PATTERSON will be more than busy baby sitting, having become proud grandparents twice in less than a week.

A successful business man, after eight years of absence, alighted at the station of the old home town. There was, despite his expectations, no one on the platform he knew. Discouraged, he sought out the stationmaster. To him, at least, he would be welcome. As he was about to extend a greeting the other spoke first: "Hello, George. Going away?"

MILEPOSTS

STOCKTON

Elaine Obenshain

In a letter from Mrs. Harvey A. Mullen, wife of Retired HARVEY A. MULLEN, we are sorry to learn that GEORGE HENRY PEARCE died on May 14. A conductor on the WP at the time of his retirement about 15 years ago, Mr. Pearce had been in a rest home at Santa Ana three weeks when he fell and broke a hip. He died five days after surgery. After a tour of the United States he and his wife, Meta, who passed away in May, 1945, moved from Stockton to Laguna Beach. Services were conducted by the Masonic Order and the ashes were interred by the side of his wife in Galesburg, Illinois. Mr. Pearce was born in Carbondale, Pa., on February 11, 1872.

Our deepest sympathy to the family of Mrs. Manuel Duarte, widow of retired Engineer MANUEL DUARTE who passed away recently. Her son, NORBERT DUARTE, was formerly trainmaster's clerk at Stockton.

Granville Parrott, son of Conductor and Mrs. E. G. PARROTT, who for the past year has been studying in Spain on a Ford Foundation Fellowship, received a degree in philology from the University of Salamanca. A graduate of College of Pacific, he taught Spanish in a high school near Bakersfield before leaving for Europe.

Our deepest sympathy to Mrs. Shine, wife of Switchman G. J. SHINE, whose mother passed away recently. Also to Clerk HARRY BEATIE, whose sister was killed in an auto accident.

Brakeman W. R. LEMON has returned from his leave to attend Missionary Training Institute, Nyack, N. Y., under the G.I. Bill, and is working out of Stockton. Bill was recently discharged



Meet Robert L. and Shermaline Cooper, son and daughter of Switchman S. W. Cooper. On graduation from Franklin High School Bob was voted athlete of the year, starred in football, track and baseball. He plans to play pro football and coach. Shermaline recently graduated from Stockton College.

from the U. S. Navy. He and his bride, Ruth, are visiting his parents, Engineer and Mrs. F. F. LEMON.

Congratulations to Switchman and Mrs. W. B. WILKINSON who are the proud parents of Millard Wayne, born April 22, weighing 6 lbs. 14 oz. The Wilkinsons formerly lived in Winne-mucca.

Ivan E. McAtee, son of Chief Clerk and Mrs. L. I. McATEE, graduated from Fresno State College on June 7, where he majored in "journalism—specializing in advertising." As an outstanding graduating senior he was the only student from the Western states to be invited to attend "Inside Advertising Week" given each year in New York by the Advertising Men and Women of North America for journalism-advertising students of 60 of the 310 colleges in the United States offering these courses.

AUGUST, 1955

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Switchman A. S. Calhoun took this picture of Engineer W. A. Riley's crew of North Channel Line on the day of his retirement. Left to right are Switchman G. J. Shine, Fireman R. R. Williams, Engineer W. A. Riley, Engine Foreman J. H. Haines and Switchman F. W. Dentner.

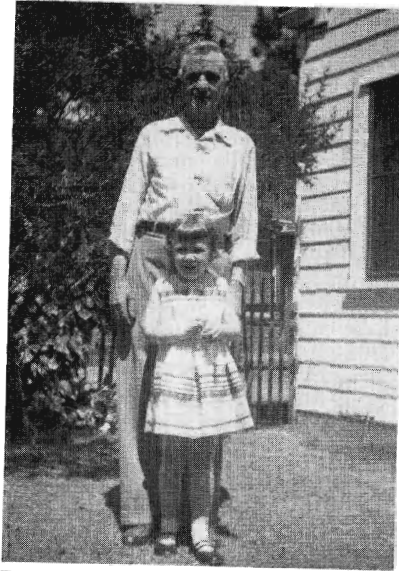
CORRECTION! It was the California Water Service who placed the pipe under the WP tracks at Stockton Yard, not the PG&E, as mentioned in this column in the June issue.

Dolores Ann Smith, daughter of the Curtis Smiths, and Robert Linley DuBois, son of Engineer and Mrs. W. R. DuBois, were married in Central Methodist Church, May 29. Young DuBois is the grandson of A. B. DuBois, former roundhouse foreman at the Naval Annex, and Mr. and Mrs. George L. Morey of Orangevale. The newlyweds honeymooned in San Francisco and along the Coast and will make their home in Stockton.

CLERK HARRY BEATIE has been relieving Cashier JOHN RUSTAN at Lyoth while John is on vacation.

From all reports everyone who attended the Stockton mechanical department employees' picnic at Lewis Park, Sunday, June 26, had a wonderful time.

Pvt. R. S. Pendergraft, U. S. Army, has been spending a 30-day furlough with his parents, Conductor and Mrs. G. F. PENDERGRAFT. Bob is stationed at Ft. Whittier, Alaska.



Engineer Riley and granddaughter, Maureen Dunn.

ELKO

Henry Wallock

Congratulations to Miss MARILYN ANN MCGINNIS, former Zephyrette on the *California Zephyr*, and L. WILLIAM BREINER, JR., trainmaster at Elko, on their marriage June 21 in Appleton, Wisconsin, home of the bride. Marilyn attended McMurray College, and Bill is a graduate of South Pasadena High School and the University of California. The couple will make their home in Elko.

Fireman M. J. ETCEMENDY is the proud father of a son born on June 13, and Martin has high hopes for another baseball star. Congratulations to the proud parents.

Engineer C. PERRY and his wife, Peggy, are vacationing back in Wisconsin and doing a little fishing on

Lake Michigan. They plan to visit in Canada before returning home.

G. V. RICHARDSON, laborer in the diesel shop, plans to spend the biggest part of her vacation in Oregon. We hope you have a wonderful time, Goldie.

F. E. VICE, carman, is on vacation and says he is going to catch some fish—at least for a few days.

JACK CLARK, roundhouse clerk, plans to spend his vacation enjoying the many sights in and around San Francisco.

Fireman CHUCK PERRY recently returned after spending 10 days of commendment with the National Guard.

KEDDIE

Elsie Hagen

From the *Plumas National Bulletin* of June 26, 1930: "Approval by the Interstate Commerce Commission of an application of the Western Pacific and Great Northern railroads to construct a connecting link between Klamath Falls, Oregon, and Keddie, opens for Plumas County a new era of progress and prosperity and promises to Indian Valley and adjacent territory a period of development that has been awaited many years."

Mrs. LUCILLE MADSON, formerly of Keddie and now very ill in an Oroville hospital, wishes to express her appreciation to her many friends in Keddie and Portola for the help she received and thanks them, one and all.

Mrs. GLADYS FLIPPEN, roadmaster's clerk, vacationed in New Mexico, and Engineer and Mrs. E. A. BENZ went north to Oregon and on up into Canada.

Engineer and Mrs. C. M. BANCROFT spent some of their vacation in San Francisco and some in Reno, and ENGINEER CHAPMAN and his family visited

in Oregon with stops at Fort Bragg and Gridley on their return home.

ALBERT SCOTT, who is now working with the tunnel gang at Niles, returned to Keddie for his vacation.

Train Desk Clerk CY BATES and his family vacationed in Jamestown, N. D.

Our deepest sympathy is extended WALTER STINSON, retired yard and roundhouse employee, for the loss of his wife who passed away in a Stockton hospital.

Operator RAY BECKLEY was a patient in Industrial Hospital in Quincy for an operation but is getting along fine.

We were sorry to lose FLORENCE SMITH, one of our cooks at Keddie Hotel, who was ordered by her doctor to quit work, and has moved to Concord.

Mr. and Mrs. ARTHUR ABEL, of Reno, have taken over our store, and our service station has a new manager.

Mr. and Mrs. Leo Dorothy, of Oakland, visited here recently with Engineer BILL HECKELA, Road Foreman of Engines BOB McILVEEN and other friends.

Engineer JOHN MOORE informs us that his two sons, John, Jr., and Bill, have entered the Navy and are now in basic training.

Robert Hanley, son of Operator PETE HANLEY, is now home on a 15-day leave. He has been stationed in Rhode Island and his new assignment will take him to Newfoundland.

Patrick O'Toole had received a job as a brakeman on a mountainous district of an Eastern railroad and was paid on the basis of miles run.

On one of his first trips the engineer lost control of his train and it speeded down the steep grades. Suddenly the conductor saw his Irish companion make a move from the running board and, fearful that he intended to jump, yelled: "Don't jump! You'll be killed!"

Pat shouted back: "Do you think I'm fool enough to jump when I'm making money as fast as I am now?"

SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Maurice Notter, Carl Rath, Bill Royal, Al Towne, Frank Tufo

Not only did W. E. VANSKIKE, chief clerk treasury department, finally get his boat—a 35-foot Holly cruiser which he has berthed on Bethel Island—but he left with his family the first of July for a 23-day trip to the Hawaiian Islands.

I. M. FERGUSON, assistant to president-personnel, joined the number of WP employees commuting from the Peninsula, having purchased a home in Redwood City.

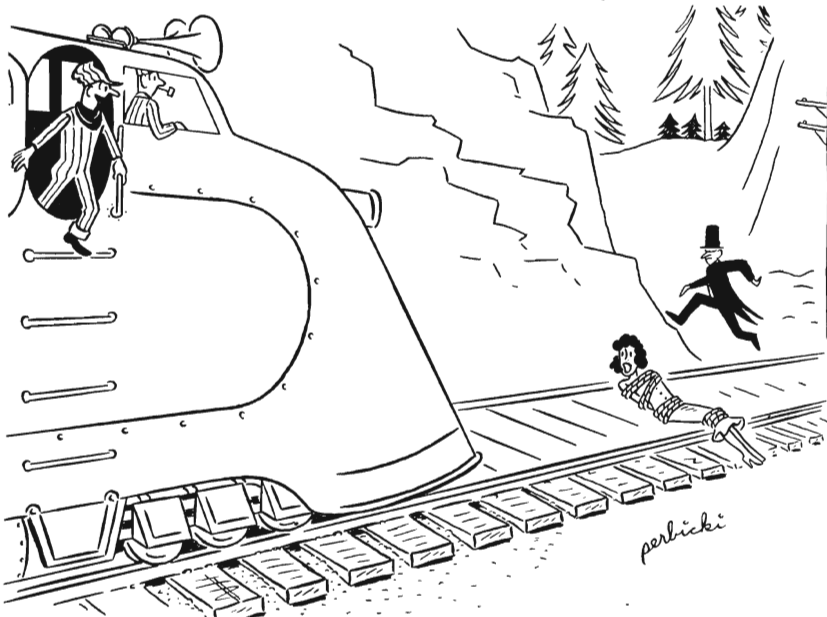
On a recent Saturday, ART LLOYD, public relations representative, left his home in San Mateo to come to San Francisco to pick out a new Ford sta-

tion wagon. During conversation the following week with JIM MICHAEL, assistant treasurer, who had also been in San Francisco on the same Saturday, they discovered they had unknowingly picked out identical cars even to color—a fireman's red with white top!

Congratulations to GORDON INGLE, chief clerk, tax department, and his wife, NANCY, a former employee, on the birth of a son, June 22. Bruce Gordon arrived on June 22, weighing 7 lbs. 6 oz. His sister, Kristine, was two years old on June 15.

GRANT S. ALLEN, superintendent of transportation, and DAVE J. SPOWART, auditor of equipment service accounts, are grandfathers again, but it doesn't seem to detract from their youthful appearance.

"Now there's something you don't often see these days!"



Jess Doud, auditor-payroll accounts, and wife, Mary, cut their wedding cake after their marriage June 1.

A third generation of the Emerson family is now working for W.P. DOUGLAS A., a senior in high school, spent one week at Belden with a communications department gang, and is now working for the summer in the freight traffic department. His dad, CLIFFORD EMERSON, is transportation inspector, a position Cliff's father, P. H. EMERSON, held before he retired several years ago.

Friends of JIM MILLS, former MILEPOSTS correspondent and employee in the auditor of revenues department, will be interested to learn that he has moved into a new home in Ontario, California. For those who may wish to write to Jim his address is 9851 Del Mar Avenue.

BOB HANSEN, auditor of revenues department, is all ready to use the football he bought his new son, James Robert. Jimmy started his career

weighing 9 lbs. 13½ oz., and Bob figures he'll at least make fullback on the 49'ers some day.

DAVID OLSEN visited his old home town, Eu Claire, Wisconsin, during vacation, and STEVE CORVEN enjoyed a holiday at Reno and Virginia City and came home a little richer. Both are auditor of revenues employees.

BOB BREW, assistant transportation engineer, is faced with a lot of weekend work landscaping the back yard at his new home in Sunnyvale.

JOHN ROSSI, secretary to the president, and his wife, CATHERINE, secretary to assistant general manager, vacationed at Lake Tahoe the first of July.

KENNETH LEWIS, secretary-clerk president's office, has planned an August vacation at Russian River with his family, wife Connie, son Bruce, and their dog, "Tinkle."

ALTA LOCKE, auditor of revenues department, on behalf of the Railway Business Women's Association, wishes to extend sincere thanks to everyone who contributed to their collection of



After only a brief time on a purchases and stores assignment, Walter C. Brunberg, manager, materials and stores, was recently appointed as Chairman, Far Western Group, Purchases and Stores Division,

Association of American Railroads. The Far Western Group includes all purchases and stores people, Denver and west.

Walter joined WP in 1937 as a linen clerk in the dining car department.

six cartons of clothing for the Navajo Indians.

BERNARD O'KEEFE, cashier at the local freight office, has gone to the San Jose freight office as assistant agent. Congratulations, Barney, from all of us.

ANN SILVA, formerly of the superintendent's office at Sacramento, is our new switching clerk. Nice to have you with us, Ann.

One way a golfer can save on gas is to move across the street from the course, which is just what **ED** and **NORMA O'NEIL**, accounting, will do this September. Their new abode is at Sharp Park.

NATALIE PAOLINI and **BETTY ENGLAND**, accounting, will have a diversified vacation this month, spending a few days each at Hoberg's Resort, Las Vegas, and at Palm Springs.

PORTOLA

Phyllis Laughlin

Sincere condolences to the family of **ORVAL F. DACK**, a resident of Portola for 35 years, who died in Berkeley on June 20. A locomotive fireman and engineer for the past 15 years, he leaves in addition to his widow, Mrs. Mary Ellen Dack, three sons, James Robert, Ronald and David, his parents, Mr. and Mrs. James E. Dack, and two sisters, Mrs. Beulah Rees and Mrs. Keitha Jones.

Best wishes to Miss Betty Jo Lanterman and **VERNON C. ROBLYER** on their recent marriage at Reno. Vernon, a brakeman, is the son of Section Foreman and Mrs. **AL SCHUETTER**, and just returned as Sgt. 1/C of the U. S. Army. They will make their home in Portola.

Mrs. Helen Phelan and daughters, Alice and Janet, just returned from a visit with Mrs. Phelan's mother at Centralia, Illinois. Father, Fireman



Miss Virginia Anthony became the bride of David M. Morandi at a two o'clock ceremony in the Holy Family Catholic Church. The bride, daughter of Switchman and Mrs. C. L. Anthony, was given in marriage by her father. Following a honeymoon trip to Lake Tahoe, the young couple will make their home in Sacramento. Both are employed by Bank of America.

"BUCK" **PHELAN**, had to keep the fires burning at home.

New employees in the perishable department are **E. HUMPHREYS**, **BOB NEST**, **GEORGE BANCROFT** and **JOHN LARSON**. Called back to that department were **AMELIO MICHILI**, **SHERMAN CARTER** and **CARL ANDROZZI**.

GUY AGUIRRE, JR., fireman on military leave, wrote to have his address changed so he could receive **MILEPOSTS**, and to say hello to all his WP friends. In the Army Transportation Corps., Pvt. Aguirre's address is US28762001, Co. "C" (Train Opr.) 714th TBROS&DE, Ft. Eustis, Virginia.

Brakeman **DICK JOYCE** and his wife, Jean, spent their vacation with Jean's family in Pueblo, Colorado, and Engineer and Mrs. **ART HECKALA** returned after visiting relatives in the Middle West.

Goodbye to former Clerks **ROBERT RONEY** and **WALTER WILLIAMS**, who entered the transportation department as firemen. **LEWIS FERGUSON**, train desk clerk, resigned to work in Reno. Mrs. **LOU WEDDELL**, wife of Clerk **JACK WEDDELL**, is relieving **CLARENCE ROWE**, diesel clerk, during vacation. Welcome to **BEN STOLES**, who will work as relief clerk No. 2. He plans to move his wife, Barbara, and daughter, Brenda Lee, here from Salt Lake.

To celebrate Conductor **M. E. BAUST**'s birthday, June 20, his daughter, Mrs. James Lukins, husband and family, came all the way from Bridgeport, Connecticut.

Congratulations to Brakeman and Mrs. **HAROLD ECKENROAD**, who welcomed their first child, Chad Grover, at the WP Hospital.



Miss Sandra Ann Humpherys and Loren Guidici were united in marriage June 11 at Veterans' Hall. The bride's father, President Evert Humpherys of the Latter-Day Saints Church, who is crew clerk, officiated at the wedding. The bride was given in marriage by her brother, Edward Humpherys.



Neither Michael Cruzon nor Tommie Hussey seems to mind the Salk vaccine shots being administered by Dr. Brown, left, and Dr. Peters, assisted by Mrs. Charlotte Bar, County nurse. The boys, two of 85 Portola children recently vaccinated, are the sons of Brakeman Cruzon and Fireman Hussey.



OAKLAND

J. V. Leland
For Hazel Petersen

HAZEL PETERSEN, chief clerk assistant superintendent's office and MILEPOSTS correspondent, has been away on leave of absence since the middle of May. She is missed by all of us and we hope she will be back with us soon.

Captain and Mrs. G. A. BERGMAN drove their new DeSoto up the coast to Seattle on a recent vacation, their first return there in 30 years.

Retired CAPTAIN SILVA dropped around to see his friends recently and looks better than ever.

Captain and Mrs. J. E. ENGSTROM enjoyed two (hot!) weeks in Redding, where he managed to catch onto some nice bass, trout and bluegill.

Glad to hear that HARRY GLATT, who has been under the weather, is now feeling better again.

Congratulations to BOB FAILING, who stepped up from the district car foreman's office to GORDON SWITZER's structures and work equipment department.

Funeral services were held at Oakland yard recently for "Rex," Car Inspector LEO RODRIGUEZ' right-hand "helper." Rex passed on to dog heaven, where the streets are lined with dog-bone, trees and fire plugs.

Understand Revising Clerk and Mrs. MAX MUNSON came out on the plus side after a recent visit to Reno. We can now see Max shopping around for another lens for his movie camera.

Trainmaster PHIL F. PRENTISS, head-quartered at Milpitas, reports that on June 21 he was one year older than last year.

Agent JIMMY DILLON had as a visitor from the NY,NH&H recently, 195-lb. 6'1" Frank R. Sewald from Boston who, Jimmy says, can eat his weight in wildcats.

OROVILLE

Helen R. Small

State Engineer offices, Division of Water Resources, located in the depot since June, 1954, for the purpose of investigating the relocation of railroads

A new face appearing on the Alameda Belt Line is that of O. W. Morrison, superintendent (center with hat and glasses), who succeeded B. L. Lindley, now with the Illinois Northern Railway in Chicago. Morrison hails from the Santa Fe at Fresno; is also superintendent of the Oakland Terminal Railway. With Morrison in the picture, left to right, front row, are Yardmaster Chas. Watkins, Chief Clerk Ed Stabler, and Demurrage Clerk Claude Finch. Lorraine O'Leary, car records, and Beth Edmonds, switching clerk, stand beside Morrison. Back row: Mary Vukas, steno-clerk; and Marshall Moorhead, car desk. Picture courtesy of WP Agent C. W. Mangum, Oakland.



and highways for the proposed construction of Oroville Dam, closed here June 30. Failure of the State Legislature to provide funds for continuing the work forced the suspended operations for a crew averaging 24 men.

Division Lineman R. E. WILSON visited relatives in La Grande, Oregon, and on return moved to Niles to take over a new position July 11.

Conductor A. W. DRYDEN's daughter, Lorraine, spent several weeks' vacation with her brother Charles and wife at Mountain View, and Baggage-man-Caller A. B. TEDD's daughter, Dale, and son, Arthur, are spending the summer with their grandmother in Waterloo, Iowa.

Clerk W. B. "BERT" LEWIS and wife have acquired a Jeep station wagon and they spent a week with friends in the Bay Area, then into the mountains near Portola for camping and fishing, and "Bert" knows some good fishin' holes.

WALTER J. WILLIAMS has left the Clerks and is now working as fireman. Good luck to you, Walt, and the same to Signal Maintainer PAUL R. DUFFY who has resigned to enter other work at Chico.

We were sorry to learn that former Yardmaster WILLIAM CUSHING, of Gridley, passed away on June 15.

Joan Flynn, daughter of Diesel Supervisor JOHN F. FLYNN and wife, and Elba Stafford of Oroville were married at St. Thomas Catholic Church, on June 25. After a honeymoon trip to Baltimore, Md., they returned to their home in Chico.

The City of Oroville has won a commendation certificate from the American Automobile Association for its 1954 record of no pedestrian fatalities.

AUGUST, 1955



Nice Work!

Hostler H. C. Rose, Oakland, is assisted by glamorous Jeannine Burris during publicity pictures prior to the McCloud River Railroad's celebration at Burney, July 4, marking completion of the railroad's 22-mile extension. The maul was donated by WP to drive home a gold spike in honor of the occasion.

Vice-President Munson, President Whitman, and Chief Engineer Woolferd, who attended the celebration, are shown with Flake Willis, second from the left, president and general manager of McCloud River RR.



SPORTS

By Maurice Notter

A man can do an awful lot of walking in the mountains without realizing it. After tallying up the score for fifteen days in the Feather River country, I found that I had racked up a total of 67 miles on planned hikes. During the course of those trips I visited and fished Three Lakes, the headwaters of Chambers Creek, the Morris Lake branch of Chips Creek, Indian, Yellow, Jackass and Buck creeks.

The Three Lakes trip was, by far, the toughest I have ever made in all my sixteen years of hiking the Sierra Nevada. From its foot near the Western Pacific depot at Belden, the trail switchbacks up a shoulder of Bucks

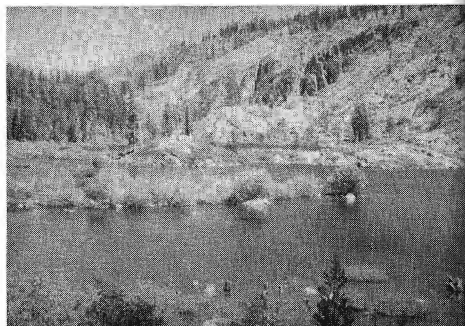
Ponderosa pines seem to keep watch over the uppermost and smaller of the picturesque Three Lakes.



Mountain in a vertical climb that leaves the ambitious hiker panting and cursing long before he breaks out of the timber 4,000 feet above the canyon floor. Even at timberline there is no respite, for the trail continues to climb another five or six hundred feet over barren, decomposed granite.

In a way, however, the hard climb is justified if for no other reason than the smashing view one gets of the Feather River Canyon from the crest, and the Three Lakes themselves. Nestled in a granite basin and rimmed with Fir and Ponderosa Pine, from a distance they resemble tiny blue sapphires set in jade and mother-of-pearl.

Little bays and inlets of the lower of Three Lakes play hide-and-seek among the high granite bluffs.



From the crest of the Three Lakes trail, one gets a panoramic and smashing view of the Feather River Canyon. This view is looking west toward Oroville.

Leaving the crest, which is approximately 6,700 feet above sea level, the trail follows an old fire break for about a mile, then drops down along one of the numerous spring-fed streams that flow into the lakes. Curious as I was to find out what breeds of fish this country offered, my first thought when I reached the lower of the lakes was to soak my aching feet and get some food into my stomach. I had been on the trail four and one-half hours and was as ravenous as the "skeeters" that greeted my arrival.

After my lunch, I rigged tackle and started working the lower lake with a small No. 4/0 Colorado spinner which was taken on the very first cast by a 15-inch brook trout that splashed all around before it was beached. A cast or two later another 14-incher was hooked and landed. As I had no intention of packing any fish back down that mountain, I gave the two trout to some nearby campers and continued

on toward the upper lake, shooting a few pictures along the way.

The upper lake is a comparatively small body of water, heavily timbered, and lies about 30 feet in mean elevation above the others. For fishing, it offered fat cobwebby-backed brook trout to 12 inches which I caught, measured and released. I shot a few more pictures there and then started the long hike back to camp. It took me three hours to reach Belden campground.

As a whole, fishing was good on all the streams I visited—water was low and clear and the trout rose readily to flies. The best trout taken on the smaller streams was a 14-inch brown from the Morris Lake branch of Chips Creek. On an average, however, the trout ran from 10 to 12 inches.

Bait fishermen working the North Fork of the Feather were taking scattered catches of good fish up to three and one-half pounds. On two consecutive evenings I fished the fast water below Belden Dam and hooked and landed several nice rainbow on flies.

A side trip took us into Lassen Na-

Football Game For Charity

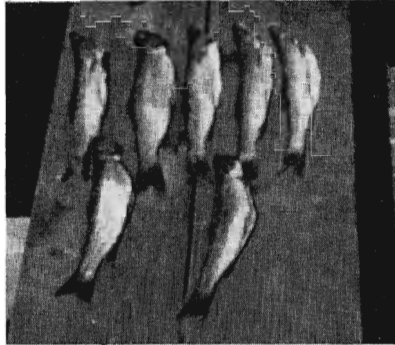
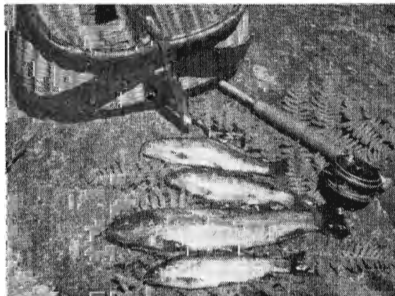
The 20-30 Clubs of Oakland and San Francisco are jointly sponsoring the first annual charity prep-football game between high school all-stars of the Eastbay versus San Francisco and the Peninsula. The event will take place at Kezar Stadium in San Francisco on August 21.

Tickets may be obtained from Bill Brew, accounting, Art Lloyd, public relations, or Don Loftus, research, Western Pacific members of the Club. Reserved seats between the 30-yard lines will sell for \$2.00 each, unreserved seats are \$1.00, and high school students and children will be admitted for fifty cents.

All proceeds will go to various youth charities.

tional Park where I had intended to explore some of the lakes in that area but cold weather forced us out. We did spend one night on Warner Creek just out of Chester, where we saw some mighty fine fish taken. Warner is one creek on my "must" list for next year. It's a beautiful stream that fairly teems with big trout.

A Loch Leven and three Rainbow from Buck Creek.



For those who are not inclined to rugged mountain hiking in search of trout, this nice catch of Rainbow trout were hooked by Tony Quill, assistant chief clerk, equipment service accounts, in Capell Creek about 17 miles west of Napa in Capell Valley, over the July 4th weekend. Fish averaged 7 pounds. But for the fisherman who wants the advantage of an "exclusive" stream, it's going to require some research and study and a lot of good hard leg work.

Summer League Bowl

At the end of the half-way mark, the Silver Range team was leading by one game in the Western Pacific Mixed Doubles Summer League. The League rolls at the Downtown Bowl in San Francisco on Thursday evenings.

Top scores for the first half were:

WOMEN	AVERAGE	HIGH GAME	HIGH SERIES
Bobbie Collins	152	205	505
Lenore Studt	143	196	501
Ruth Stone	130	164	446
MEN			
Frank Thompson	174	208	549
Harry Kulas	168	248	577
Earl McKellips	164	234	575

League standings at the end of the first half were:

	WON	LOST
Silver Range	13	8
Silver Feather	12	9
Silver Canyon	11	10
Silver Palm	11	10
Silver Dollar	10	11
Silver Thistle	9½	11½
Silver Bay	9	12
Silver Arroyo	8½	12½

MILEPOSTS

SOFTBALL CHAMPS

Western Pacific's softball team copped the first half of the Stockton Metropolitan League with seven wins and no losses.

At press time, the rails had taken the first two games of the second half, and if they get over their third and toughest game have a good chance to go on undefeated and finish the season as champs. Games are played at Oak Park and the League ends about the middle of August.

Much improved batting and some very fine pitching are attributed to their fine record.

The lineup includes Larry Mullins, catcher; Bob Churchill, pitcher; Bob Mullins, 1st; Dick Fox, 2nd; Everett Mullins, 3rd; Bob Ward, short center and team manager; Tom Fox, short stop; and Don Fox, Sam Juliani and J. Maxwell, outfielders.

Timely hits by WP's Oakland softballers eked out a 4 to 3 victory against Bob's Signal Service to give the railroaders a win in the playoffs in the Industrial Athletic Association's Summer Softball League.

The railroaders won their chance in the playoffs by a 5-win, 2-loss and 1-tie record during regular league play. They dropped their first game to Simas Bros., 2 to 5, and another to the Rover Boys, 4 to 5. Their only tie was a 3 to 3 game with Bob's Signal Service after they won a 5 to 3 victory over this team.

The lineup, furnished by Team Manager Freeman E. Jones, upholsterer, was: A. R. Bascherini, 2B; M. L. Carlson, C; M. Coon, SC; R. L. Capp, CF; Wm. Fisher, RF; J. D. Franks, SS; Chas. Grist, P; Don Hallstrom, 3B; D. Kroeger, RF; Joe Remlinger, LF; Jim Vicari, IB; Wm. Wyman, SC.



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AUGUST, 1955

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RAILROAD LINES



New General Motors lightweight train, hailed as more startling than their "Train of Tomorrow," scheduled for first public display at Chicago on August 31.

Southern Pacific figures its 1954 tax money flowed into public treasuries at rate of \$100 a minute.

Frisco to spend \$16 million for largest yard construction program in company's history at Memphis and Tulsa.

Louisville & Nashville will inaugurate trailer-on-flat car service about August 1.

For ninth time since 1945, Chesapeake & Ohio's magazine "Tracks" receives ICIE's award of excellence.

A wholly new steam-power railroad, "Santa Fe & Disneyland" began operation over 1¼-mile track July 18 at Walt Disney's 64-acre "kingdom" at Anaheim, California.

Union Pacific's "City of Los Angeles" and "City of Portland" now using Dome dining cars.

World's largest structure planned for construction over Pennsylvania Station in New York.