

WESTERN PACIFIC
Mileposts
DECEMBER 1954



Merry Christmas



TO FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

THE Directors and Officers join with me in expressing our most sincere wishes for a very Merry Christmas and a Happy and Prosperous Coming Year.

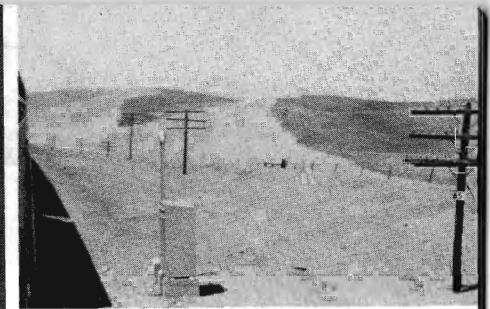
While the year 1954 was a disappointing one from the standpoint of traffic, prospects for the coming year are better.

I hope that 1955 will see a substantial improvement in our efforts to minimize accidents and injuries so that it will mark a new milepost in our progress towards a safe railroad, and prove a truly happy new year.

Very sincerely,

F. B. Whitman

WESTERN PACIFIC Mileposts



Vol. VI. No. 5.

DECEMBER, 1954

*Milepost No. 65

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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

Member

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

* Milepost 65: The shadow of a Western Pacific diesel locomotive may be seen passing a signal instrument case opposite Milepost 65.

COVER

There's no chimney on the California Zephyr so Santa Claus comes down the stairs from the Vista-Dome. The reindeer? Oh, they're in the diner for a quick snack!

Santa? That's Phil F. Prentiss, trainmaster at Oakland, with children of WP railroaders.



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STOLEN MAIL

For the fiscal year ending June 30, the Post Office Department's own report shows that letters and packages moved by rail produced revenues of 575.4 million dollars and incurred expenses of 513.5 million dollars, producing profit to the Post Office Department of 61.9 million dollars. For providing this service the railroads received one-eighth of a cent per letter.

Air mail letters and cards produced revenue of only 94.5 million dollars, while incurring expenses of 123.4 million dollars, operating at a loss and costing the taxpayers 28.9 million dollars. For their services the airlines received an average of 2¾ cents per piece, more than 20 times as much for hauling approximately 15 per cent of the mail!

In spite of this comparison, the Post Office Department, believe it or not, is in the midst of an "experiment" whereby it is moving practically all first-class mail in the Washington-New York-Chicago triangle by air whether it carries air mail postage or not. It all depends on where you live and just how busy the "fly boys" are on any given day. On November 22, the POD expanded this "experiment" for the same mixed-up service between Seattle and Portland in the Pacific Northwest and Los Angeles and San Diego in Southern California and a few other Oregon and California cities in between.

To add insult to injury, a special cachet on the inauguration day of the Pacific Coast airlift for regular three-

cent mail was announced by San Francisco's postmaster.

But—and a great big expensive BUT—railroads serving these same cities must be ready at any time to carry any or all of the surface mail that they should be carrying all the time. And it's mail they would be carrying if the expressed understanding of postal users who placed only three-cent stamps on their letters was being observed by the Post Office Department.

This is fine for those who get air-mail service for a three-cent stamp, but it's not fair for those who pay six cents for the same service. About all that can be said of a letter with a six-cent air-mail stamp mailed from these selected cities is that you can be sure it will go by air . . . *if the weather is good!*

It appears that the railroads—the same railroads who just recently, as a public service, agreed to halve their freight rates for hauling hay in drought areas—are getting another official kicking around. The Post Office Department's "experiment" was to have been of one year's duration, to end September 30, 1954, but September 30 has come and gone. Judiciously, the Civil Aeronautics Board has granted the Association of American Railroads the right to intervene in this rate-fixing business.

The railroads are required by law to carry any and all mail offered to them. They must provide and maintain facilities which cost almost one-

billion dollars in special mail-handling equipment in order to live up to their agreement with the Post Office Department.

Because of this threat to the jobs of thousands of railroaders, a warning is being sounded by officers of the Brotherhood of Railroad Trainmen, the Brotherhood of Railroad Signalmen of America, and other railway unions. "I strongly urge all railroad men and women to tell Washington how they feel about this," said W. Parker Kennedy, the trainmen's president. "I urge them to write at once to their Congressmen and Senators and tell them that the diversion of three-cent mail from rail to air should be halted, and should not be resumed until Congress has a chance to make a fair and full investigation of all angles of this program."

While Western Pacific is not ad-

versely affected by this unfair "experiment" on the part of the Post Office Department, other railroads stand to lose millions of dollars annually, and many trains are running today that wouldn't be running if it weren't for the mail they carry. If the mail goes off for good, those trains will go off for good, too, and that will mean the end of many jobs for trainmen and other railroaders.

"No matter how one looks at it, this seems likely to result in an added expense to the taxpayers and for what purpose?" said Donald I. Rogers, business and financial editor in the October 3 edition of the *New York Herald-Tribune*. "The figures of experience show that the average cost of moving mail by rail is much less than by any other form of transportation. It seems unwise to uproot the system," he concluded.



Meet Your General Chairmen

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

Jean Teaverbaugh, a charter member of Local No. 19 of the Railway Patrolmen's International Union, and local chairman of the Stocton-Terminus District since December, 1951, is appointed general chairman for the organization succeeding E. P. Brodersen.



Jean was born near Iberia, Missouri, on March 17, 1911. After attending country grade schools there he was employed with the Fisher Body Division of Chevrolet Motor Company in St. Louis and Kansas City, Missouri. He later returned to Iberia for further schooling at Iberia Academy and Junior College.

Teaverbaugh began service with Western Pacific at Terminus, California, in 1938, and during World War II was train rider at Portola and an assistant special agent at Elko.

When not on duty with Western Pacific or occupied with union matters, he serves as "assistant to the president" in the grocery store which his wife opened in Terminus in 1951, which leaves him little time for hobbies or other activities.

Jean has one daughter, Donna Jean,

a senior in Lodi High School. She is very much interested in languages and plans to attend either College of the Pacific or San Jose State College to further her intention of becoming a language teacher. At the present time she practices her Spanish on their Spanish-speaking customers.

Local No. 19 of the RPU is probably one of the youngest labor organizations of the Western Pacific system. It came into being about 1940 and was organized jointly with the police department of the Southern Pacific. At present there are 19 Western Pacific members.

SPECIAL CHRISTMAS GREETINGS

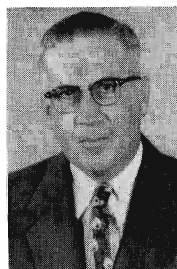
On behalf of all WP, SN, and TS railroaders, comes this special Christmas Greeting to those employees who are unable to be with us during the holiday season because of illness. With the coming of the New Year it is our sincerest wishes that all of you will be with us again and that you will have health, wealth, and happiness in the years ahead.

It has been requested that a special Merry Christmas be sent to Ernie Whitlock from his many WP friends. Never an employee, Ernie loved the WP and never failed to give an "all clear" signal to passing trains from his little blacksmith shop at Rio Oso, just across the road from where he is now confined in a wheel chair.

E. T. CUYLER APPOINTED CHIEF MECHANICAL OFFICER

Edward T. Cuyler is appointed chief mechanical officer, effective November 1, 1954, succeeding E. E. Gleason, retired, with headquarters at Sacramento. His former position as assistant chief mechanical officer has been abolished.

Cuyler was born January 29, 1908, at Mount Carmel, Illinois. He studied engineering at Iowa University, Iowa City, Iowa.



His first railroad service was as special apprentice on the Chicago, Rock Island and Pacific Railway and after five years with that road he accepted a position as service engineer in the Electro-Motive Division of General Motors Corporation at La Grange, Ill.

He came to Western Pacific in 1941, when the railroad purchased its first fleet of 5400-h.p. diesel freight locomotives, and was appointed assistant to superintendent of motive power in charge of diesel locomotive maintenance and operation.

On April 1, 1949, he was appointed

A farmer was punishing his young son for pushing the backhouse into the creek. The kid said, "But, paw, what d'ya wanna punish me for? After all, when you asked me who did it, I told you the truth. Gee whiz, when George Washington chopped down the cherry tree and told his father he did it, his father didn't punish him for telling the truth!" "That's so," said the farmer, "but George's father wasn't in the tree!"

* * *

Wolf: One who enjoys life, liberty, and the happiness of pursuit.

assistant chief mechanical officer and served in that capacity until his recent appointment.

Cuyler is married and has a son and daughter living in Sacramento.

WP CREDIT UNION PREXY HONORED

Joseph A. Anderson, president of the Sacramento Western Pacific Federal Credit Union, was recently honored with membership in the Founders' Club.



Organized by Edward A. Filene on October 27, 1928, membership in the club is given only to credit union members who have organized one or more additional credit unions. The mem-

bership roll includes the names of men and women scattered all over the United States and Canada.

The presentation was made to Anderson at the October meeting of the Sacramento Valley Chapter by its president, Mrs. Kay Fischer, for his work in organizing the Western Pacific Oroville Employees Federal Credit Union during September.

Anderson has worked in the superintendent's office since November 8, 1945, and is assistant T&E timekeeper in that office.

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:

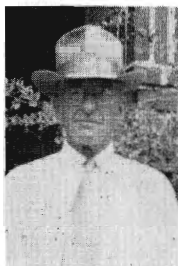
Fred E. Drakulich, Sacramento Northern watchman, Mallard.

Byron B. Moots, telegrapher, Oroville.

Cruz Morales, section laborer, Hayward.

Enos F. Souza, millman, Oakland.

* * *



Clarence L. Doane retired from Western Pacific service as a car foreman at Stockton after 27½ years with the company which he concluded on October 29.

Doane was born at Sparta, Wisconsin, on October 23, 1889. His first railroad service was with the Chicago, Milwaukee & St. Paul at Miles City, Montana, in July of 1913. From November, 1919, to July, 1920, he worked as carpenter for the Northern Pacific at Livingston, Montana, and from September, 1920, until March, 1921, was carman for the Oregon Short Line. He then spent a little more than a year as carman for the Southern Pacific at Oakland before going to work for the McDonald Truck Company, auto body builders, at Oakland. In February, 1925, and for the following two years

he was employed by the California Transit Company, auto body builders, at Oakland.

He became a WP employee on March 28, 1927, and after several months as carpenter at Oakland was promoted on December 1, 1927, to coach foreman. On January 16, 1930, he was transferred to Winnemucca as car foreman and for the next nine years worked in that capacity at Winnemucca, Oakland and Stockton.

During all the years of his employment he was never absent in excess of 30 days.

Doane was married at Butte, Montana, in 1921. A daughter, Virginia (Mrs. Robert Van Buskirk) lives in Stockton and has three children, Carol, Roger and Raymond. A son, Richard P. Doane, lives in Bellevue, Washington, with his wife, Caroline, and three daughters, Mary, Peggy and Virginia.

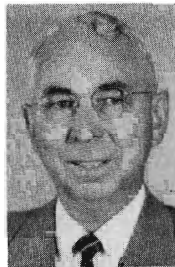
As soon as he becomes accustomed to his life of leisure, Doane plans to build a cabin near Doan's Hat Creek Resort in Lassen National Forest, where he hopes to spend a good part of his time fishing for trout.

More than 100 employees and friends turned out for his retirement party held at Bruno & Lena's Restaurant in Stockton on November 6. He was presented with a 21-inch screen television set from his many friends and a fishing rod and reel from the carmen with whom he had worked for so many years. From Myrtles Restaurant, where he often lunched, "The Deacon" received two television tray - tables.

Cecil Smith, car department, was master of ceremonies, and Engineer Frank Lemon sang two solos for entertainment.

Pictures of the party were received too late for this issue and will appear in the January issue.

* * *



With more than 43 years of railroad service and an outstanding career to his credit, Elbert E. Gleason, chief mechanical officer, retired from the Western Pacific on November 1, 1954.

Gleason's colorful rail career was spent with the Western Pacific and as head of the company's mechanical department, he met with widespread recognition for achievement in the field of labor relations. A good portion of his time was devoted to promoting harmony between management and employees under his jurisdiction which made him a popular figure with the working man.

Ed, as he was popularly known, was born October 17, 1889, and spent his early life on a farm in Yuba County, near Marysville. From his earliest days he was intensely interested in machinery and as a boy he found it more fun to repair a threshing machine than to operate one.

Gleason worked in forests and saw-mills of California, holding ratings as timber faller, swamper, skinner, stationary and logging donkey steam engineer. Determined to acquire technical training, he systematically saved a

portion of his wages and, in January, 1909, enrolled in college.

His first WP service was as round-house clerk in Oakland, where the general shops and mechanical department headquarters were then located. This assignment was presumed to be temporary, however, for on July 20, 1911, he contracted for a second assignment and was married to Irene E. Haydon of Nashville, Tennessee. Both of these assignments endured without interruption excepting for Gleason's several promotions and the arrival of his two fine daughters, Frances and Beth, who became teachers.

In 1913 he was transferred to Sacramento Shops where he first worked as a clerk, then in machine and back shop work, shop sketching, I.C.C. valuation records and as draftsman. He was made chief draftsman in 1916, handling all mechanical engineering work including drawings and specifications for new locomotives, freight and passenger cars and other equipment. He was appointed mechanical engineer in 1923, holding this position until 1928 when he was promoted to assistant to the superintendent of motive power. He next became Western Division master mechanic in 1939, including mechanical supervision of all marine equipment operated by the company, and in 1941 he again became mechanical engineer, retaining charge of the marine equipment. He was promoted to his final position as chief mechanical officer on April 1, 1949.

(PICTURES ON PAGE 10)

Shop foreman: "Why didn't you stop the fight between those two mechanics swinging wrenches at each other?"

Third mechanic: "I didn't have a wrench."



Sacramento Shop employees turned out in force on October 27 to honor their boss, Ed Gleason, and present him with a power saw, drill press, and portable barbecue. He also received a bronze plaque from Western Pacific Amusement Club for his past assistance in helping to make the club successful. Later that evening over 300 rails from WP, SN and TS paid him honor at a dinner party at the Tuesday Club in Sacramento. Railroad officials from the SP, Santa Fe, Rio Grande, and Burlington were also on hand for the occasion, which included a floor show supervised by Chief Clerk H. A. O'Rulian and presentation of an 11-foot refrigerator and a dining room set given to him by his many friends on the railroad in recognition of his 43 years with the company.



ANNA BELLE ALBRECHT LADY TRAIN DISPATCHER

"Lady Train Dispatcher," a true story by Anna Belle Albrecht, first trick operator for Western Pacific at Wendover, will appear in the January, 1955, issue of *Railroad*.

The editor claims that Anna Belle, to their knowledge, was one of only four female train dispatchers to ever hold down that position, and the story tells of her days as a dispatcher for the Frisco Railroad which began in 1912 when she was only seventeen.

She quit dispatching to raise a family, but returned to railroading as a WP telegrapher when the attack was made on Pearl Harbor, but is reconciled to the fact that she will never again be a lady train dispatcher.

At a surprise retirement dinner for me on September 30, Vice President Malcolm Roper presented me with a Stratolounger chair. So many contributed to the purchase of that gift that it is impossible for me to thank each one in person or by letter, and so I am taking advantage of the columns of *MILEPOSTS* to extend my appreciation to all who made that lovely present possible.

GEORGE A. MIX
Retired Passenger
Traffic Representative
454 Ellita Ave., Oakland

WP EMPLOYEE AUTHORS NEW RAILROAD BOOK

Gilbert A. Lathrop, an engine foreman for Western Pacific at San Jose, is the author of "Little Engines and Big Men," a 325-page book with 28 illustrations about Colorado's early-day narrow-gauge railroads. The book will be released by Caxton Printers on December 10. Although the book centers around the Colorado narrow-gauges, mention of Western Pacific is also made.

Lathrop has been writing railroad stories for *Railroad Magazine* since 1928. He also had articles published in Chesapeake & Ohio's magazine *Tracks*, and last May that magazine published a story about the annual Western Pacific-Shrine Circus Train. They also used his story about a wild goose which built her nest between the rails and was protected by official bulletin, and that story also ran in a number of nature magazines.

Lathrop has been considered for an appearance on the television program "Let's Look at Books" and he will hold an autographing bee for his new book at Lindsay's Book Store in San Jose.

Railroading runs in the Lathrop family, as Gilbert's father was a locomotive engineer, as is his son.

A hotel was on fire and the guests gathering out in front were watching the flames.

"Nothing to get excited about," one traveling man was boasting. "I took my time about dressing, lit a cigarette, didn't like the knot in my tie and retied it. That's how cool I was."

"Is that so," remarked a bystander. "But why didn't you put your pants on?"

MILEPOSTS



IN GOLD

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

30-YEAR PINS		
Don C. Marshall.....	Locomotive Engineer.....	Western Division
Sam Reay.....	Assistant Signal Supervisor.....	Signal Department
Robert B. Stewart.....	CTC Maintainer.....	Signal Department
25-YEAR PINS		
Varian Anderson.....	Water Service Foreman.....	Eastern Division
Marcus B. Byrd.....	Machinist.....	Mechanical Dept.
Edward S. Coon.....	Carman.....	Mechanical Dept.
Willard E. Horn.....	Carman.....	Mechanical Dept.
Arthur V. R. Hughes.....	Machinist Helper.....	Mechanical Dept.
Rolland F. Rickmon.....	Carman.....	Mechanical Dept.
Ralph W. Riess.....	Ditcher Engineer.....	Western Division
Frank Vasquez.....	Machinist.....	Mechanical Dept.
Edward S. Walshley.....	Machinist.....	Mechanical Dept.
20-YEAR PINS		
Lester L. Bowers.....	Carman.....	Mechanical Dept.
Elton R. McPherson.....	Blacksmith.....	Mechanical Dept.
15-YEAR PINS		
Wallace Craig.....	Carman.....	Mechanical Dept.
Walter A. Jackson.....	Clerk.....	Western Division
Robert L. Shepard.....	Machinist.....	Mechanical Dept.
10-YEAR PINS		
Frank Clawson.....	Assistant Timekeeper.....	Eastern Division
Ora L. Dugger.....	Stationary Engineer.....	Mechanical Dept.
Lionel C. Gilbert.....	Conductor.....	Western Division
Delbert J. Hansen.....	Machinist Helper.....	Mechanical Dept.
William Lewis.....	Fireman.....	Eastern Division
Maxine H. Naisbitt, Mrs.....	Clerk.....	Western Division
Ben F. Noah.....	Yardman.....	Eastern Division
Sylvester B. O'Gar.....	Switchman.....	Western Division
Fred T. Owenby.....	Brakeman.....	Eastern Division
Ernest J. Pontifet.....	Waiter.....	Dining Car Dept.
Herbert M. Schuler.....	Yardmaster.....	Western Division
Theodore A. Smith.....	Fireman.....	Western Division
George W. Stratton.....	Dispatcher.....	Western Division
Hattie V. Williams, Mrs.....	Clerk.....	Western Division

In 1920, the railroads hauled 64 tons of freight one mile to take in enough money to pay the average railroad employee an hour's wages. Last year, they hauled a ton of freight 129 miles to take in enough money to pay the hourly wage of the average employee. * * *

The boy was telling his friend about his date with a pretty girl the night before. . . "I took her for a drive in the car," he said. "The moon was so beautiful and she was so sweet I asked her for a kiss. She agreed, but told me to put the top down first. It took me an hour, but when I finished she kissed me."

"What?" answered the friend. "It took you an hour to put the top down? I do mine in less than a minute!"

"Yes—but you've got a convertible."

A lovely young damsel wearing a mink coat walked up to a dice table at a Reno gambling hall and waited for her turn with the dice. When her turn came she took off the coat, revealing that she was clad only in a Bikini-type bathing suit, and picked up the dice. She bet \$1,000, rolled the dice once, rolled them again, and exclaimed, "Made it!" She collected her winnings, put on her coat again and left.

"By the way," one of the house men asked the other, "what was her point?"

His partner shrugged his shoulder and said, "I didn't notice it either." * * *

In the five years ended December 31, 1953, the railroads of the United States spent \$3.96 for improvements to their properties for every dollar they paid in dividends to their stockholders.



11th ANNUAL WP-FOREST SERVICE DINNER

One hundred and ten Western Pacific and Forest Service representatives had themselves a rip-roaring time at the Hideaway Lodge in Greenville on November 5. Host for the eleventh annual dinner was the railroad's special agents' department, arranged for by E. L. McCann, division special agent and claim agent, of Oroville, who always puts on a good show for the guardians of the forests.

After a healthy two-inch-thick steak dinner, Link Peckinpah, administration officer, Plumas National Forest, chairmanned the "Annual Awards Program" which included "appropriate" presentations for "Safety Boner of the Year," "Sparkless Diesel Fuel," "How Not to Prevent Fire" and other awards for "service far beyond the call of duty."



From the top down:

"We want steaks, not pictures!"

A little close harmony? Well, it was close.

"Did you hear the one about . . .?"

McCann receives the "Sweepstakes Award" for his outstanding achievements during the year.

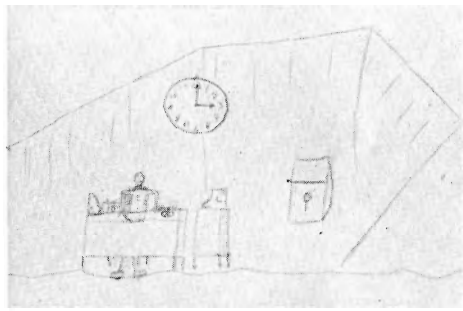




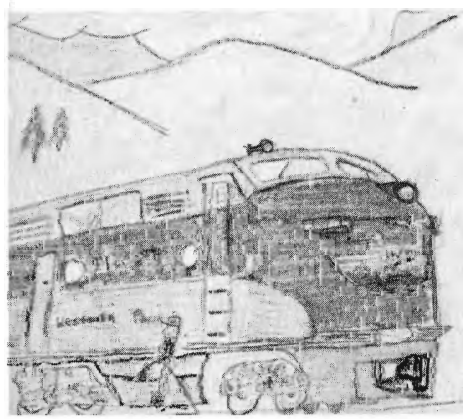
Larry Heath, 8, shown with his dog, "Skip," sent in a picture of his daddy, Conductor S. R. Heath, working on the Budd car in the Feather River Canyon. Larry attends third grade at his school in Oroville, and lives at 744 Robinson Street in that city.



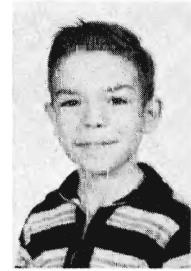
What Daddy Does



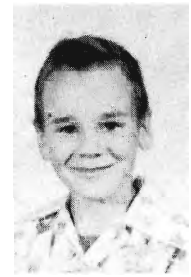
Denton Kimball's father is R. L. Kimball, chief time-keeper, and his nine-year old son has pictured him on the job. Denton is in the fourth grade at the Orville Wright School in Del Paso Manor.



"I am enclosing a picture of my father, Robert Bissell, fueling a Western Pacific diesel and a picture of myself," writes young Vernon Bissell. "My father is a hostler helper at the Portola diesel shop, and I attend the fifth grade in the Portola Elementary School."



MILEPOSTS



C.A. Tripp, brakeman, is the subject for his eight-year old son, Bobby's, drawing. Bobby is in the third grade at his school in Keddie and his dad has been brakeman for Western Pacific since October 26, 1945.

Bobby will get one of the six new dollar bills sent to these artists.

* * *

Rita Jones, a nine-year old fifth-grader at the Beckworth School, sent in this drawing of her daddy, Bud Jones, section foreman at Hawley. Rita wrote in her letter that her picture was taken when she was all dressed to attend a costume party.



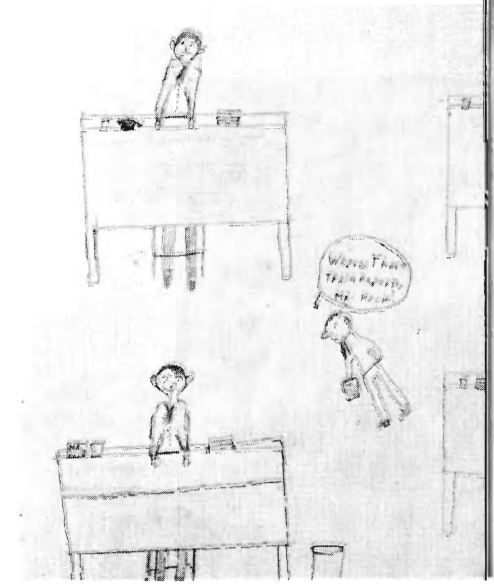
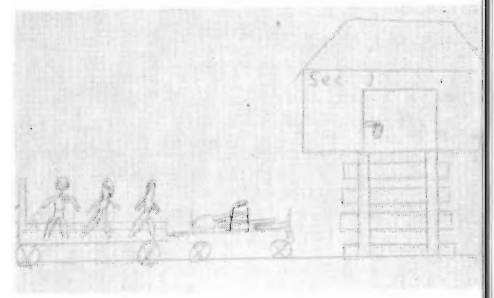
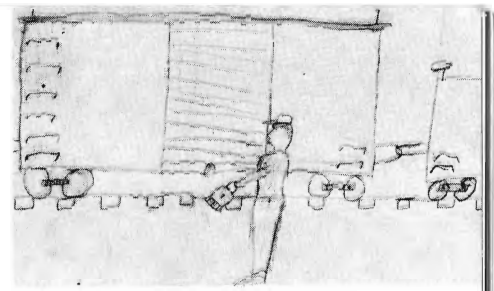
* * *

"My daddy works for the Western Pacific in the superintendent's office in Sacramento. He is a report clerk and has worked for the WP for 12 years," writes Randy Keck, nine-year old son of Robert A. Keck.



Randy didn't fail to make sure his drawing showed that daddy was a pretty busy fellow. Randy is a fourth grader at the Hagginswood School.

DECEMBER, 1954





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:

Robert B. Bird, lead signalman, October 30, 1954.

Charles Gibson, retired agent-telegrapher, November 4, 1954.

Matteo Puccetti, retired boilermaker helper, November 2, 1954.

Joseph E. Stuart, retired conductor, October 22, 1954.

Cumesindo Villa, retired flagman, September 30, 1954.

DIRECTOR HENDERSON DIES

Charles B. Henderson, a director of the Western Pacific Railroad since March 26, 1945, died November 8 at the age of 81 after suffering a stroke.

A former board chairman of the Reconstruction Finance Corporation and former United States Senator from Nevada, he figured largely in the destinies of Nevada where he lived during much of his early life.

Henderson was born in San Jose on June 8, 1873, the son of Jefferson Henderson and the former Sarah W. Bradley. He was a grandson of Lewis Rice Bradley, Nevada's first Governor.

He attended the old University of the Pacific in 1892, took special courses in history at Stanford University and then went on to the University of Michigan, where he won his bachelor of laws degree in 1895 and a master of laws degree the following year. He was awarded an honorary doctor of laws degree by the University of Nevada in 1947.

In 1896 he began the practice of law

at Elko and was elected district attorney of Elko County in 1900 and reelected to a second 2-year term in 1902. He served a term in the Nevada Legislature from 1905 to 1907 and was a regent of the University of Nevada from 1907 to 1917.

His first connection with Western Pacific was in 1906 when he secured right-of-way through Nevada. He was also president of the Elko Telephone and Telegraph Company until he recently sold his holdings.

A Democrat, he was appointed to the United States Senate on January 4, 1918, by Governor Emmet D. Boyle to fill the vacancy created by the death of Senator Francis G. Newlands. He was elected in November of the same year for the unexpired Senatorial term ending in 1921.



A Message

By Paul A. Smith, Editor
Locomotive Engineers Journal
October, 1954, issue

"In Chicago the evening of October 8, 1871, Mrs. O'Leary's cow demonstrated to the world the terrifying hazards inherent in a cupful of coal oil, carelessly handled. As everyone knows, that cow kicked over a small lantern in her barn and started a fire that raged for four days. It destroyed 18,000 buildings; made more than 100,000 persons homeless; 300 men, women and children died. The injured were never fully counted, and the thriving Midwestern city of 335,000 was literally reduced to ashes—all because of a small amount of fuel oil carelessly handled.

"Despite the bitter lesson taught by Mrs. O'Leary's cow, some folks continue to show a complete unawareness of the horrible dangers winding through their communities nearly every hour of the day and night in the form of huge tanker trucks hauling

lethal cargoes of high octane gasoline and other inflammables and explosives past their very doorsteps.

"These road giants have made an inescapable death trap of public highways. Time after time these heavily-burdened trucks have collided with other vehicles or overturned on the highways and exploded. Miraculously, so far, these accidents have occurred at points away from the larger cities although many small communities have suffered the agonizing experience of these holocausts. If ever one of these tanker trucks would 'let go' while rumbling through a congested city area, it could make the Chicago disaster seem like a bonfire in comparison. Imagine what the igniting of thousands of gallons of high octane gasoline could do!"

For an example of what COULD happen, please turn the page.

Director Henderson . . .

He was known as the first United States Senator to learn how to pilot a plane, having been taught after World War I by a famed British ace. The spirit of adventure that led him into early day flying was hinted at by his Spanish-American War career. He was a second lieutenant in Troop M of the Second United States Volunteer Cavalry—"Torry's Roughriders."

Henderson was nominated to the board of directors of the RFC in January, 1934, by President Franklin D. Roosevelt and reappointed to suc-

cessive two-year terms by President Roosevelt and President Harry S. Truman. He was elected chairman of the board in July, 1941, a position he held until his retirement in 1947.

As a director of the RFC he was active in working out the details that made it possible for the agency to finance construction of the San Francisco-Oakland Bay Bridge.

He was a Mason, a member of the Pacific Union Club, Burlingame Country Club, Elks Club, Metropolitan Club of Washington, D. C., and Phi Kappa Psi Fraternity.



Waitin' for St. Nick

Left to right, from top down:

Rozanna, 5½;
Patricia, 7½
Father: Dale Robinson, Store Dept.

Pamela Stroup, 2
Mother: Mrs. C. M. Banroft, Keddie

James Madison
Father: H. J. Madison, Store Dept.

Virginia, 3½; Mike,
6; Father: Ray D. Reese, Stockton

Lynne Carol, 11 mos.
Father: Jim Hightower, Stockton

Wanda Sue, 7;
Sheryl, 6; Darlene,
5; Katherine, 3
Father: Sam E. Craig, Stockton

Steven, 11 months
Mother: Tula Groom
Store Department

Sharon Fay, 7
Father: Wilburta Doyle, Store Dept.

Carol, 15; Father:
J. R. Meinig,
Stockton

Joan and Larry
Father: W. Chapman, Keddie

Rickie, 2
Father: Charles Reid, Store Dept.

Jimmy, 3; Father:
D. W. Obenshain,
Stockton

Dale, 6; Father:
H. J. Madison,
Store Dept.

Linda Lee, 3½
Father: Alton Dabbs, Store Dept.

John, 11; Father:
Jasper Guareno,
Store Department

Debbie, 7; Father:
D. O. Berkstresser,
Stockton

Alice, 1; Wayne, 3
Father:
Stan Heaney,
Mechanical Dept.

Left to right across the top:

Marilyn, 13; Sandra,
10; Margaret, 5
Father: George Schank, Stockton

Ellen, 14; Father:
C. A. Burkett, Jr.,
Stockton

Carol, 3; Father:
H. J. Madison,
Store Department

Rodney, 6; Terry, 9
Father: W. H. Mitchell, Store Dept.

Center: Neale, 13; Michael, 7; Gordon, 14; Ricky, 1½; David, 9
Father: Henry H. Blase, Store Department

Left down, across the page, and up:

Ronnie, 5; Father:
Charles B. Reid,
Store Department

Billy, 7
Father: Al Madan,
Store Department

Darrell, 10
Father: Bud McGarity,
Store Dept.

"Buzzie," 7; Father:
C. A. Burkett, Jr.,
Stockton

Betty Carol, 2½
Father: Bud McGarity,
Store Dept.

Harold, 7; Father:
Bud McGarity,
Store Dept.

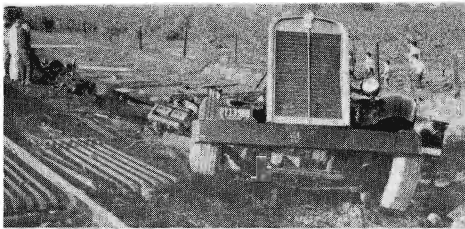
Carol Lee, 7
Mother: Lee Willis
Store Department

Mike, 2½; Pat, 1
Father: O. K. Prentiss, Stockton

Billy, 9 months
Father: W. N. Meyers, Stockton

Diana, 7; Father:
D. W. Obenshain,
Stockton

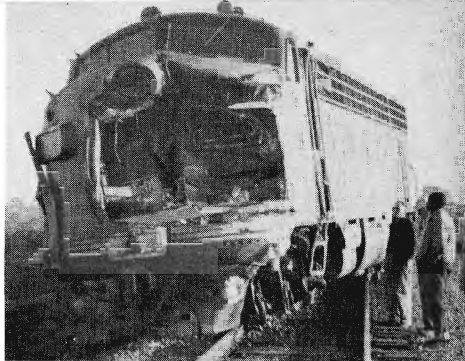
Barbara, 12
Father: J. R. Meinig, Stockton



THIS WAS ONLY A LUMBER TRUCK

At 9:45 a. m. on November 18 a heavily loaded truck and trailer attempted to cross Western Pacific's main line tracks at Highway 12 near Terminus Junction in a dense fog and was struck by a three-unit diesel locomotive pulling northbound "SWG," a 56-car freight destined for the Pacific Northwest. The crossing was protected by flashing lights which were still flashing long after the collision.

Diesel engine with units 918-A, 918-B and 913-D went 1,966 feet before stopping, derailing the middle truck of the "A" unit and one truck of 913-D,



but the engine remained upright. The first and seventh cars had one axle derailed, 23 cars starting with the ninth car jackknifed and compressed into a 500-foot area, and the remaining cars of the freight remained upright on the track.

The truck driver, and a transient riding in one of the 23 derailed cars, were seriously injured, and Fireman J. W. Moss suffered bruises and injury to his left hip.

An early estimate of damage to railroad equipment is \$158,000.



A new column has been added to the Cabooosing page this month at the request of R. B. RITCHIE, general agent at Cincinnati, Ohio, who wrote the editor as follows:

"Heretofore the Cincinnati Agency has not been an active participant in MILEPOSTS and we would very much like to have our column put in, if agreeable to you."

We are happy to have Cincinnati join with us and we are sure all WP railroaders will look forward to Chief Clerk "CHUCK" HUDGINS' column each month.



CINCINNATI

Charles J. Hudgins

Greetings from Cincinnati with new faces and/or titles. With a complete changeover here we are all pulling together for a closely-knit organization.

R. B. RITCHIE, new general agent, is becoming firmly entrenched in his new home at College Hill, but is wishing he had a few trenches to keep his soil from becoming a part of his neighbor's down the hill.

JOE E. MOORE, traffic representative, can be seen hauling in those bright, flowered shirts in anticipation of his trips to the Florida territory, where he expects to find a lot of business for our railroad.

JOHN "HOPPY" HOPPENJANS, traffic

representative, and wife should by now have another March 15th deduction. This will make their third.

Friends of LEN GARTNER, retired general agent, will be glad to learn that he is now using up his spare time working for one of Cincinnati's banking concerns.

Your correspondent finally landed a "bachelor" apartment and just about hocked his last clean pair of socks to get it furnished.

From Cincinnati, we send hearty Christmas Greetings to all of you!



STOCKTON

Elaine Obenshain

Congratulations to RAY ACKERET, of Oakland, who succeeds CLARENCE L. DOANE as car foreman at Stockton. Story of Mr. Doane's retirement appears elsewhere in MILEPOSTS.

Our deepest sympathy to Switchman J. A. MADDOX and family, whose wife and mother passed away on October 29, and to the family of Engineer N. H. SETTLEMOIR whose death occurred on October 30.

Among those representing Stockton at E. E. GLEASON's retirement party were: L. A. HENRY, L. D. MICHELSON, T. D. HUNTER, H. J. KELLY, C. L. MYERS, C. L. DOANE, G. J. BENEDICT, JIM HIGHTOWER, BOB TRAVEL, BILL SMITH, P.

MURPHY, and retired roundhouse foreman O. M. BEARD.

Towers have been received and placed at various locations throughout the yard for the flood lights that are soon to be installed.

Traffic Representative FRANK LINDEE is sporting a cast on his right elbow as a result of his missing the curb and falling on his elbow while at Modesto, breaking a very important piece of bone. Frank's back on the job but he will have to wear a cast for a few weeks.

Baggage man DOC HENSLEY and wife spent their vacation in the Northwest, stopping off in Salem for a visit with friends. "For once, the weather was wonderful," said Doc.

Agent and Mrs. A. D. PRATO, who vacationed in Southern California, slipped over to Las Vegas to try their luck. Haven't heard if they made vacation expenses.

LAWRENCE DANIEL, assistant chief clerk, spent his vacation and leave of absence visiting his parents in Montana, where he also managed to get in a little hunting for deer and elk.

Welcome back to GRACIE GAYNOR, who returned to Stockton after working at general office for the past two years.

Fireman E. MANCUSO appeared on TV Channel 13 on October 26 to give the highlights of his hunting trip to Grand Junction, Colorado. Ernie brought home the largest deer shot in Colorado up to that time, a 360-pound buck with six points! He also brought in a five-pointer, which is all very legal, as Colorado hunters are allowed to kill two deer, either buck or doe.

Lucky deer hunters from our car department are: H. W. BROWN, E. S.

MULLINS, E. K. WILEY, JIM HIGHTOWER, R. N. FENDER, ANDY GIANETTI and son.

GRANT EVANS, who recently resigned as trainmaster at Oakland because of illness in the family, is now working as conductor in the Stockton pool.

A Merry Christmas and a Happy New Year to all WP railroaders.



PORTOLA

Phyllis Laughlin

Deer season is over, with over 400 deer being taken away from this area. Trainmaster V. H. EDWARDS and family did so well they now have a new deep freeze. When duck and pheasant season is over we are sure this ardent sportsman will have his freezer filled to capacity.

Many employees from other stations joined in the hunting here this year and one group from Stockton went home with three fine bucks. How about



MILEPOSTS

that, JIM HIGHTOWER, roundhouse clerk from Stockton?

Lois Messinger, daughter of Switchman and Mrs. FRED MESSINGER, became the bride of NICK CRUSOS, brakeman, at a ceremony held in Reno on October 31. Following a wedding trip to San Francisco they will make their home here.

Chief of Police Andrew and Mrs. Stevenson announced the marriage of their daughter, Marlene Joy, to WARREN F. ANDERSON, brakeman, on November 5 in Reno. Warren will be remembered by his clever safety cartoons. Mrs. Anderson will continue her position with Pacific Telephone & Telegraph until Warren returns from service with Uncle Sam, as he expects to be called at any time.

Welcome back—G. P. LAMBERT, relief diesel foreman, from Wendover; the CHARLES SERVIA family, from Salt Lake City; E. W. JAYNE, brakeman on the *California Zephyr*, after an absence of 18 months because of an injury. We expect to see RAYMOND SELJO back soon after an absence of several months.

Best of luck to Marian, daughter of Engineer and Mrs. BILL MEYERS on her recent marriage to Evert Ghidossi at Winnemucca.

JACK WEDDELL, diesel house relief clerk, and Mrs. Weddell made a recent trip to Laguna Beach to see their son, BILL, former perishable department employee, and their first grandson.

Another grandfather is RALPH SARBACH, whose daughter is married to R. O. "BOB" PERCY, former stationary engineer.

Car Foreman W. J. FERGUSON and son, Lewis, visited in Oregon for a few days with Bill's mother. H. F. HALL, agent, New York, spent their

vacation with their daughter and friends in Atlanta, Georgia, and in Lincoln and Omaha, Nebraska. E. L. DUFFY, telegrapher, was agent in Hall's absence.

Conductor FLOYD E. MILLER is to be complimented on his duty as a citizen. While on an extensive tour through the Middle West and South he remembered that he had neglected to place an absentee ballot so he immediately cut short his vacation and started for home, driving 983 miles on one day. He arrived in time to vote!

ROBERT MURRAY, revising clerk, is now a year older. Birthday greetings!

It is with the deepest regret that we offer condolences to the families and friends of the following employees with whom we have worked and known so long who have recently passed on: GUY BURNS, carpenter-perishable department; DAN MONAHAN, retired train desk clerk; Mrs. Annie Largin, wife of BRAKEMAN LARGIN; Mrs. Millicent Thomas, widow of deceased stationary engineer THOMAS; JACK MOSS, retired conductor; Mrs. Paulina Olson, wife of former Loyalton station agent, GEORGE OLSON.

The Clerks are having their big annual Christmas party on December 7 at the Odd Fellows' Hall, and anyone who might be in the vicinity is welcome to attend.

At this time of the year we like nothing better than to wish each and every WP employee a Very Merry Christmas and a Prosperous New Year!



Running into debt isn't nearly as bad as running into the people you owe the debt to.

* * *

We can understand why so many fathers worry about their sons—they used to be one themselves.

MECHANICAL DEPARTMENT

Norma Joseph

JENNIE SIMMONS, stenographer-clerk, was honored at a farewell luncheon at the Elbo Room recently. Jennie accepted a position with the Pontiac Division of General Motors at San Francisco, and we wish her success.

E. T. CUYLER, our newly appointed chief mechanical officer, was presented with a beautiful bouquet of flowers and honored at a luncheon by the mechanical office employees.

Draftsman BOB CUNHA tried his luck at salmon fishing recently and did very well, pulling in three that weighed 32, 22 and 15 pounds each. We're wondering if RAY FENDER will claim the shop men use this size for bait?

Merry Christmas and a Happy New Year, everyone!



NEW YORK CITY

Alan Hudson

Among the large number of distinguished visitors from general office recently was MRS. HARRIET P. TYLER, general attorney, and her husband, who got quite a big chuckle out of us when he sportfully introduced himself to us as MR. HARRIET TYLER.

It is quite an axiom that the typical New Yorker has never been to the Statue of Liberty or Grant's Tomb, and it is also probably true that most of us have seen little of Radio City other than the Music Hall, the Rockettes and the office buildings. So your correspondent is grateful to our editor and his wife, Hazel, for having come to Gotham recently, for while he is still unacquainted with the Lady from

France and Grant's Bier (though not Budweiser's) he made a tour of Radio City with Hazel and Lee and thoroughly enjoyed himself and learned a great deal about that fabulous city within a city. The tour terminates on the roof of the RCA Building, some 70 stories high, and while Lee used up a bit of color film on the breath-taking panorama the writer's altophobia got plenty of exercise.

From us to you, a sincere wish for a Most Merry Christmas and Happy New Year, and may that Quarter-Mile of Railroad we each represent grow in value in 1955!



SACRAMENTO STORE

Irene Burton

Little Miss Anne arrived to make her home with Spencer and MARGARET WESTLAKE and was welcomed by sister, Karen. Margaret formerly worked here as invoice clerk.

ROY FALQUIST spent the last of his vacation at Santa Cruz, and while there, he and E. E. GLEASON celebrated their birthdays together. Another vacationer was JIM LEE who said he had a wonderful time just loafing.

Something hit our younger set recently, the daughters of LAVON ROBISON, LEE WILLIS and EVELYN RICHARDSON all came down with a virus infection, and to top it off Lavon and Evelyn caught the same bug and were quite sick.

Understand we have a drummer in our midst. ALTON DABBS proved his virtuoso at the dinner dance at the Surf Club in San Francisco.

WILBURTA DOYLE had the misfortune to fall off a step ladder chipping a bone

MILEPOSTS



"It's all clear for the next two blocks, dear."

in her elbow which kept her home for a week.

We were all sorry to learn of the death of AL REY's father and extend Al our sympathy.

BRUCE STILLWELL, who collected for the United Crusade, said that once again all the employees in our department contributed.

AGNES ASH arrived in Chicago and Indianapolis just as the rains came, but as it had been so long since she had seen rain she just took it in stride.

Thanks to LEE WILLIS who collected for my column this month while I was on vacation.

We all wish you a most wonderful Christmas and Happy New Year!

DECEMBER, 1954

OAKLAND

Hazel Petersen

Christmas came early to HOLLY DOYLE, secretary to CARL MANGUM, this year. She and her husband just returned from a wonderful vacation in the Hawaiian Islands. They stayed at the Edgewater Hotel on Waikiki Beach, and while at the Kona Inn on Kona Island, saw part of the filming of "The Sea Chase" starring John Wayne.

Merry is the word for Ed ROTH, assistant station master, who found a new way of having fun—new at least to him. He took a trip up on the Inside Gateway Route and into the eastern division to visit with the gang he used to know and ended up in Sterling,

25

Utah, to visit old friends and relatives. Sterling — population 188 — likes to bring the natives together for square dances, and the women bring all sorts of goodies to eat and everyone has a whale of a good time. So did Eddie, and he came home looking ten years younger.

IRMA PIVER, passenger car accountant, has ordered a Christmas stocking from a tent and awning company this year. Seems as though son, Jimmy, wants a P.I.E. truck—a real one—for Christmas and Irma is in a dilemma.

The romance is still on between Craig Evans, small son of ERNIE EVANS, traffic, and Janet Glatt, small daughter of SHELDON GLATT, traffic. Their special greeting to each other consists of a miniature Tarzan squeal, followed by a miniature War Dance, after which they go about the very serious business of being healthy, normal, good American children at play.

Welcome to PHIL PRENTISS, trainmaster, transferred from Oroville. He is jolly enough to be old St. Nick himself and, in fact, he will be playing the part come Christmas time.

Christmas will find shut-ins among our fellow workers this year and we wish them all a very special greeting: ANTONE PATRICIO, marine bargeman; IVAN JOHNSON, marine deckhand; JAMES GILMORE, switchman; E. C. "EASY" MARTIN, switchman; and HAROLD VAN FLEET, switchman.

A Merry Christmas was wished HAROLD "DOGGIE" BROTHERS, car inspector, by the Eagle Lodge, Albany, when they presented him with a 21-jewel, gold, "Lord Elgin" wristwatch upon completion of his term as president.

May the Good Lord bless each and

everyone of you this happy season and bring health and happiness during the coming year. Merry Christmas and Happy New Year.



KEDDIE

Elsie Hagen

Plans are being made for the big Christmas party to be held for the Keddie children this year. There will be a program featuring the Keddie Kids Folk Dancers and other entertainment not yet decided upon.

The square dance group, consisting mostly of our railroad men's children, put on some beautiful exhibitions. They are divided into two groups; the primary group and the Teen-agers group.



Two of the folk dancing groups at Keddie, most of whom are children of WP railroaders.



MILEPOSTS

We all extend our since sympathy to Roadmaster and Mrs. RAY HOBBS, over the unfortunate accident which cost the life of their son, Melton, 13. Ray has been transferred to the east-ern division and is succeeded here by W. L. CHAPMAN.

Brakeman HERB WOMACK has been on the sick list for the last month and it was hoped that he would feel better after a short vacation trip to San Diego with his wife. However, his complete recovery is slow.

L. C. ADAMS and his wife returned from a Chicago vacation; JACK KRAUSE and his wife vacationed along the coast up into Oregon; and Yardmaster BARNEY KENNY, Brakeman CLAUDE STRAHAN and FIREMAN ARCHER all spent several days hunting in Idaho. Other vacationers were Train Desk Clerks FERRELL and WALER. BOB FITZSIMMONS worked relief.

Fireman and Mrs. CRAWFORD LEWIS spent some time here from Winnemucca visiting with the TOD NELMS family.

All of us from Keddie send each of you our sincerest wishes for a Merry Christmas and a Prosperous New Year.



ELKO

Theda Mueller

FRANK CLAWSON has returned to work after serving four years in the Armed Forces and has displaced as assistant timekeeper.

KEITH PETERSON has also rejoined the staff after Armed Forces duty and will be working as trucker in the freight house.

DAVE CHARLEBOIS and family will be moving to Sacramento soon where he

will take over his new position as assistant division engineer. His position is being filled by RAY HOBBS from the western division. Assistant Roadmaster M. K. ANDERSON has also been transferred to western division and is being replaced by J. H. JONES. Congratulations to all!

The most surprising news to come out of the Elko office recently was the marriage of our B&B Supervisor, PAUL ELIESON. We didn't know anything about it until one of the alert stenographers noticed the gold band on his finger and the news then spread rapidly. His wife is employed at Tooele Ordnance Depot but will soon be making her home in Elko. Congratulations to the newlyweds!

Road Foreman of Engines CLIFF FIELDS recently brought Mrs. Fields home from Salt Lake City where she had undergone surgery and we wish her a speedy recovery.

K. L. RESER, brakeman, returned to service after a six months' leave of absence, during which time he was farming in Idaho.

Conductor JOE SMALES went to Idaho for elk hunting. He claims it rained so hard all the elk were in the middle of the lake trying to keep dry! At least that's his story.

BOB WAGNER, dispatcher, returned to Elko from Sacramento and is again dispatching in the Elko office.

T&T MAINTAINER RUMSEY is enjoying a vacation but we don't know just where.

We at Elko hope you all have a wonderful Christmas and a Happy New Year!



Solomon was the only man in history who could truthfully tell a bride that she was one woman in a thousand.

OROVILLE

Helen R. Small

HARRY JONES, who retired as an engineer on September 29, is planning a trip with his wife to Australia, country of her birth. They plan to observe no schedules or signals on this trip but will just sit back and watch the world roll by.

Oh! the quietude of Oroville's trainmaster's office since PHIL F. PRENTISS was transferred to Oakland! But we surely miss Phil, he was wonderful to have around. In his place is a fine young man, ROBERT C. MADSEN, and we extend them both our congratulations.

Telegrapher B. B. MOOTS of Oroville yard retired on October 31. We are sure "Moots" is fishing and working around his ranch.

The luck of the Irish won Brakeman JACK WOODS and family 750 pounds of groceries recently . . . hope they have a big shelf! That's a lotta groceries.

The Oroville WP Amusement Club had one of their excellent fried chicken dinners November 13 at El Medio Hall. Games were played after dinner and all had a wonderfully good time.

Several cards have been received from retired Boilermaker W. C. "WHITEY" DASELER. The Daseles are spending several months in Europe and visiting with their son, Jack, and family, in Germany. Said they's having a grand time.

Also word received from retired Ditcher Engineer W. H. SANFORD's son, Bill, who is studying for the ministry in Scotland.

A Merry, Merry Christmas to all!

Narrow roads where two cars could barely pass are being replaced by wide freeways on which six or eight cars can collide at the same time.

SACRAMENTO NORTHERN

Milton Ziehn

The Sacramento Chapter, Railway Business Women's Association, held their first annual "bosses' night" at the Sacramento Hotel on November 10. Guests were "bosses" from the SN, WP, SP, GN, Railway Express and PFE in Sacramento. Well over 100 railroaders enjoyed an excellent dinner and some near-professional musical and minstrel entertainment furnished by members of the Chapter. SN and WP employees entertainers were: PEARL COOK and SHIRLEY BICE, in a pantomime act (with props); MILDRED WINGATA, interlocutrix; and MARY NALLY, as a "Mammy" at the piano. MAXINE NAISBETT was general chairwoman for the evening and the program also included community singing of old-time songs.

At one point in the festivities, there was a breakdown in the hotel's modern electrical system and it required—so they tell me—the combined efforts of the electrical bosses of the railroads represented to get the juice back into circulation. It is NOT true, as was reliably rumored, that said failure was the result of melted fuses due to a "hot" number being put on by the entertainers!

Wishing all MILEPOSTS readers the Merriest Christmas and the Happiest New Year they ever had, and that Santa brings "Flash" Sherwood and his staff lots of good material and inspirations for '55!

"You look all in today, Bill. What's the trouble?"
"Well, I didn't get home until just daylight, and then my wife woke up while I was undressing. She asked me if I wasn't getting up rather early, and, in order to avoid trouble, I just put on my clothes and came down to the office."

SALT LAKE CITY

J. B. Price

Having completed their new home in Salt Lake City, Conductor and Mrs. EUGENE BEITEL held open house to their many friends. Drinks were on the house—that is, if you brought the drinks.

The spirits of many deer hunters were dampened by the first snowfall of the season on October 23. However, Conductor I. L. KILGORE and retired Conductor CHAS. E. RENNER pursued the sport together, as did Engineer LOUIS W. WOODS and retired Engineer Ed. W. KELLER, who went to Blanding, Utah, for their hunt. Other hunters were Engineers HY CLEGG and ROLLA F. HOWELL.

Brakeman D. C. ANDERSON and five of his brothers and two brothers-in-law went out for duck and deer while "Dee" was on vacation. The eight of them bagged six deer—would have netted eight but the snow drove 'em back to the city. Sissies!

Conductor J. W. DANIEL and his missus went to Montana on their vacation to visit with "Woody's" folks and get in some deer and elk hunting.

Engineer and Mrs. STEPHEN J. FAHEY took a motor trip through Nevada and California and enjoyed many scenic points while on vacation.

Speedy recoveries are wished Engineer PERRY G. MORRISON and Fireman JAMES F. PHILLIPS, both hospitalized due to heart conditions.

INEZ DUCETT, a clerk in H. R. COULAM's office, enjoyed a vacation visiting scenic spots in Canada.

Our deepest and most sincere sympathy to the family of retired Conductor JOSEPH E. STUART, in their recent bereavement.



Before an altar banked with chrysanthemums, stock, and candelabra at St. Patrick's Catholic Church, lovely Miss Jayne Francis Mead became the bride of Leo. R. Riccardi. Jayne is the daughter of Engineer and Mrs. CLYDE

F. MEAD. We wish the young couple the best in life.

May Joy and Peace be yours this Christmas Day, with Happiness in the New Year!



SACRAMENTO SHOPS

Marcella Schultze

Laborer HANS UTHAUG was so pleased recently, and we were too, to have visitors from Oslo, Norway. Hans' nephew, Knut Mysen, and a friend, who are in the Norwegian Air Force training at Saskatchewan, Canada, to be jet pilots had hitch-hiked from their base to Sacramento, en route to Los Angeles. The boys intend to fly back to Saskatchewan, though. Hans so enjoyed having them here for the short time they could stay.

Other visitors were PAT LEO, former machinist helper, now on disability pension, and retired Machinist Inspector JACK STRATTON. Pat's looking good, and is back from Portola Hospital. Jack just returned from a gay fling in Los Angeles, Beverly Hills, and Hollywood, visiting movie studios, etc.

Understand Carman AL GONSALVES was first man at the shops to get his deer on the Coast. Must be quite a hunter because, to top that off, he also

bagged his deer in the mountain area. Hope Al's family likes venison.

Our sympathy to Machinist Helper A. R. BRANCO who recently lost his beloved wife.

A new venture is being tried by HAL SYM, former sheet metal worker, who has started selling encyclopedias on full-time. It was only a part-time venture after working hours before, and we wish him lots of luck.

And, by all means, congratulations to Carman and Mrs. AL VIZINA on their fourth daughter, and to Painter Foreman and Mrs. MONTE LATINO who welcomed their second son.

Last minute note. The sheet metal shop is taking no future orders on barbecues!

Have a wonderful Christmas and New Year you wonderful WP family!



WINNEMUCCA

Doris Cavanagh

Western Pacific Christmas train! A special will be run to bring all employees to Winnemucca. Starting Friday morning, December 24, from Gerlach, the Yuletide train will transport workers at sidings, gravel pits and wherever construction is in progress along the new road. On arrival of the holiday special in Winnemucca some time that evening, men will be handed paychecks by CHIEF CLERK CLEARY. (This took place 45 years ago!)

Planning to enjoy Christmas, 1954, in Winnemucca from Korea, is Sgt. John Smith, son of Engineer JAY SMITH and Roundhouse Clerk RUTH SMITH. He phoned his parents from Tokyo

while on a recent rest and recuperation week in Japan.

A 3/c Edward Moore spent a three-week leave from Walters AFB, Texas, with his parents, Engineer and Mrs. RAY MOORE.

Obtaining a medical discharge from the Women's Air Force, Miss Georgina Rutherford, daughter of Conductor and Mrs. PAUL RUTHERFORD, has returned from San Antonio.

Conductor and Mrs. M. R. "PIKE" MINOR visited their daughter, Joan, a Western Union operator, now stationed in Fairfield, California.

Employed on an Alaska railroad during the summer, former Brakeman DAVE STEWART went sheep hunting with ALLAN WOODWARD before leaving for Nevada. Retired Engineer ART WOODWARD and son, Gilbert, of Sacramento looked for bucks in Elko County, Nevada.

Not so fortunate was Fireman FRED ELLSWORTH, on sick leave since August. Humboldt Hospital patients included Section Foreman ROY HIGLEY, Ellison; JOHN STEPHENS, Portola; Mrs. Earl Williams, wife of Engineer BUCK WILLIAMS.

Death struck in the home of retired Engineer and Mrs. JOHN BREIER, when their son, Herbert, overturned his truck on the Hinkey Summit road the latter part of September.

Fireman and Mrs. LOUIS PEARCE were called to Salt Lake City, October 22, due to the death of her father, Conductor J. E. STUART.

Lucky rails rating an additional week of vacation due to 15 years of service comprise Engineers JAY SMITH, ROY LOMAS, OSCAR MATTSON, BILL SHOLL, Telegrapher BILL STEPHENSON,

and Section Foreman JIM JENISTA, Krum.

Former Clerk CURLY REAM is the signal maintainer at West Gerlach. His wife, as a registered nurse, has an important rôle in the town without a doctor.

For 15 years in telephone service, Mrs. Gollither, wife of Fireman FREE GOLLITHER, was honored as chief operator of the local office for nine years, at a party given by fellow workers.

Cashier HANK MENTABERRY is managing the Junior Chamber of Commerce basketball team.

A son was born October 23 to Mr. and Mrs. PETE ARANO, he being a former roundhouse boilermaker helper. Fireman LINO MATTEONI has also joined the "nurserymen."

Engineer MAZOO HAWKINS received medical attention recently both in Winnemucca and San Francisco.

The marriage of Mrs. Alice Adair to Conductor GUY PARRY of Salt Lake City took place in Ely, October 21. Her two children are Telegrapher CARL GRAUVOGEL's wife, and Donald Erskine of Winnemucca.

Sounds more like skiing than clear blue waters when Engineer KEITH CALVIN and Fireman SETH JODER picked December for crisp Merry Christmas vacationing.

Other absentees included Section Foreman JACK LORD, Golconda; and LES NOBLE, water service. Les had the unfortunate distinction of seeing his rented house occupied by Henry Harner damaged by the first propane gas explosion in Winnemucca.

Sage Way say: "O Happy Day! And Christmas every day when the world learns to love all living creatures."

SACRAMENTO FREIGHT STATION

Nancy De Riso

Train Desk Clerk DAVE LEE bagged a beautiful three - point 170 - pound black tail deer while hunting at Kyburz. It was quite a thrill for Dave as it was his first deer.



Head Cashier Fred E. Peters and his wife, Ruth, with their friends Roy and Elizabeth Sutton, who participated in the Auburn Georgetown Jeep Caravan which included lunch at Wentworth Springs, camping at Rubicon Springs and dinner at the Stateline Club at Lake Tahoe.

Christmas month birthday greetings go to CLAUDE E. FINLEY, train desk clerk, the 5th; CHARLES F. BENINGHOFF, claim clerk, the 8th; and FRED E. PETERS, head cashier, the 23rd!

Each and every one of us wish all the Joys and Peace of Christmas-time, and health and happiness throughout the coming year!



TIDEWATER SOUTHERN

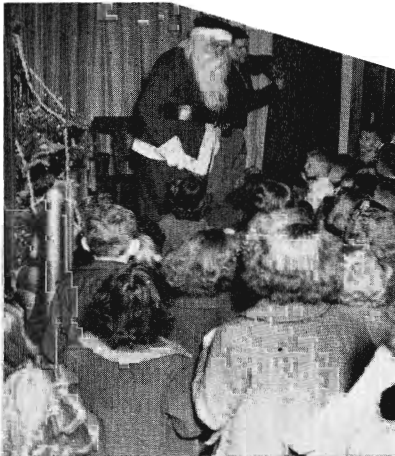
Betty Rand

We were sorry to learn of the death of Mrs. ALBERT R. GEORGE, wife of our travelling freight clerk at Simms. They had been married 43 years.



BOB THOMSON, Manteca agent, and his brother, Richard, went to Lake Alpine on opening day. Not a deer was seen but they came home with a black bear. Bob said, "This bear, to us, is more of a trophy than two deer. I have been hunting in this area for many years and have seen only three bears, and this is the first year I was able to kill one in season. It was just a small fellow—105 pounds—but before we got him back to camp we wished he weighed only five pounds."

Every Christmas season for the past



32 years, ALBERT GEORGE, travelling freight clerk at Simms, has enacted the part of Santa Claus for hundreds of children in the Escalon-Modesto area, and a more authentic Santa Claus would be hard to find.

Recent visitors to our office were retired Engineer SAM EVANS and retired Conductor JOE JEMONS.

Brakeman JACK CRAWFORD returned to work last month after a long absence. Nice to have you back, Jack!

B&B Foreman NICK WESTFALL and wife had a successful hunting trip—at least as far as Mrs. Westfall was concerned. She bagged a three-pointer, but Nick came home empty-handed.

We are sorry to report that Fireman MARTIN JOHNSON died September 30, the result of an automobile accident near Redding. He joined the TS in 1945.

After 14 years, Tidewater Southern employees and families will get together for a Christmas party to be held in the Legion Hall at Escalon at 1:30 p. m., Sunday, December 19.

Sincere best wishes to all for a Joyous Holiday Season!



WENDOVER

Esther A. Witt

We're glad to have LAMAR PORTER back at work, having been away for some time following a sinus operation.

Telegrapher JAMES A. FORST returned to Wendover after doing relief work at Herlong, Doyle and Lovelock, but has now gone to Warner.

FRANK PITTMAN, telegrapher, is now at Shafter after having spent a week with us while WILLIAM U. TATE took some time off for geographical work.

T&T Lineman and Mrs. THOMAS SHEA visited relatives and friends at

Alliance, Nebraska, and other Midwest points while on vacation.

Retired Boilermaker and Mrs. JAMES A. MONAHAN visited at Hemet, Los Angeles and other Southern California points while on a recent trip. They especially enjoyed Knott's Berry Farm and the Ghost House at Buena Park.

Water Service Maintainer and Mrs. VARIAN ANDERSON will entertain their daughter, Kathleen, and son, Harold, during the Christmas holidays. Kathleen goes to school at Grantsville, and Harold attends Brigham Young University.

A welcome back to: Brakeman KIRBY L. RESER who has been on leave of absence; Motor Car Maintainer LIND HUTCHINSON; FLORENCE McCLURE, who returned as relief telegrapher; Conductor BUTLER who, with the Missus, vacationed in Illinois with the home folks; Engineer A. E. WILLIAMS after a vacation spent at Winnemucca and at his cabin near Elko; Brakeman and Mrs. R. M. THORPE who vacationed at home and at the ranch; and to Fireman and Mrs. ROY MAINE who vacationed in the Middle West.

We wish a speedy recovery to Mrs. Burningham, wife of Brakeman WALLACE BURNINGHAM, who submitted to surgery at Elko General Hospital.

Conductor and Mrs. JOSEPH B. PRICE sojourned to San Francisco via California Zephyr where they proceeded to put California well in the black after a visit to Tanforan, but Margaret was not satisfied and on another trip put it back in the red to the tune of \$228.60, winning on a long shot.

The Prices met Mr. and Mrs. RAY NELSON of Salt Lake and the two couples motored to Sacramento to visit



"A little more to the right, Pop!"

with friends. Then on to Reno where California gains put Nevada on a better paying basis. During one night in Elko they observed the operation of our CTC board. After returning home they spent a week enjoying a life of ease intermingled with plenty of golf.

*"Here's to a Christmas that tops them all
Bringing peace, joy and happiness
With blessings great and small."*



SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Gwen Monds, Maurice Notter, Mary Nichols, Carl Rath, Bill Royal, Al Towne, Frank Tuffo.

AL TOWNE has replaced DUDLEY THICKENS as correspondent for the freight traffic department. Al has been with WP since September, 1953, and is on the Junior Welfare Committee of the Oakland Junior Chamber of Commerce.



35-year service pins were recently given to two freight traffic employees. Left: Marshall Boyd, freight traffic manager, congratulates James B. Currey (center), head file clerk, as Boyd Sells, Paul Meyer, Jack Hyland and Helen Decker look on. Right: Paul Meyer, interline clerk, receives his pin as Leo Pope, Lela Paul and Glen Fischer, Jr., wait to extend their congratulations.



As correspondent since February, 1950, Dudley gets our thanks for a fine job, but feels that Al is in better position to keep the column filled with news from their department and asks that freight traffic employees keep him posted with latest happenings.

A daughter, Patricia Ann, weighing nine pounds three ounces, arrived at the home of MARY EPPERSON, stenographer, on November 2. Congratulations!

BOB TOLL, rate clerk, and wife, JACKIE, former WP employee, spent their vacation at Evergreen, Colorado, visiting with Bob's parents and having a wonderful time.

Good news for BARBARA GUNZEL was the discharge from active Army duty of husband, Raymond, on November 3.

A recent visitor to the freight traffic department was "Coquette," a four months old French poodle owned by JOAN KARLIN. We're wondering if Joan brought her to the office in her recently purchased MG?

A new Chevrolet owner is JOE ORLANDO, freight traffic.

We were sorry to learn of the death of ROBERT B. BIRD, leading signalman,

on October 30, at the age of 52. Bob had been with WP since 1947 and worked on-line before going to Sacramento signal shop. He is survived by his widow, Pauline, and two daughters, Barbara and Norma.

An unfortunate fire destroyed the garage, kitchen and dining room in the home of KEN LEWIS, president's office, at San Mateo last month, and smoke damaged practically the entire remaining rooms. They have set up house-keeping in the rumpus room and friends and neighbors are contributing a great deal toward their comfort. "Tinkle," pet pooch of their son, Bruce, whose picture once appeared in MILEPOSTS, was rescued by the firemen but he wasn't much help in putting out the fire.

Our very best wishes to all Western Pacific railroaders and their families for a very Merry Christmas and a New Year filled with health, wealth and happiness!

Latest WP freight advertisement, page 35, features super service all along the WP.

Makes you believe in Santa Claus!



LIKE TO KEEP POSTED? One good reason so many shippers specify "via WP" is because Western Pacific's modern, coast-to-coast communication system keeps them in touch with the location of their cars, from the moment they leave the siding until they are delivered to the receiver.



WANT RATE INFORMATION? A gratifying number of important shippers consider Western Pacific's Rate Department the fastest, most reliable source of up-to-date information about new freight tariffs, last-minute rate changes and the interpretation of ICC regulations.



IMPROVED CARS? Just ask Western Pacific, the railroad that has led the way in developing new types of damage-reducing box cars... Compartmentizer cars, "DF" cars, Cushion Underframe cars and the new "DF" + "CU" cars ("DF" cars with Cushion Underframes).



ON-TIME DELIVERY? Western Pacific assures shippers on-time delivery by fast running time on the main line, matched by fast, efficient handling of cars in the yards. It's an unbeatable combination, as any regular Western Pacific customer can tell you!

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RAILROAD LINES



Monon joins the "piggy-back" ranks with trailers in overnight service between Chicago, Louisville and Indianapolis.



New Haven says Talgo-type trains would make possible a 150-minute schedule between Boston and New York. May be ordering in near future.



With 27,999 new cars purchased since 1946, Chesapeake & Ohio's ownership of 88,481 cars makes them the nation's third largest owner of freight cars.



Coffee and a birthday cake were served to ladies on two Chicago & Eastern Illinois streamliners on the first anniversary of their "Ladies' Day" half-fare round trip to Chicago from Illinois and Indiana communities.



Family fares brought in \$553,000 during the first three months of operation on the Baltimore & Ohio, when 6,824 tickets were sold.



Nine railroads "stole the show" at September's big 1954 Hoosier State Fair at Indianapolis.



General Motors exploring possibilities for making lightweight passenger trains but now only concerned with design of cars and locomotives.