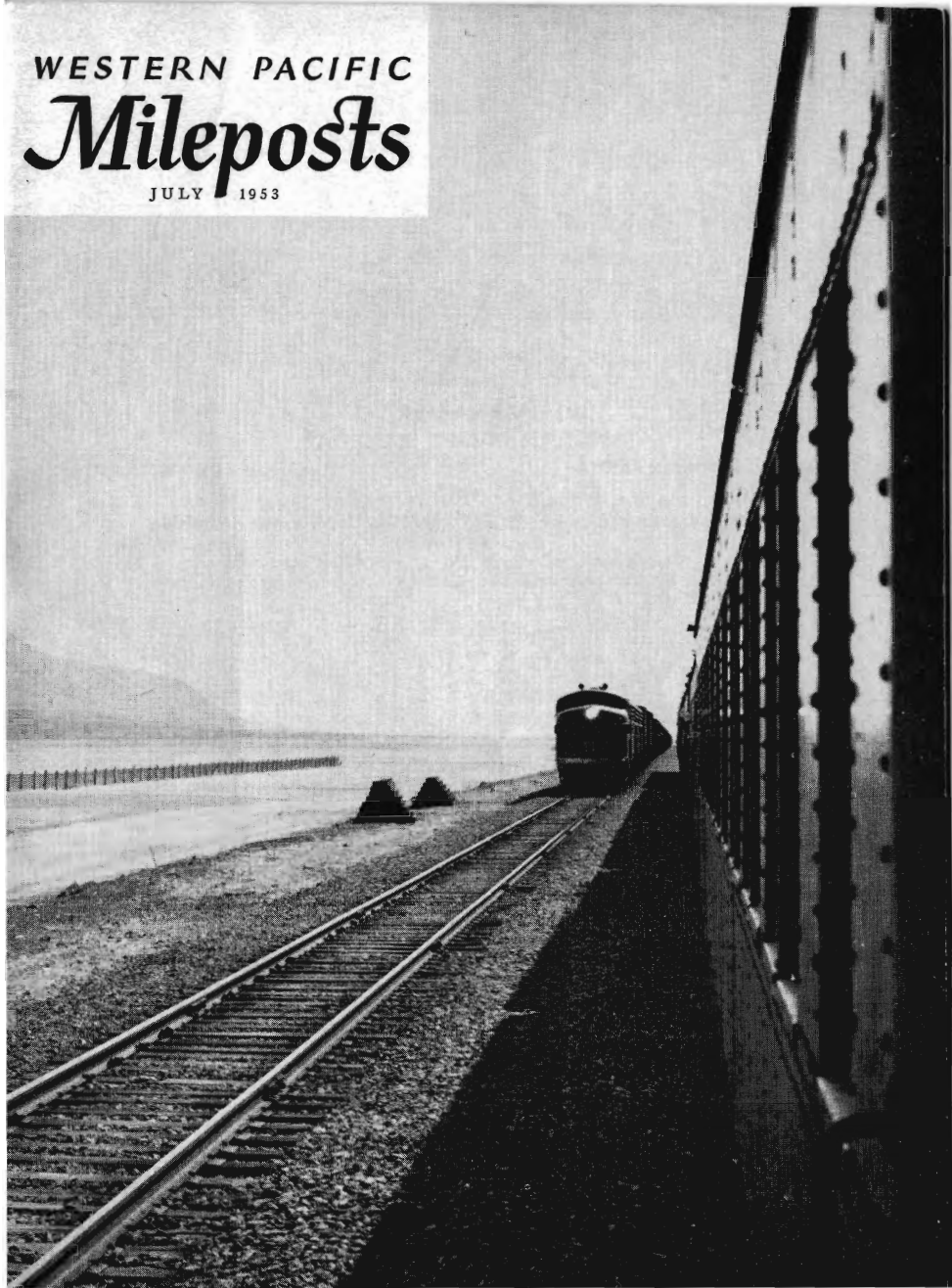


WESTERN PACIFIC
Mileposts
JULY 1953



WESTERN PACIFIC Mileposts



Vol. IV, No. 12

JULY, 1953

*Milepost No. 48

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

*Member American Railway Magazine Editors' Association
Member Northern California Industrial Editors' Association*

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* Milepost No. 48: Section house on the outskirts of Livermore, for storage of materials used by section gang.



GOOD-BYE TO THE ROUNDHOUSE

WHEN it was decided in 1948 to change over completely from steam power to diesel-electric locomotives, plans were undertaken to provide modern diesel facilities for housing and maintaining this new type motive power. This program is now well under way and within the next three years Western Pacific will have one of the most modern arrangements of any railroad for servicing of power as employed in its completely dieselized freight, passenger and switching services.

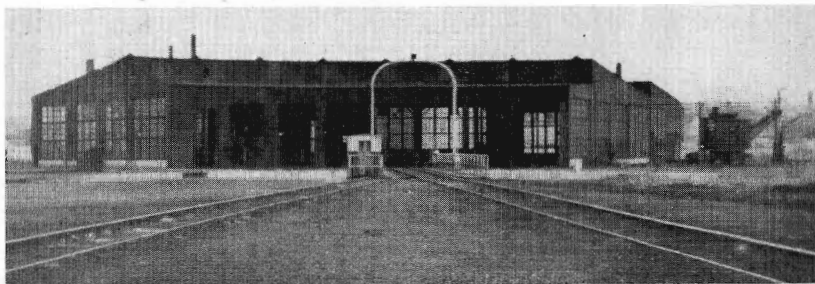
Until recently, the diesel units in freight service were serviced at Winnemucca and Wendover after leaving Oroville on the eastbound trip, and at Wendover and Winnemucca in westbound movements. Under the new plan of operation, diesel units leave Oroville fully fueled and serviced, receive an inspection at Portola if required, and are refueled and fully serviced at Elko for the trip to Salt Lake City and return to Elko. In order to cover the increased mileage between servicing facilities, fuel supply was increased twenty-five per cent by en-

larging the fuel tanks on all 5,400 and 6,000 hp. road freight units. Considerable time is being saved by such arrangements.

Diesel units in passenger service begin and conclude their roundtrip operation between the Coast and Salt Lake City at Oroville, where they are completely fueled and serviced. They are fueled again at Winnemucca for the run to Salt Lake City and return to Winnemucca where they are refueled for the run to Oakland and return to Oroville. Fueling is made at Oakland only when necessary to operate through Oroville on the eastbound trip. Modernization of mechanical facilities in changing over from steam to diesel operation will necessitate no change at this time in the present fueling operation, inasmuch as the passenger locomotives may be satisfactorily serviced at these points with little delay. Such passenger diesel unit fueling would not be practicable at Elko because diesel servicing facilities, including the refueling plant, are located away from the main line, and would involve unnecessary delay inasmuch

Construction of the Wendover roundhouse began about 1922. This view looks east toward Salt Lake.





Wendover roundhouse after completion.

as the remainder of the train does not require inspection as given to freight trains.

First of the series of diesel facilities to be modernized was at Wendover. This new building, like all other WP diesel houses, is constructed of concrete and "Galbestos" (a trade name for corrugated asbestos-protected metal manufactured by the H. H. Robertson Company, Pittsburgh, Pa.). The single track leading into the 24 x 78-foot house will accommodate one diesel switcher, freight or passenger unit for inspection and minor repairs as required. A steam generator for heating the diesel house and auxiliary station buildings, an electric generator and a fire pump are included in a room at the rear of the building.

A similar building, 24 x 70 feet in size, has been completed at Winne-

muca, with facilities complete in all details as at Wendover.

The largest of all presently completed diesel servicing facilities was placed in operation at Elko on June 1. In this 50 x 289-foot building, general servicing, fueling, sanding, and emergency repairs to four units may be handled on two 125-foot tracks within the building. Space has also been included for various shops, a store, air room for rip track facilities, and a locker room. Heating facilities for the diesel terminal are furnished by Vapor Clarkson steam generators identical with the steam generators installed in diesel locomotives.

At each location steam locomotive facilities such as roundhouse, turntable, old store rooms, etc., are removed and retired, leveling off the entire area.

Aerial view of Winnemucca roundhouse. The five Poplar trees at the right-hand corner of the roundhouse were brought from home by Juan Pedroza, hostler helper, and planted in 1935 to beautify the grounds.

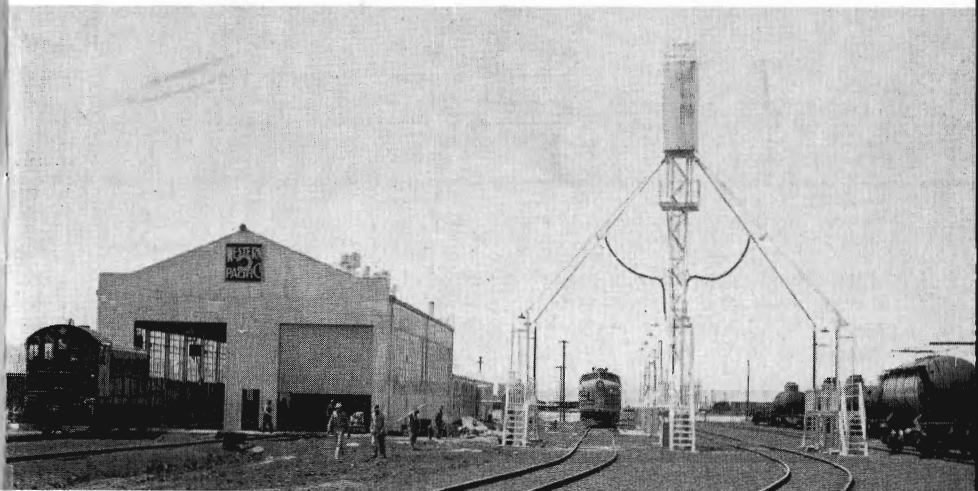


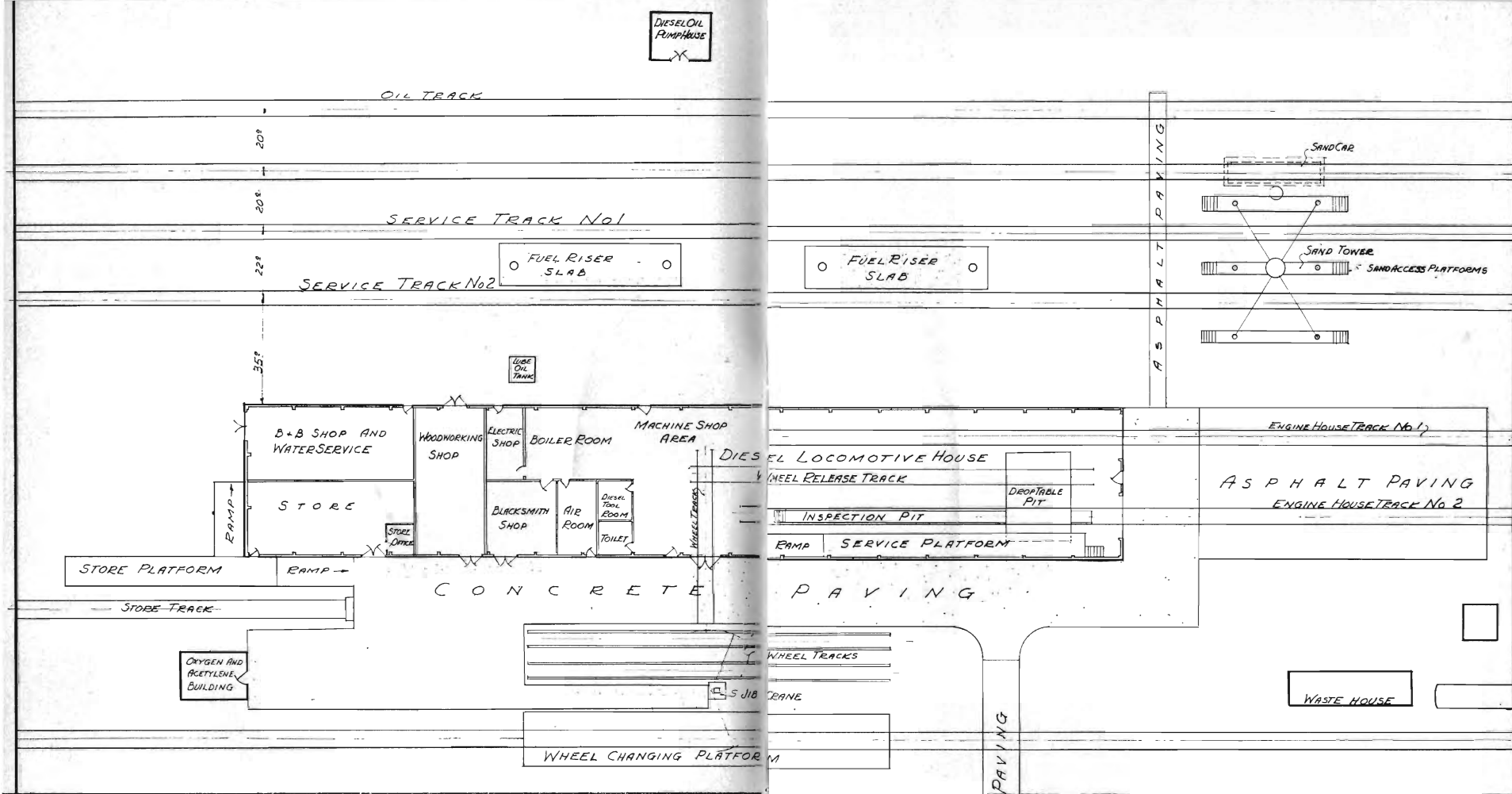
First diesel engine to be refueled at the new Elko diesel house, from the west-bound CFS of June 9, was quickly serviced and on its way in fine record time. Photo by Al Hachquet, special agent-claim adjuster.

CONSTRUCTION of the fourth segment, the diesel facilities at Portola, began early in June and, depending upon weather conditions, is expected to be completed before the end of the year. By running two tracks through the 74 x 225-foot building, eight diesel units may receive general servicing. Steam generating facilities

identical with the plant at Elko will provide for the needs of not only the mechanical facilities but, in addition, the depot building and the hospital. This new structure will also provide for the electrical shop, air and brake service room, tool and test area, locker room, office space and an enginemen's register. Also necessary was the estab-

Over-all view of Elko diesel house taken by Al Hachquet shows adjacent facilities and size of building.





This drawing by Chris Gnesios, bridge and building draftsman, may be compared with photo on page 5.

lishing of a complete store facility with platform and oil house, and fueling and sanding facilities.

While the diesel houses were constructed at Wendover, Elko and Winnemucca before the removal of the

roundhouses, the present arrangement of the roundhouse and its related facilities require a different method of construction in completing the new facilities at Portola. Roundhouse stalls 7 through 12 will first be removed to make room for the diesel house substructure. After completion of sub-

structure, approximately four additional months will be required to complete the new facilities and to move the present facilities which are to be retained into the new house. The old buildings and remaining stalls will then be removed. The present car repair tracks and facilities will be re-

placed by a complete new arrangement which will be located north of the diesel house. The present turntable will be abandoned, facilities salvaged, after which the pit will be filled so as to provide necessary area for construction of both locomotive servicing and store unloading facilities.



Eastbound California Zephyr passing Keddie roundhouse.

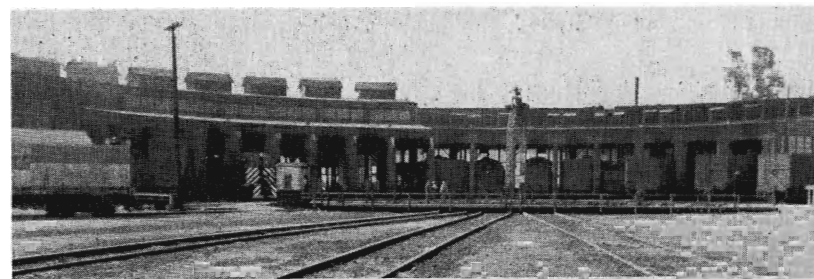
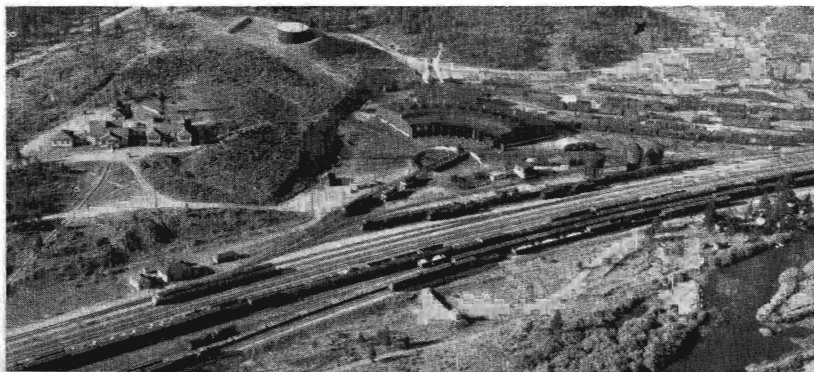
Plans for mechanical modernization of facilities at Keddie, Oroville, Stockton, San Jose and Oakland are for the near future. Necessary plans for accomplishment will follow the Portola project.

The Oroville project, the next unit of any major consequence, includes a 105 x 225-foot diesel housing structure of similar construction to Elko and Portola. As now planned, this project will possibly get under way during 1954 for completion during 1955. This facility will accommodate 16 diesel units for housing and, in addition,

necessary servicing and facilities for handling of all running and some categories of light-heavy locomotive repairs.

No additional diesel facilities are planned for the Sacramento mechanical plant, where all of the major locomotive inspection and extensive overhaul work is performed. A modern drop table, additional depressed inspection pits, and needed allied mechanical shop facilities were recently provided this plant so that diesel truck removal and other allied mechanical work could be successfully progressed

Aerial view of Portola roundhouse and lower end of yard. Buildings at upper left are Portola hospital.



Western Pacific roundhouse at Oroville.

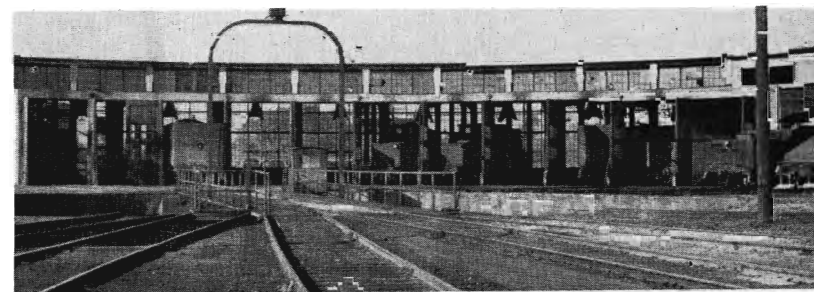
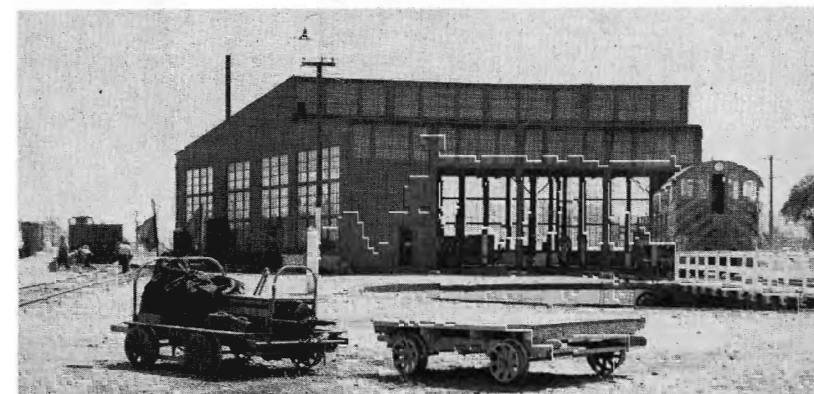
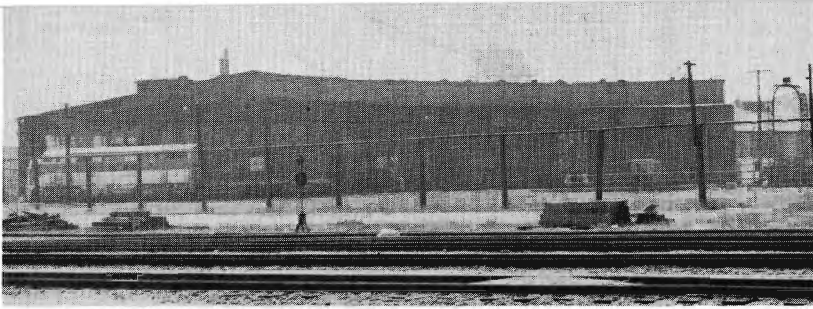


Photo above shows roundhouse at Stockton; one below is roundhouse at San Jose.





Western Pacific's roundhouse at Oakland yard.

at this installation. An oil refining plant was added to this mechanical plant for the refining of used lubrication oil to permit reuse of the lubricant.

Design work is progressing for complete dieselization of the Oakland terminal which will later permit complete removal of the present roundhouse and associated steam locomotive facilities.

This program makes it possible for Western Pacific to remove some ten to twenty old wood structures at each one of these locations, provide much finer and safer working conditions for all concerned, improve the appearance

of the company's property, and more adequately handle the servicing of its motive power. Also being removed are the water and fueling facilities at all intermediate points. When completed, WP's modernized servicing facilities will aid materially in making possible even faster and more economical train service.

The old gag about the roundhouse worker going crazy while looking for a corner in which to eat his lunch will soon be forgotten, as the roundhouse itself is fast disappearing from the American railroad scene.

Purchase and store, and mechanical department personnel meet at Sacramento every two months with Electro-Motive Division, General Motors Corporation, officers to discuss material and mechanical problems. From left: C. A. Bercaw, EMD regional manager; J. L. Lee, storekeeper, Sacramento; G. W. Brownell, T. O. Robertson, and J. W. Steele, EMD; J. C. Marchand, purchasing agent; E. T. Cuyler, assistant chief mechanical officer; R. B. Redus, special mechanical assistant; H. J. Madison, general storekeeper; A. S. Kasper, storekeeper, Oroville; L. V. Duncan, T. C. Wallace, Electro-Motive Division.



Dear Editor:

Sir:

Just a line to let you and your staff know how much I enjoy MILEPOSTS. I sure enjoyed the story on "Operation Nosebag" and the talk the boss gave to the employees at Elko. I railroaded for over 38 years and have seen many changes but the change from steam to diesel is the greatest of all. Wishing all the employees of WP the very best.

W. W. McDonald
 (Retired Water
 Service Foreman)
 Route 1, Box 69, Quincy

* * *

Sir:

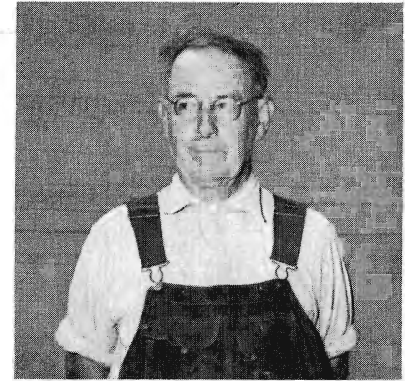
I want to express my thanks for the wonderful service given me by Dr. E. V. Long and the entire hospital staff at St. Mark's in Salt Lake City, after I was stricken with a blood clot in the left lung on March 5. I have been with WP since June 1, 1930, and have been section foreman at Delle, Utah, since 1941, and it's sure nice to know we can get such fine service when sick.

Samuel A. Davenport
 Section Foreman
 Delle, Utah

* * *

Sir:

Please excuse the writing as I am lying on my back in Dameron Hospital with a back injury. I have just finished a letter to Ernie Whitlock, after having received a letter from Frank S. Bent-



Ernie Whitlock

ley, Sr., an old rail, of Route 1 Box 58-B, Rio Oso, California. Ernie recently had a stroke and may never be able to walk again. Frank says he is in high spirit and all he talks about is the boys on the WP. He talks about Billy Metzger and the other engineers and can still hear them blowing their whistles. Ernie may be reached by addressing him in care of Mrs. Donley's Rest Home, Rio Oso, and if you could pass the word on to the boys to blow their whistles at the Rio Oso underpass it would help Ernie to pass away the time. Maybe some of them could drop him a card or run up to see him—he is a pretty sick man and we hope everything will turn out for the best.

Jim Haines (Switchman)
 1559 South American Street
 Stockton, California

WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

Andrew K. Biller, Sacramento Northern watchman-ferry, Chipps Island, California.

George J. Bullis, switchman, Sacramento.

Jesse P. Chauncey, Oakland Terminal car desk clerk, Oakland.

Henry Harrington, division lineman, Winnemucca.

Jose Landeros, section laborer, Stockton.

Clyde O. Lawson, telegrapher, Sacramento.

**Wayne J. Lemme*, switchman, Elko.

**George E. McMullen*, locomotive engineer, Eastern Division.

Oren G. Mead, conductor, Oroville.

**Charles Mooney*, track laborer, Wendover.

Frank D. Vincent, Sacramento Northern, engineer, Sacramento.

* Left service prior to retirement.

* * *

On May 29 Joseph H. Bunker bid adieu to his friends in WP's Cincinnati office, put on his hat and closed the door on 25 years' service as traffic representative to begin a new life as a retired employee.

Joe was born in that city on September 11, 1886, finished parochial school at the age of twelve to attend St. Joseph's College where he completed a business course at the age of

fifteen. Like his father, Joe went to work for the Baltimore and Ohio Railroad taking a position as a stenographer in the freight office on April 1, 1903. Being the youngest in the office, he was released in a retrenching program, but



managed to re-enter railroad work as stenographer-clerk for MKT Railroad the following year. He was appointed local freight solicitor in 1909 and traveling freight agent in 1914 in the Ohio, Indiana, Kentucky

and West Virginia territory.

Joe severed connections with that road in May, 1928, and became a WP traveling representative later that month, a position he held during his 25 years with the company with the exception of a temporary demotion to clerk during the depression.

He married Mary Agnes Coyne on June 30, 1909, and is the father of three children, Joe, who passed away after 72 hours of life, Mary Jane, now married with a daughter Mary Carol, and Robert James, also married with a daughter Diane Kay. Bob enlisted in the Navy prior to the outbreak of World War II and was en route to Honolulu at the time of Pearl Harbor. After more than five years absence he returned to Cincinnati and is now Deputy Collector in the Internal Revenue Service.

Joe has no plans for the future but looks to retirement with a great deal of anticipation and pleasure and hopes

to make a change in the general routine of things in effect at his home for the past 44 years. He has no hobbies, but likes to read and watch Western pictures on TV. He retires with a great admiration for Western Pacific, its officers and employees.

* * *

A. C. Salomon retired from his position as yardmaster at Oakland on May 31, following a service which began on July 1, 1925.

He was born on November 2, 1887, at Sealy, Texas, where Sealy mattresses were first made with machinery powered by donkeys on a treadmill.



Having no desire to lay down on the job, Salomon passed up a "soft" opportunity and took to railroading as a transfer clerk for the Gulf, Colorado and Santa Fe at Sealy. He braked for the Santa Fe at Gal-

veston, Texas, in 1909, later being promoted to conductor. Leaving that road in 1913 he became a switchman for the SP, working at Tucson, Yuma and San Francisco, and spent some time with the Northwestern Pacific at Sausalito about 1915. He returned to the Santa Fe in 1916, working at Winslow, Arizona, and Argentine, Kansas, and in January, 1917, joined the New York Central at Indianapolis. He was an Oregon Short Line employee at Salt Lake City in 1918, then spent the next two years again with the SP, at Fresno and Los Angeles. Following the switchmen's strike in 1920 he returned to SP as switchman and assistant yardmaster

at Tracy, and following a transfer to their West Oakland yard, settled down with Western Pacific in July, 1925.

Salomon is a member of Alcatraz Lodge No. 244, F. & A. M., and claims that as soon as he gets used to taking life easy intends to spend a lot of his spare time with the rod and reel.



In the Armed Forces

In addition to the 134 persons previously reported, the following employees are now serving in the Armed Forces:

GEORGE ARGENTOS, section laborer, Salt Lake City.

CLAIR F. BOSSEN, signalman, Gang No. 3.

WALTER G. FISK, signalman, Gang No. 5.

ROBERT E. HOPKINS, JR., vault clerk, Auditor's office.

RICHARD F. RAMIREZ, refrigeration clerk No. 3, auditor of revenues department.

EVERETT SANDERS, section foreman, Western Division.

JOHN T. SMITH, burro crane operator, Western Division.

HERBERT L. VLASAK, lead signalman, Gang No. 3.

GENE F. WORTHINGTON, junior file clerk, auditor of revenues department.

* * *

MILEPOSTS will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards were issued during the month of May, 1953:

30-YEAR PINS		
Frank T. Kelly.....	Signal Maintainer.....	Signal Dept.
Martin L. Toomey.....	Boilermaker.....	Mechanical Dept.
25-YEAR PINS		
Tom Alerich.....	Carman.....	Mechanical Dept.
Francis O. Bridges.....	Chief Clerk, Auditing.....	San Francisco
Harold Clifford.....	Marine Engineer.....	Western Division
Emmett M. Dillon.....	Assistant Auditor Payroll Accts.....	San Francisco
James E. Engstrom.....	Marine Captain.....	Western Division
L. F. Gartner.....	General Agent.....	Cincinnati
Eric H. Hecker.....	Locomotive Engineer.....	Western Division
Fred Light.....	Clerk.....	Western Division
Robert L. McQuarrie.....	Conductor.....	Eastern Division
Lou Rushing.....	Patrolman.....	Chief Special Agent & Claim Agent Dept. St. Louis
Irene Schuepbach.....	Secretary to General Agent.....	St. Louis
20-YEAR PINS		
Clarence L. Elliott.....	Section Foreman.....	Eastern Division
David G. Hutchinson.....	Building Inspector.....	Eastern Division
Orson D. Park.....	Section Laborer.....	Eastern Division
Vernon C. Robyler.....	Section Laborer.....	Eastern Division
William Wikander.....	General Bookkeeper, Auditing.....	San Francisco
15-YEAR PINS		
Wesley I. Bump.....	Brakeman.....	Western Division
Bruce L. McNeill, Jr.....	Assistant Engineer.....	Signal Dept.
Thomas P. Nall.....	Locomotive Fireman.....	Western Division
Henry C. Parrish.....	Switchman.....	Eastern Division
William L. Stephenson.....	Telegrapher.....	Eastern Division
Mrs. Marguerite Ward.....	Clerk, Auditing.....	San Francisco
10-YEAR PINS		
Robert Allen.....	Waiter.....	Dining Car Dept.
William D. Benedict.....	Brakeman.....	Western Division
Albert J. Brown.....	Locomotive Fireman.....	Western Division
Walter L. Chapman.....	Extra Gang Foreman.....	Western Division
Theodore E. Claypool.....	Machinist Helper.....	Mechanical Dept.
Chester C. Clevenger.....	Engine Watchman.....	Mechanical Dept.
William T. Cory.....	Hostler Helper.....	Mechanical Dept.
Hayden W. Davis.....	Locomotive Fireman.....	Western Division
Doria A. Doherty.....	Clerk, Auditing.....	San Francisco
George D. Duchardt.....	Switchman.....	Western Division
Gladys E. Evans.....	Clerk.....	Western Division
George Fields.....	Waiter.....	Dining Car Dept.
John E. Fisher.....	Fireman.....	Eastern Division
Walter Gaskin.....	Waiter.....	Dining Car Dept.
Walter V. Green.....	Switchman.....	Western Division
Robert L. Harrigan.....	Clerk.....	Western Division
James A. Jarantones.....	Section Laborer.....	Western Division
Clyde E. Kershner.....	Fireman.....	Eastern Division
C. R. Kyser.....	Waiter.....	Dining Car Dept.
Dean M. Mastin.....	Yardmaster.....	Eastern Division
Emilio Michelli.....	Iceman Laborer.....	Eastern Division
Darl A. Miller.....	Brakeman.....	Western Division
Lois Morgenroth.....	Clerk.....	Western Division
Thos. F. Nally.....	Night Foreman.....	Eastern Division
Olga M. Olsen.....	Clerk.....	Western Division

Leon C. Organilla.....	Marine Fireman.....	Western Division
Frank O. Perkins.....	Electrician Helper.....	Mechanical Dept.
William E. Phillips.....	Locomotive Fireman.....	Western Division
Joseph H. Polk.....	Machinist Helper.....	Mechanical Dept.
Lloyd J. Reed.....	Clerk.....	Western Division
Wilbur E. Reese.....	Towerman.....	Signal Dept.
Valley Robinson.....	Waiter.....	Dining Car Dept.
James L. Scranton.....	Stationary Engineer.....	Mechanical Dept.
Claude G. Smith.....	Waiter.....	Dining Car Dept.
Willie R. Smith.....	Mach. Helper Apprentice.....	Mechanical Dept.
Gordon C. Thurman.....	Locomotive Fireman.....	Western Division
Aurilla R. Troy.....	Clerk, Transportation.....	San Francisco
James M. Turner.....	Machinist Helper.....	Mechanical Dept.
Clarence E. Wade.....	Brakeman.....	Western Division
Eleanor M. White.....	Clerk.....	Western Division
Mrs. Bertha Willis.....	Clerk, Auditing.....	San Francisco

THE ART OF GETTING ALONG

Sooner or later, a man, if he is wise, discovers that life is a mixture of good days and bad, victory and defeat, give and take. He learns that it doesn't pay to be a too sensitive soul; that he should let some things go over his head like water off a duck's back. He learns that he who loses his temper usually loses out.

He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously. He learns that carrying a chip on his shoulder is the easiest way to get into a fight. He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that buck-passing always turns out to be a boomerang, and that it never pays. He comes to realize that the business could run along perfectly well without him. He learns that it doesn't matter so much who gets the credit so long as the business benefits. He learns that even the janitor is human and that it does no harm to smile and say "Good Morning," even if it's raining.

*I thought it mushroom when I found
It in the woods, forsaken.
But since I sleep beneath this mound
I must have been mistaken.*

He learns that most of the other fellows are as ambitious as he is, that they have brains as good or better, and that hard work, not cleverness, is the secret of success. He learns to sympathize with the youngster coming into the business, because he remembers how bewildered he was when he first started out.

He learns not to worry when he loses an order, because experience has shown that if he always gives his best, his average will break pretty well. He learns that no man ever got to first base alone, and that it is only through coöperative effort that we move on to better things.

He learns that bosses are no monsters, trying to get the last ounce of work out of him for the least amount of pay, but that they are usually pretty good fellows who have succeeded through hard work and who want to do the right thing. He learns that folks are not any harder to get along with in one place than another, and that the "getting along" depends about ninety-eight per cent on his own behavior.

—Author Unknown.
Submitted by John Nolan,
Assistant to Vice-President—Traffic.

Mother: "What's taking you so long to put on your bathing suit?"
Daughter: "I can't quite decide where to put it."

AND THEY CALL IT VACATION!



The army straggles back to the city, worn and weary. There are arms in splints, heads bandaged, skin seared, muscles aching, feet blistered.

The by-stander asks, "Where was the battle?" and the little boy says, "Pop, ain't you heard the war's over? This is just the vacation and week-end crowd coming home from relaxing!"

We know that may be a little exaggerated, but it won't hurt a bit to give the idea a little serious thought now that Vacation Time is here. Heaviest between June and September, it's the time of year most of us have been enthusiastically looking forward to for so long. Time for relaxation and diversion — time for a well-earned rest — time for enjoyment. Some will take long trips, others will fish, some prefer golf, swimming, boating, or just plain loafing. Whatever the purpose, plan to have a wonderful time.

We would like to remind you, however, to include a little caution in those plans you make. We all know we shouldn't enter the water too soon after eating, dive into water that hasn't been tested for depth, or take a chance with undertow, yet there are a number of people drowned each year for these reasons. We all know a boat shouldn't be overloaded, that it should be kept away from swift currents, and that all forms of "horseplay" should be avoided while boating, but a number of persons lose their lives each year in boating accidents.

We all know the terrain is usually rough around favorite fishing holes and that there may be hidden rocks or logs on which a person may slip, yet



Paul Jenner says:

"Don't Be HALF Safe!"

numerous limbs are fractured and drownings occur when fishermen take chances around swift water.

We all like to indulge in a little baseball, softball, tennis and other more active sports occasionally, but it's easy to forget you are not as young as you were ten or fifteen years ago when your reflexes and muscles responded more quickly.

The beach is a swell place—so darned pleasant in fact, that a lot of people just naturally lie out in the warm, soothing sun until they fry. You can't get a tan the first few times out but you CAN get a severe burn which can spoil your entire vacation.

Another thought—if you drive, drive carefully, take a little more time, obey the traffic rules, and observe the grade crossings.

We sincerely wish that you and your families enjoy wonderful vacations—free from accidents. Don't take a chance—death punches no time clock!

SICKNESS-UNEMPLOYMENT BENEFITS

A Railroad Retirement Board press release announces that about 500 Western Pacific employees received sickness benefits under the Railroad Unemployment Insurance Act during the benefit year which ended June 30, 1952. On the average, they drew \$214 for about ten weeks of sickness (excluding the one-week waiting period). Total benefits paid to them came to \$98,000. Western Pacific employees also drew \$123,000 in unemployment benefits.

July 1 marks the beginning of a new benefit year for unemployment and sickness benefits under the RUI Act. To receive unemployment benefits, you must be unemployed; ready, willing and able to work; and you must register with a railroad unemployment claims agent (railroad foremen, supervisors, and station agents often serve in this capacity).

To receive sickness benefits you must be unable to work because of sickness or injury. You must complete an Application for Sickness Benefits and your doctor must fill out a Statement of Sickness for attaching to the application form. Forms may be obtained from employer, labor organization officials, or any Railroad Retirement Board office.

Rates for benefits range from \$3 for employees who earned from \$300 to \$474.99 in 1952, to \$7.50 for those who earned \$3,500 or more, payable for a maximum of 130 days in the benefit year.

Benefits are not payable for any day for which you receive wages, salary, pay for time lost, vacation pay or other remuneration. Payments under private accident or health insurance policies or from railroad relief department, do not affect sickness benefits.

WP DIESELS TO KLAMATH FALLS

Effective June 1, Western Pacific four-unit diesel engines began through service over the Keddie-Bieber line to Klamath Falls, Oregon, the result of a recently approved lease agreement between Western Pacific and Great Northern railroads.

While no figures are yet available, time saved by such operation during the present test period are far better than first anticipated.

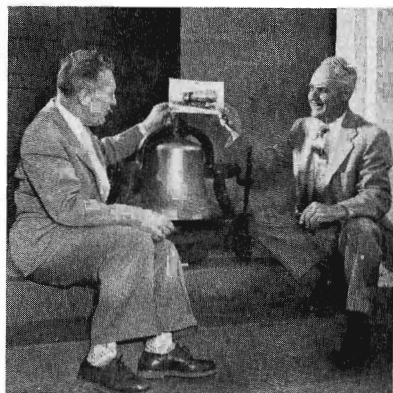
In addition to the time expected to be saved, Western Pacific will receive rental for its engines from the Great

Northern which would otherwise lie idle at Bieber while waiting for a southbound freight, and Great Northern will have the use of engines which they would otherwise have to purchase and which would also remain idle at Bieber while awaiting northbound trains.

Under the lease agreement, Western Pacific crews relinquish their engines to Great Northern crews at Bieber, who return them to Western Pacific crews for the southbound run over Western Pacific lines after the round trip between Bieber and Klamath Falls.

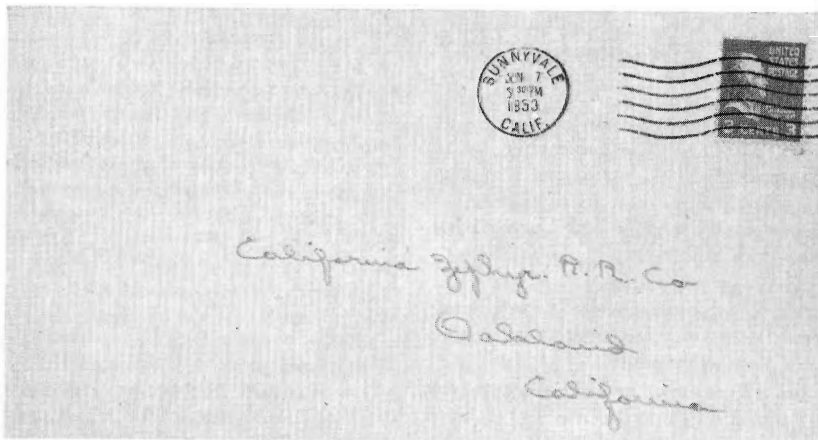


William L. "Billy" Hughson, of San Francisco, first Ford dealer in the world, and Mrs. Hughson, ready to board the California Zephyr at Oakland for a trip to Dearborn, Michigan on May 28. As guests of Henry Ford II, they helped to celebrate the Ford Motor Company's fiftieth anniversary.



When R. C. Beltz, office manager in the general manager's office, presented WP's last available locomotive bell from scrapped steam engines to the Westbrea Church, Berkeley, on May 28, he brought along a photo to show Pastor R. A. Graves engine 151 which carried the bell for 40 years.

Proof that the Western Pacific is earning quite a name for itself is shown by this letter recently received through the United States mail by Jimmy Dillon, agent at Western Pacific's Oakland freight station.



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 employees and annuitants whose death has been reported:

John G. Depew, retired foreman and engineer for the Alameda Belt Line, died on March 28, 1953. Mr. Depew entered service in November of 1943, and last worked for the company when he retired on December 8, 1944.

Manuel H. Duarte, retired locomotive engineer, died on May 16, 1953. Mr. Duarte last worked for Western Pacific on November 30, 1948.

Albert H. Fisher, retired carman, died on April 4, 1953. Mr. Fisher entered company service on April 14, 1941, and last worked for Western Pacific on December 6, 1947.

Walter S. Graham, night chief dispatcher, died on May 10, 1953. Mr. Graham entered Western Pacific service on January 22, 1942. He is survived by his widow, Mrs. Elsie Graham, of Sacramento.

Carl F. Hagen, locomotive engineer, died on June 9 from uremia. Mr. Hagen entered company service October 31, 1918. He is survived by his widow, Elsie, MILEPOSTS correspondent, a daughter, Mrs. Shirley Stroup and granddaughter, Pamela.

Lee W. Ricker, retired Tidewater Southern brakeman, died on March 25, 1953. Mr. Ricker entered service on

August 2, 1945, and retired from the company on September 5, 1946.

William S. Roll, telegrapher, died recently. Mr. Roll entered Western Pacific service on August 18, 1914 and last worked for the company on April 29, 1949.

Russell Smith, retired switchman, died on March 27, 1953. Mr. Smith retired from the company on November 23, 1945, after six months of service.

Richard G. Taylor, retired locomotive engineer, died on May 17, 1953. Mr. Taylor retired from the company on February 28, 1950.

IN MEMORY OF HARRISON YOE

American Heart Association
44 East 23rd Street
New York, N. Y.
Gentlemen:

We, the officials and employees of the Western Pacific Railroad Company, do hereby dedicate \$275 to the "Heart Fund" in the memory of Harrison M. Yoe, who passed away April 20, 1953, as the result of several heart attacks.

Harry was a faithful employee and a sincere friend. Our lives have been made happier for his having been among us. His passing has left an emptiness in our hearts that only time can heal.

Respectively,
Nevada Michelson, Chairman
Heart Fund Committee
Western Pacific Railroad Co.



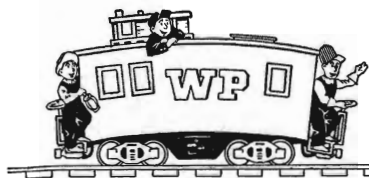
LINDA VISTA PICNIC

Mileposts' picture story of the Western Pacific picnic held at Linda Vista Park, Mission San Jose, May 17. Among the largest gathering at any WP picnic were the oldest WP employee in years of service, Engineer Billy Metzger, and his wife, shown above. A ball game, swimming, dancing, races, free coffee, and free balloons and entertainment for the kiddies were highlights of the annual affair. Pictures by Maurice Notter and Art Lloyd, Mileposts staff. Metzgers' photo by C. L. Droit.



DO YOU REMEMBER THIS WP PICNIC AT MOHAWK TAVERN, MAY 5, 1930?

These pictures were loaned to Mileposts by Frank Rowe, WP agent at Reno.



Caboosing

CHICAGO

Jim Baker

Our sympathy to **FREDDIE ROBBINS** on the recent passing of his beloved mother, Mrs. Ida Virginia Moore of Gary, Indiana.

We're glad to have **ANN WEBER** back on the job again after being away several months because of illness. Ann reports she is now feeling wonderful.

KEN RANK is all excited over making plans for that annual week outing at the Dairyman Country Club pow wow at Boulder Junction, Wisconsin. Ken says his training in running down compartmentizer cars will be a big help in running down golf balls and fish.

Understand **HAL NORDBERG** shot an 87 at the recent Ocean Freight Agents' golf outing. His only excuse — not enough practice. We think Hal is holding out hoping that **JOHNNY RIEGEL** will be looking for a "pigeon" when he hears of Hal's score and will be likely to give Hal a few strokes for a little match.

JIM WARREN is strutting these days. On May 23, daughter Helen (Mrs. Ed Walsh) presented Grandpa Jim and father Ed with a 6 pound 5 oz. baby girl, Virginia Kathleen.

FRED SWEENEY recently returned from a week's vacation sporting a nice sun tan. Says he just relaxed in the sunshine of South Chicago with his wife and kiddies.

JULY, 1953

Our newlyweds, **ELLEN** and **JIM RICHARDS**, are back on the job again. They have taken up residence on the near North Side and Jim reports that Ellen is a wonderful cook.

WINNEMUCCA

Doris Cavanagh

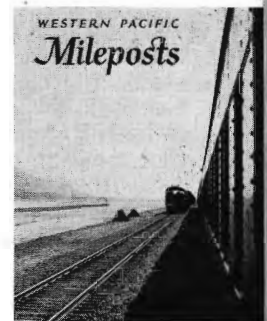
Vacationtime is in full swing. Yard Clerk **THEL LEWIS** traveled to San Francisco; Fireman and Mrs. **ED DUNSTON** visited in the Middle West; and retired Section Foreman **SAM COLLETTI** is in New York. Engineer **JOHN SMITH** and Roundhouse Clerk **RUTH SMITH** took a brief trip to California, and Roundhouse Foreman and Mrs. **LEONARD WILLIAMS** went to Utah for the wedding of their son, George.

TOM SNOW served as foreman while the roundhouse staff vacationed, and the clerking was done by **DORIS CAVANAGH**.

High school honor roll students

JULY COVER

A west-bound Western Pacific special holds a passing track while a fast east-bound Western Pacific freight rolls across the Nevada desert enroute to Salt Lake City.



Marian Laughlin and Jackie Stone-street attended a convention in Columbus, Ohio, as representatives of the FHA. They are the daughters of Roadmaster and Mrs. DAN LAUGHLIN and Conductor and Mrs. GEORGE STONE-STREET.

Johnny, small son of Yard Clerk and Mrs. VAL MARTIN, distinguished himself singing "Sweet Evalina" at the Eagles-Elks Mothers Day observance. Mrs. M. C. MILLER, wife of the Weso telegrapher, won a prize for the largest (seven) family.

Burial of Mrs. OTTO DAVIS, wife of former hostler helper, took place here the first week of June. She died in Las Vegas.

Hospital patients included Engineers ERNEST WILLIAMS and BILL SHOLL; Laborer ABRAHAM BYARANO; and Cat Operator BOB DECKROSH.

HAROLD HAVILAND is relief yard clerk at Winnemucca; DAYLE DAYTON, third trick telegrapher; and MARY EVANS, relief operator. GEORGE ARVENS is relief signal maintainer at Gerlach and ALBERT BACA acting foreman while AL SCHUETTER was ill.

As vividly described by Brakeman B. J. FARRELL, the cooking and comforts of a CFS caboose could ALMOST equal a first-class ride on the *Zephyr*.

STOCKTON

Virginia Rustan

ERNE DAVIS, demurrage clerk, received a card from Lt. Col. BOB YOUNGBLOOD, now stationed in Mannheim, Germany. Bob extended greetings to all his WP friends.

On July 27 members of the BLE Lodge, Stockton, and friends will hold a midnight boat ride down the river. Food, refreshments and music for

dancing will comprise the evening's entertainment. With a full moon anticipated, it should be a wonderful evening.

Opening day of trout fishing brought good results to Carman ANDY GIANETTI, Fireman J. B. RADCLIFF, and Blacksmith TRACY MONKS. All three came home with the limit.

The RR Credit Union Branch recently formed in Stockton has created a great deal of enthusiasm. Elected as directors on the board were KEITH REESE, president; J. C. MOFFITT, vice-president; GENE TRACE, treasurer; IRENE ARMITAGE, clerk; and ANDY STEEN, board member.

Welcome to EDYTHE LAWLEY, new relief PBX operator. We're glad to have you with us.

SACRAMENTO SHOPS

Marcella Kahl

Ninety-nine shop, mechanical and store department employees contributed to the last Blood Bank Drive at the shops. Again, under the general supervision of the Red Cross and the previous thought and planning of Nurse EDNA SPRATT, the drive went off like clock-work and the efficient operation received full praise from the Red Cross.

One of our carmen is definitely going in for diversified farming! AL UIZINA's latest purchase is a hog — to add to his already accumulating flocks of chickens and ducks, and one cow.

I thought I "scooped" everyone last December in announcing that Engine Watchman BILL PARKER would be married during Christmas vacation. I now find that either Bill didn't ask the gal before he broke the news to me, or, to make me an honest reporter he up and



Hy O'Rullian, chief clerk, mechanical department, dug up this fine old photo of WP blacksmiths taken at Sacramento June 17, 1936. Blacksmith Foreman Ellis Asbury identified those in the picture, left to right, back row: Carl Paule, Bill Stowell, Joe Roderick, Chas. Connolly, Bill Nicholas, Lorenzo Covich, Jas. Purcell, Joe Fry, Jack Davis, Andy Best, Henry Periman, Bill Nanery. Center row: Ed Carter, Geo. Meyers, Ernie Richardson, Jes Pippin, Geo. Mayberry, Jake Koahn, Garrett Spiva, Herb Martin, Joe Feusi, John Asbury. Front row: Nick Surjan, J. E. Brown, Elton Paine, Elton McPherson, Ed Heisch, Herbert Martin, Kennard Shields, Ellis Asbury, and Clarence Muller.

married the gal last month. Congratulations are now and finally in order!

The best of success to JOHN CLERKIN who left the machinist trade to open a business of his own. John recently came from Ireland and his wonderful brogue should help a lot in selling Irish stews—a specialty at his tavern.

Our sympathy to Machinist JACK FOCHE on the recent death of his wife.

Machinist CHARLIE GEBHART is home ill and we wish him a speedy recovery.

Boilermaker GEORGE NAPOLI has consented to assist with duties as a member of the WP Sacramento Employees Federal Credit Union, replacing Machinist BOB KEITH who has transferred to Keddie.

The skill of our softball team won them a championship or two in the

past and with the season here again we wish them luck and hope for another winner this year.

ELKO

Rosalie Enke

MAURILIO CARRILLO, former Elko machinist, now employed at Oroville, spent his vacation visiting in Elko.

Relief Roundhouse Foreman PAUL GEISKING bid farewell to his many friends here and left for North Dakota the last of May where he plans to go into business. Best of luck, Paul.

Carman PETE ALBERRO, who has been packing a sling around for some time, now states his broken wrist is almost back to normal again.

Several new faces around Elko depot

these days. FLORA ROSE, assistant time-keeper, who hails from Carlin, likes to talk about the WP at home—particularly since her family works for the SP.

JIM COX transferred from yard clerk at Wendover to vacation relief clerk at Elko, and FERRIN ALLEN, accountant, has returned to service after attending school under the GI Bill for the past year at Logan, Utah.

Dispatcher C. R. BLISS, from Oregon and various other points, recently joined WP, replacing REED "PEEWEE" SHAW, who resigned his position as trick dispatcher. Dispatcher RAY VON HARTEN is also leaving, having bid in first trick chief at Sacramento.

Mr. and Mrs. W. F. JOHNSON of Salt Lake are the proud parents of 7½-pound Gary Dean, born on May 19. Mrs. Johnson, the former Helen Harper, is the daughter of Engineer and Mrs. SEYMOUR J. HARPER.

May was a popular wedding month. Signal Maintainer PERCY W. PRATT and Margery Hogan were married in the Mormon Temple in Salt Lake City on the 15th, and on the 21st, Norma Johns, daughter of Switchman BOB JOHNS, and Don Rizzi were married in a home ceremony. On May 17, LARRY CONTRI, power coordinator, walked up the aisle of the Presbyterian Church in Elko to give his daughter Mary in marriage to David Sharp. Larry has been quite a commuter lately. On June 5, he again returned to Elko to attend son Ted's graduation from high school. Ted was the recipient of many honors, foremost of which was the Harold's Club Scholarship to the University of Nevada.

"To be able to disagree, without being disagreeable, is one of the first signs of a diplomat."

SALT LAKE CITY

Lee Marshall
Chas. W. Owen

Congratulations to Brakeman AL POWELL and his wife on the arrival of a baby daughter last month.

Brakeman DON CROSBY and his wife recently returned from an enjoyable vacation through the Eastern states. Also just back from a two weeks' rest are Brakeman CHAS. SERVIS and wife.

Brakeman JIMMIE GAMBLE is looking forward to some pleasant days at his cabin in Brighton, but says the snow is still so deep it may be August before he can get in.

Our best wishes for a speedy recovery to Conductor RAY THOMAS, who is hospitalized at St. Mark's.

Condolences to Conductor EUGENE BIETEL and his family on the recent death of Gene's mother in Salt Lake.

The \$64 Question—will Conductor FRANK BOULWARE bring back a new Mercury when he returns from his vacation?

Conductor J. B. PRICE is still seeing "snake eyes" after returning with his wife from a three-day holiday at the Las Vegas Helldorado.

TIDEWATER SOUTHERN

Dora Monroe

We are glad to see Brakeman TOM THORLA back on the job after his recent illness.

Understand our vice president, H. C. MUNSON, has become quite an open field runner without a field to run in, as a result of riding the 1½ miles of TS tracks, which split the center line of WP's M-1 inspection car.

Vacations are numerous on the Tide-

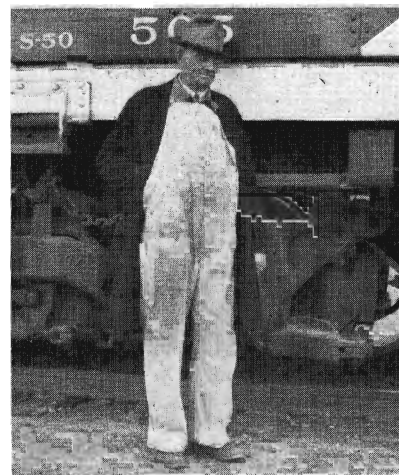
water this month—Conductor BILL DAWSON and wife motored to Enid, Oklahoma, and enjoyed fine weather; Conductor HARRY STUMBAUGH and wife flashed to Reno in their new Ford in which we were so interested we forgot to ask how they fared in the Biggest Little City; Engineer SY BLACK and wife spent their vacation in the Pacific Northwest going as far as Vancouver, B. C.; and your reporter spent two enjoyable weeks sightseeing in New York City, Washington, D. C., Atlanta and New Orleans. One of the highlights of the trip was our first trip on the *California Zephyr*. Cannot possibly say enough about the luxurious train, splendid service and delightful scenic route.

OAKLAND

Hazel Petersen

CITY TICKET OFFICE—NORMAN L. BODIE, ticket clerk, transferred his seniority out here from Elko, and the third ticket clerk position, reestablished for the summer, is being held again by DONALD STEVENS.

FRUITVALE—Switchman VERNON CLAYS finally left the Bay Area for a vacation in Reno, Salt Lake City and Los Angeles. AGENT McELROY sports a new summer outfit and real dapper. That new jet sound in this area is only LEO FRATANGELO's car rounding short corners. Switchman IRVIN CLAUSE WALDEMANN is an authority on good eating spots here. MASON GORDON, SR., claim clerk, and son Jack will spend their vacation in Salt Lake City and Los Angeles; Cashier DON NAYLOR with his parents in Utah; JOE PENNER, clerk, has chosen Oregon. We're happy to hear Joe's health has greatly improved and that Section Foreman NELS AN-



Meet E. C. "Easy" Martin, WP switchman at Oakland since May 11, 1925. Hazel Petersen sent in the photo and says "Easy" is an old-time favorite around the yard, "Typical switchman," great guy.

PERSON is back to work. HAROLD SUTTER, rate clerk, underwent surgery recently and is back to work.

OAKLAND FREIGHT STATION—BEULAH KENNEDY, messenger, is on the sick list and LAUREL HERRICK, steno, is remaining at home to care for her father who is quite ill. DORIS BROWNE, expense clerk, returned to work after having resigned three years ago. RAE RAYMOND, messenger, will be accompanied by her three sisters on a vacation to Las Vegas, Zion Park, Bryce Canyon and home via Reno.

OAKLAND YARD—RAY HILBURN, retired switchman, is seriously ill at Highland Hospital and JOHN NICHOLS, switchman, is recuperating quickly at Omaha and expects to return soon. BILL PHILPOTT, train desk clerk, and wife, will visit in the East and then travel in Europe for about 60 days.

OAKLAND MOLE—KARL HENRICH, stationmaster, will vacation at home with a paint brush and make occasional trips to Lake Merritt to feed the birds, all on account of the expensive trip Heinie made to New York last year.

MARINE DEPARTMENT — JOE GANEY, retired bargeman, has been touring the East taking in ball games and trying to interest major league players in the "Mighty Oaks" who are a little weak this year. Vacations shortly for Mate FRED KOCH, Captain H. C. DYKE and Fireman L. JOSEPH. Welcome to GEORGE DOYLE, marine fireman. JOHN ZAHN, bargeman, is still recuperating at home from a long illness.

CAR DEPARTMENT — LEO RODRIGUEZ, car inspector, announces that his wife, Harriet, will attend the BLE Convention in Cleveland in July as delegate of the women's auxiliary. HAL BROTHERS, car inspector, returned from an Eagles' convention in Fresno. BILL FINCH, car inspector, is driving his auto again after losing five toes in an accident and JOHN FORSMAN, airman, has parted with his Plymouth of undetermined vintage and now drives a new Chevrolet.

ROUNDHOUSE — BILL GOOD, foreman, leaves soon with his wife for a trip into Canada.

ASST. SUPERINTENDENT'S OFFICE—GRANT EVANS, trainmaster, and his wife, Vi, will spend the balance of a vacation fishing at Planada.

SAN JOSE YARD — Yardmaster P. H. MURPHY returned to work after having been off about two months with broken ribs from an accident suffered while mowing his lawn.

DINING CAR DEPARTMENT—LES KULEVICH is HAROLD WYMAN's new

secretary. Understand he has taught shorthand in Mexico and takes shorthand in Spanish. CECIL STALEY, inspector, and wife, Anne, visited their family in Nebraska, and HOWARD HUFFMAN, chief clerk, is bound for Oklahoma—oil royalties maybe? DIXIE ULISSE, doing vacation relief in this department and the car department. Because MACE GORDON, JR., payroll accountant, doesn't understand Spanish, a sombrero for his lady cost him 14 pesos while in Tiajuana. BILL PHELPS, car department, and his wife, LEE, assistant chief PBX operator, will vacation in Canada.

STORE DEPARTMENT—LEO GRAHAM and his wife are not only eating more salmon than is good for them but since Leo got his new boat they are thinking of a canning plant. HANK GANSBURG is Zephyring his way to Detroit to pick up a new Dodge.

PASSENGER DEPOT — Can't understand why JACK ROBERTS, ticket clerk, is still single. No gals in Oakland?

KEDDIE

Elsie Hagen

Lots of moving around here—Trainmaster LEE MICHELSON left for Stockton after school was out, the LEROY FOSTERS moving into the house Lee vacated; BOB KEITH, roundhouse foreman, moved here from Sacramento; PAUL DUFFY has his family settled after a move from Pulga; and Conductor RAY TIDD has moved to Oroville.

CONDUCTOR STUBBLEFIELD'S son, Wilbur, is receiving Naval boot training at San Diego.

Engineer JACK DeCOSTA, his wife, and Mrs. Rachel Barnhill of San Francisco are vacationing in Las Vegas and Boulder Dam; JAMES BURROWS and

family in Arizona; Conductor JIM RUSH and wife in Arkansas; JOE WILSON, tunnel foreman, and wife, in New Orleans; Conductor JIM FOX and wife NETTIE, afternoon train desk clerk, are fishing here and there; CY BATES, relief train desk clerk, is at home painting.

We heard some strange whistles through the Canyon when the SP rerouted trains following trouble recently.

Conductor VIRGIL SIMPSON and wife drove to Salt Lake and returned with his mother who has been visiting here.

We had five graduates from High School this year: Lennie Barry, daughter of ROADMASTER BARRY; Robert Hanley, son of AGENT HANLEY; Gaile Jackson, daughter of our service station manager; Lois Morton, niece of BRAKEMAN TRIPP; and Jon Geil, son of YARDMASTER GELL.

TRAINMASTER FOSTER'S son was visiting here from Oakland for a few days.

SACRAMENTO STORE

Irene Burton

H. J. MADISON, AL MADAN, E. E. ENSELS, and EVELYN RICHARDSON and their families enjoyed the picnic at Mission San Jose last month. We are all looking forward to the Elk Grove picnic this month and hope for some real summery days.

G. L. PETRI retired May 29 and his co-workers presented him with a wallet and a cash gift.

ROY FALQUIST and G. M. KAYS returned from vacations, Roy from travels around the country and "Bunny" from St. Louis.

We extend a welcome to WILBURTA DOYLE who is working as comptometer

operator on the 213 requisition desk.

Enjoying June vacations were JULIUS F. FRICK, NINO PONCIONI, GEORGE F. RICE, RICHARD V. WOLFE, A. L. RAY, JOSE E. CHAVEZ, CARLOS PRIETO and DALE K. ROBINSON.

ERIC BORG is looking forward to another trip to Elko where he will relieve AL VIZINA, storekeeper there, during vacation.

WENDOVER

Shirley Lee

Operator SHIRLEY LEE came down with, of all things, measles, but woe to her—pneumonia set in and she spent a week in the hospital at Salt Lake City. (EDITOR'S NOTE: We thank ESTHER WITT for taking over this column for Shirley during her absence.)

Vacation time again, and Engineer and Mrs. FRANK SMITH hied away to California, as did JOE HEFFERON, yard clerk. Fireman A. D. DRAKE returned after a trip to Green River, Utah, and Grand Junction, Colorado. FRANCIS "KENNY" BYRNE, vacationed in Salt Lake City to be near his best girl and says he doesn't dare bring her to Wendover for fear of the "wolves."

Clerk JIM COX had a short stay here relieving Hefferon and Byrne, and we wish him well on his new job at Elko.

HARLAN "BOOMER" FORD is back to work after being on the sick list.

We were happy to see former Yard Clerk EDITH PETERSON during a short visit while en route to Elko to be with her husband.

Congratulations to Engineer HAROLD "HACK" HARGROVE on his recent marriage and best wishes to you and the Mrs.

Roundhouse Clerk HENRY WALLOCK and family moved to Elko—their gain

and our loss. Good luck!

A daily visitor at the yard office is Switchman WALTER UMSHLER. His doctor told him MAYBE he cou'd return to work in another six months.

Switchman COLEMAN PETTIT's mother spent several weeks here getting acquainted with granddaughter Robin Anne.

Water Service Maintainer and Mrs. VARIAN "CHUNKY" ANDERSON report their son, Otto, is on his way to Korea with a destroyer escort.

Recent high school grads are William D. Worthy, son of Switchman and Mrs. H. D. WORTHY, and Harold Anderson, son of Mr. and Mrs. VARIAN ANDERSON. Harold plans to work on the section this summer.

While waiting for No. 1 to fuel, we had a short but enjoyable visit with MARY OWEN. CHICK says Mary puts in more miles between Salt Lake City and Elko in one month than he does in freight service. Mary is spending some time with her mother, Mrs. HARRY YOE.

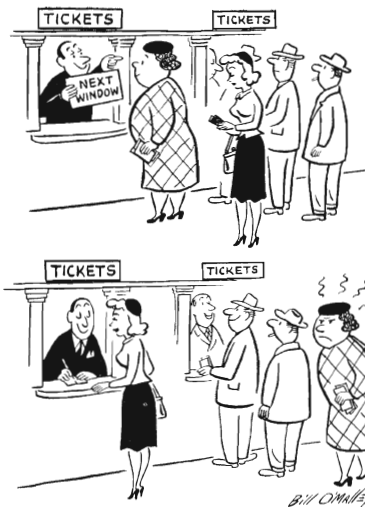
FRANCIS A. DAVIS, former operator, was honored recently by the Los Angeles *Mirror* on Station KNXT's television show "You're Never Too Old." He was presented with a gold cup award for 63 years in telegraphy. Frank now works for E. F. Hutton in Los Angeles.

Eastern Division employes are busy unpacking their suitcases they had packed as probable winners of the Vacation Club—no luck again this year.

NEW YORK CITY

Alan Hudson

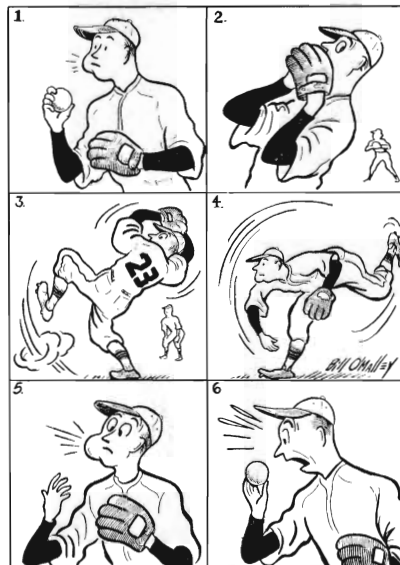
The semi-annual social get-together of the New York staff took place recently when the guys and their dolls



filled an entire row in the Mark Hellinger Theater for a performance of "Hazel Flagg." The usual ambrosian repast at the Mayan was again highly successful. That champagne cocktail "on the house" seems to draw us back, but the consensus seems to be that for variety's sake at least, we select a new beanery next year.

PERL WHITE, in a last minute flash, won the consolation prize, third flight, NFTA Meeting, at White Sulphur Springs, Virginia, the first of June.

We've had the rare good fortune of meeting family visitors lately. PRESIDENT WHITMAN was here for his highly successful talk before the New York Society of Security Analysts; MALCOLM ROPER was here drumming up some business and our boss, PERL WHITE, was able to talk his boss into spending a week-end at his bungalow at Candlewood Lake in Connecticut. We know Mr. White won't be able to needle our



"Veep" about California's liquid sunshine, for we've been having heaps of rain and that week-end was no exception. Also met HAROLD KLEIN, passenger traffic, accompanying a Christian Science party; HAL NORDBERG from next door in Chicago; and last but by no means least, MARGE MILLFELT, wife of our Los Angeles Ed, and her sister, Mrs. Nichols. Until we met Marge, we weren't sure there was a woman around good enough for our Ed.

SACRAMENTO NORTHERN

Milton Ziehn

Geraldine Tennant, 16-year old daughter of SN Pittsburg agent JIM TENNANT, was again honored in May when she was guest pianist with the Aahmes Temple Shrine Band on their annual pilgrimage to Sonora.

LOYD FLINDERS, section foreman at

Dozier, became the proud father of a baby daughter, Victoria Lee, born May 3. The Flinders also have two sons, Richard and Dixon.

JACK CRENSHAW, engineer, and wife enjoyed a vacation which included four days fishing at Lake of Ozarks, Missouri, while visiting retired Roadmaster Jim Crenshaw of the Rock Island. Limit every day, says Jack.

New addition to the general office force is NAOMI KENNEDY, general clerk, who bid in the position vacated by JOE FIELDS, who is working the T&E time-keepers desk while SHIRLEY BICE is on leave of absence.

Cutting high weeds doesn't include fingers, your correspondent learned, who returned to the old "hunt and peck" system on the typewriter while nursing a couple of damaged key pushers.

Chief Clerk ANDY ANDERSEN and family vacationed at Santa Cruz and Superintendent HAROLD MULFORD and family enjoyed Clear Lake.

The ZIEHNS were awakened in the "middle of the night" last month when RUDY and BETH ENGEL, general office, dropped in on a surprise visit.

OROVILLE

Helen Small

Newcomers: A granddaughter to Trainmaster P. F. PRENTISS arrived at the home of Conductor OREN PRENTISS in Stockton on May 10, and a son arrived at the home of Switchman ALBERT D. JAMES.

Retirements: We miss Conductor O. G. MEAD and Switchman C. E. McCARTY, who retired on May 12 and May 31 respectively.

The Oroville WP Amusement Club

had a ham dinner and party at El Medio Hall on June 12, followed by dancing and cards, much to everyone's enjoyment.

Telegrapher A. G. THURMOND is in St. Joseph's Hospital with a fractured right hip suffered in an auto accident on May 24.

Brakeman JACK LATHAM is now living in a home purchased in San Rafael, and is working the *Zephyr* between Oakland and Oroville.

Retired Conductor MARK WINDUS called on old friends en route to his home in Washington, after spending three months in Old Mexico where he says the cost of living is very reasonable and winter climate ideal.

Clerk GILLIS B. DAY bid in a position in Marysville and has moved his family there, and Assistant Car Foreman WILLIAM MARSH has purchased a home in Canyon Highlands.

A few of the many vacationers this month: TRAINMASTER PRENTISS to Stockton, Oakland, and up the Coast Highway to Crescent City; Signal Maintainer EMORY FIELDS and family to Omaha; Clerk GILLIS B. DAY; Carmen C. C. BLACKMAN, GEORGE M. NALL, E. O. DART, C. O. ROBBLEE; and VERNON SPROUL and E. E. SPROUL who went to Detroit where Vernon will pick up a new Buick.

MECHANICAL DEPARTMENT

Norma Joseph

That new addition that Chief Clerk HY O'RULLIAN was looking forward to, mentioned in this column last month, was a new steno and not an addition to his family. Our face is slightly pink! (EDITOR'S NOTE: Ours is a deep red.) NORENE JOHNSON, former steno to the master mechanic, has filled the vacancy.



JOHN HICKS, assistant accountant, is quite proud of his two daughters and son, who participated in the 4-H Fair held in Auburn and came home with 19 Blue ribbons. Seventeen of the ribbons were won on dresses made by the girls who just completed their second year as 4-H members and competed against six and seven-year members.

Welcome to JUNE BELEW, steno clerk for MASTER MECHANIC MORRIS, and to JACK GRANGER, general clerk in the AAR room.

Secretary to C.M.O., CHARLES JERRAULD, is vacationing in Seattle with his family, where Mrs. Jerrauld is recuperating from asthma.

PETE DEL MORO, after many months of deliberation, purchased an RCA television set.

Best wishes for a happy birthday to MAE TOOMEY, laboratory assistant, JOE LAMALFA, draftsman, and PETE DEL MORO, statistical clerk.



Before good-natured Hilding Nilsson, building superintendent at general office, left for a three-month trip to Sweden on May 31, the office forces got together and presented him with an engraved wrist watch as a token for the many favors Hildy continually performs around the building. He is no stranger to WP people, having worked with them before the general offices moved from the Mills Building in 1941. He likes, and is liked by the gals in particular as this photo shows. One of fourteen children, he will visit the entire country and relatives now living in Sandviken, Oland, before returning home.

SAN FRANCISCO

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

RODNA WALLS, Zephyrette, has announced her engagement to Dr. Walter Taylor, of Oakland, and plans are for their marriage next November.

LEO BAKER, traffic representative, just returned from a vacation in the Pacific Northwest.

DAN COSTELLO, commercial agent, was questioned by OLGA CAGNA, secretary, concerning his failure to call in during the noon hour recently. Red-faced Dan finally broke down to the Cagna pressure and confessed he had spent his noon hour in a barrel—while the cleaner cleaned up the remains of a bowl of soup which landed on his just freshly pressed suit.

H. M. SMITTEN, retired bridge engineer, left on June 7 to work as consulting engineer for the Utah Con-

struction Company who are building 50 miles of a mining company railroad about fifty miles north of Tucson.

New employees in the freight traffic department include DOROTHY CRESPI, steno-clerk; JACK E. BALL, junior file clerk; GORDON C. SCHUBRING, stenographer; and CURTIS C. OUCROP, junior clerk. In the industrial department we welcome MARGARET T. FOWLER, steno-filer clerk, and BETTY MCCAULEY, secretary.

While on their honeymoon, DUDLEY THICKENS and his bride, the former Louise Odell, stopped to visit ODELL Lake during a trip through Oregon.

JOAN HUDSON and VIRGINIA PRICE, traffic department, were married to Russell Wagner and William Dougherty on May 9 in a joint wedding ceremony at Reno.

BOB HELREIGEL, secretary, is off on a three months trip to New York and on to Europe.

DOROTHY VOTO, traffic, entered St.



A large scale miniature California Zephyr was a main attraction at Macy's Department Store in San Francisco as part of a "Travel Month" feature sponsored by that store during May and June. Children had the time of their lives riding the little train equipped with diesel horn and oscillating headlight, which was constructed and is owned and operated by Ray Maker of Oakland. May 29 was "Western Pacific Day." Carnations were passed out by Zephyrettes Rodna Walls and Mary Storrs to all visitors, who were invited to attend showing of Western Pacific color movies in the store auditorium. Members of Western Pacific's passenger department were also on hand to answer any questions pertaining to W.P.

When Emmett Dillon, right center, assistant auditor payroll accounts, received his 25-year pin last month from Jesse Doud, auditor payroll accounts, he also received a surprise cake from Hazel Wochoos, Kathryn Jackson and Marie Daly, telephone operators, which promptly disappeared among the staff.



Joseph's on June 5 for a tonsilectomy.

JIM HICKEY, general passenger agent, makes quite a hit and gets considerable attention these mornings when he walks into his office with huge floral bouquets for the gals.

Welcome to JENNIE SIMMONS, formerly of the mechanical department at Sacramento Shops and now stenoclerk in the general manager's office. Also, to BETTY HELLESTO, stenoclerk for KEN BROWNING and FRANK RAUWOLF.

For the benefit of those who wonder who works for who, BARBARA JOHNSTON is secretary to I. M. FERGUSON, MARY NICHOLS replaced CATHERINE ROSSI as secretary to assistant to general manager, and Catherine succeeded AL EVANS in W. A. TUSSEY's office.

The death of Mrs. Laura Grande, secretary to Tax Commissioner H. A. Michael, on June 14, after a long illness, was a great loss to all her many friends at general office.

SPORTS



Western Pacific Annual Golf Tournament

Forty-one employees and guests slopped their way around Mira Vista golf course in Berkeley on June 6 in a mixture of rugged terrain, rain, fog and soaring scores. Despite the handicap by nature, Larry Shaughnessy, accounting, managed to shoot an 88 for employee's low gross, and guest Ted Lindquist, brother of WP Oakland traffic representative Elmer Lindquist, finished the round with a mighty respectable 81 for guest low gross and low score of the day. Both scores were made during early rounds when it was impossible at times to even see the fogged-in greens.

Eddie Jaegels, industrial department, shot a 106, which with a blind bogie handicap of 46 gave him an even 60 for low net. Ivan Saunders finished with a 94-31-63 for a low guest net.

Low gross winners received Sterling silver cigarette boxes for their efforts and Sterling silver match-book holders were presented to each of the low net golfers.

Jack Buchanan, guest, placed a seven iron shot 15 feet 3 inches from the pin on the 158-yard seventeenth to cop the hole-in-one contest, two inches closer than guest Charlie Priddy. The shot was good enough to win Jack a sport shirt.

A couple of dozen golf balls were distributed to the next seven low gross and low net winners, while the rest of the "hackers" consoled themselves at the "nineteenth."

The devil was always challenging St. Peter to a game of baseball, but St. Peter never took him up. Finally, the Dodgers, the Giants and the Yanks all went to heaven. So naturally St. Peter called up the devil.

"Now I'll play you that game of baseball," he said.

"You'll lose," said the devil. "You'll lose."

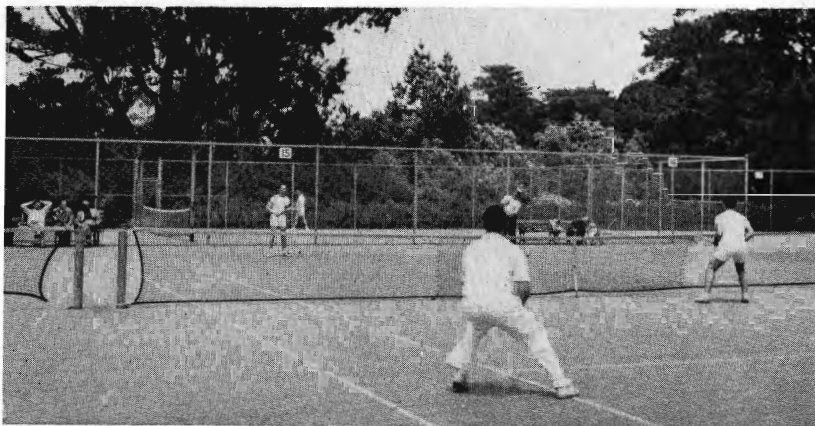
"Oh, yeah?" replied St. Peter. "Right now I've got the greatest collection of baseball players you ever saw."

"You'll lose," said the devil. "You'll lose."

"What makes you so sure we'll lose?"

"Because," laughed the devil, "we got all the umpires down here."

—Atlantic Coast Lines News



COPENHAGEN WINS AGAIN

Repeating his performance of last year, Dave Copenhagen copped the men's singles in the WP Tennis Tournament held on Golden Gate Park courts on May 23 and 24. By virtue of his 6-4, 6-4 win over Ray Miller in the finals, Dave becomes the first to have his name placed on the Arthur Curtiss James perpetual trophy for the second time.

Bob Toll and Gardner Rogers took the men's doubles with a 6-4, 4-6, 6-3 win over Ray Miller and Billie Martin.

In one of the longest matches in the tournament, Catherine Wong stroked a victory over Willie Brown in the ladies singles in a 38-game match, which she took 9-7, 5-7 and 6-4.

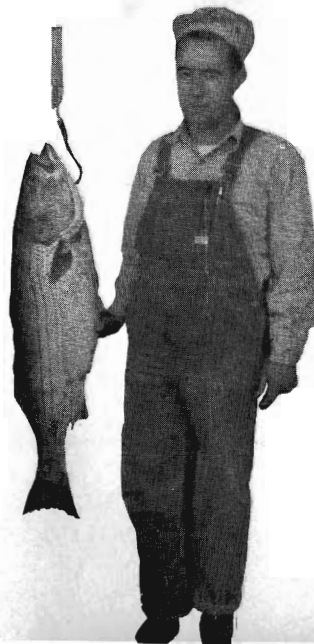
Willie made up for her loss, however, in the mixed doubles, when she paired up with Tony Quill to defeat Leon and Catherine Wong, 5-7, 6-1 and 6-2.

Engraved trophies were presented to the winners who won their matches

from 24 entrants during the two days of play.



Slugging Roy Campanella of the Brooklyn Dodgers takes time out to relax with his model railroad at his home in Long Island. Model shown is a Western Pacific diesel built by Lionel Corporation. Photo is through courtesy of San Francisco News.



FISHIN'S GOOD!

Tidewater Southern Agent Bob Thomson, Manteca, third from left, is joined by other members of fishing party as they display their fine catch made recently.

Ernest Mancuso, WP engineer, recently added his name to roster of the 20-UP CLUB by landing and checking in striped bass weighing in at 20½ pounds.

Fireman George Pollock not only became a 20-UP CLUB member but established himself as champ, replacing Mrs. Laurel Spoon, in first for two years. George's 30-pounder was caught in Middle River.

A 34-pound bass was also caught in Middle River by Carman G. F. Smith on May 17, as shown below.



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RAILROAD LINES



Mississippi Central making complete changeover from all-steam to all-diesel operations.

New York, New Haven & Hartford places in service its first two tavern-bar-coaches for operation between New York and Springfield and between New York and New Haven.

Pennsylvania offering 470 calory "streamliner" meals in its dining and coffee-shop-tavern cars.

Possible pooling of diesel locomotives with other roads requiring seasonal needs being explored by Denver & Rio Grande Western toward goal of complete dieselization.

"Railway Age," for the fifth consecutive year, received one of National Safety Council's Public Interest Awards given specialized magazines for service to the cause of safety.

The new Quebec, North Shore & Labrador Railroad took delivery of first of 1,200 specially designed Pullman-Standard 95-ton ore cars for operation through Canadian wilds only 850 miles from Arctic Circle.

Ann Arbor, Nashville, Chattanooga & St. Louis, and Frisco railroads now 100 per cent dieselized.

An oscillating beam of red light is being thrown into the sky by two Erie passenger diesel headlights in a trial to warn motorists of an approaching train and reduce grade crossing accidents.