

WESTERN PACIFIC

Mileposts

NOVEMBER 1954



WESTERN PACIFIC Mileposts

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NOVEMBER, 1954

*Milepost No. 64

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

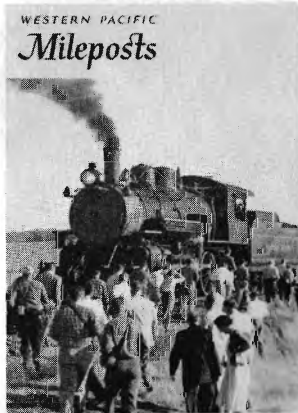
Member

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

* Milepost 64: Taken from an engine cab, a view of rich California farm land stretches out as far as the eye can see over San Joaquin Valley.

COVER

Old 94 was the principal subject at the first stop made for the rail fans and photographers on the west side of Altamont Canyon, half way between Livermore and Altamont. The long 20-car special stretches back far out of sight. Several more stops were made on the two-day excursion, much to the fans' delight. See story beginning on Page 3.



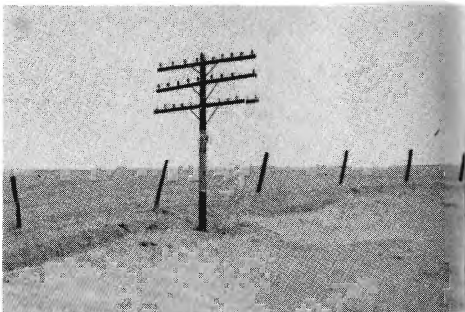
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MILEPOSTS



"THERE'S NOTHING LIKE A STEAM TRAIN" . . .

According to the four hundred and twenty-six jubilant rail fans, mixed with a goodly portion of photographers and just plain sight-seers, who had a time for themselves over the week-end of October 9 and 10.

To satisfy their desires, Old 94, which steamed WP's first passenger train down Feather River Canyon, headed the 20-car special as it left Oakland for Oroville. Originally planned for eight cars, Old 94 had to call on a two-unit diesel to assist in handling the long train. Predominantly persons from the Bay Area, a sprinkling climbed aboard at Stockton and at Sacramento, and nearly 100 came all the way from Southern California just to make the trip. One couple, who claimed the distinction of having

traveled the longest distance, hailed from Chehalis, Wash. Hundreds of others could not be accommodated.

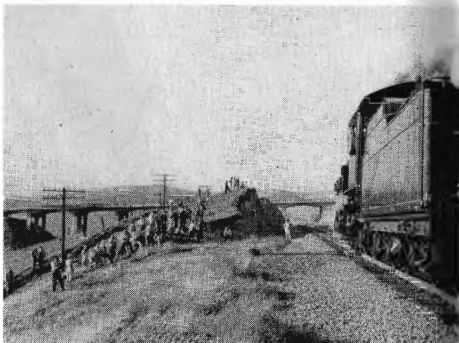
After a night spent in Pullman cars at Oroville, the fans piled into nine gondolas and with 94 at the head end traveled as far as Land. There a Feather River Railway Shay engine took over for a memorable daylight trip to Feather Falls in the rugged back woods of Butte County and return. Operated by gears instead of drive rods, the Shay possessed the power needed to negotiate the five per cent grades and 28 degree curves, and the fans used every opportunity for pictures at stops arranged for just that purpose.

Nearly two years of planning by the California & Nevada Railroad Histori-

Old 94 finished her run at Land, near Bidwell, on Sunday morning, and the Feather River Railway's Shay engine coupled onto the loaded gondolas for the long tortuous 17-mile ascent to Feather Falls. —Photo by Addison Laflin.



cal Society and the Pacific Coast Chapter of the Railway & Locomotive Historical Society, joint sponsors of the excursion, went into making the trip successful. Tour directors, Fred A. Stindt and Eldon Lucy, R&HLS and C&NRHS presidents, were assisted by G. H. Kneiss, C. L. Droit, A. L. Lloyd, Jr., and R. R. Reynolds, from general office. Also on hand to assist with operations were N. F. Roberts, T. D. Hunter, R. McIlveen, L. A. Henry and R. C. Madsen, from WP's operating department.



A photographer's view of the photographers taking the picture that appears on our cover this month. This was first stop made for the fans in Altamont Canyon.

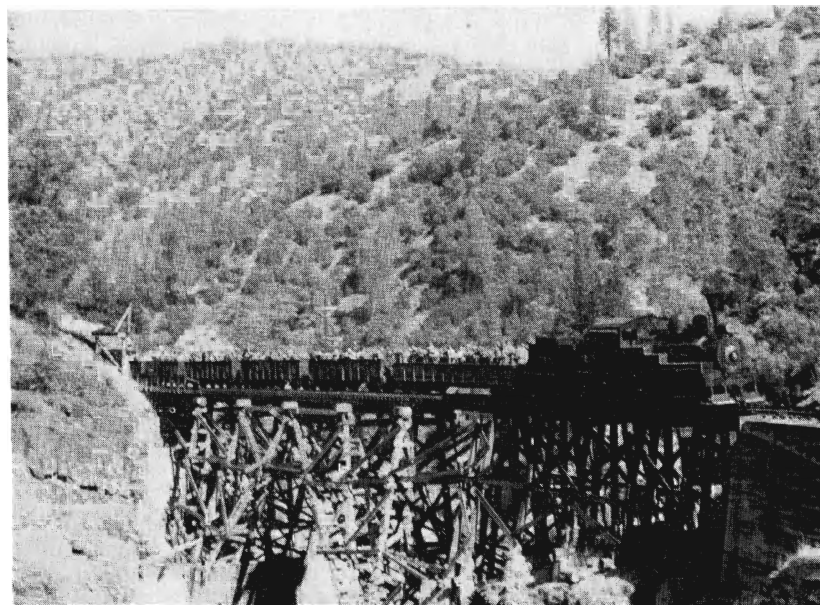
At Quartz, the 94 paused again for pictures. It was the first steam movement east of Oroville since the summer of 1952, and many scampered down the ladders from the gondolas for the opportunity to get another picture.

Approaching Bidwell Bar on the return trip over the Feather River Railway the excursionists were still not too tired after four and one-half hours in open cars to take many more pictures. Many crawled atop the cabooses.



The little Feather River Railway Shay pauses for a drink of water at Onyett, after battling the long 5.2 per cent grade up from FRR's station Craig. At places along the railroad passengers could have walked alongside the excursion train and kept up with its pace.

The only trestle on the Feather River Railway, just four miles out of Land, provided an excellent picture stop. Here the train was backed out of sight after dropping off some of its passengers, and then brought forward again in full steam and with smoke pouring for the benefit of motion picture fans.



RAILROADS CALLED ON AGAIN TO AID DROUGHT-STRICKEN AREA

For the second consecutive year, the nation's railroads have responded to a plea from President Eisenhower and come to the aid of drought-stricken farmers by cutting in half their rates on hay moving in carloads to emergency areas.

Last year the Western railroads reduced their rates on emergency feed, and railroads throughout the nation subsequently extended the half-rate charges to disaster shipments of hay. The contribution of the Western carriers alone toward drought relief last year is estimated at over \$20 million.

This year the railroads are again

cutting their hay rates in half to designated disaster areas despite a reduction in business which has generally brought traffic levels to their lowest point since the 1930's.

The reduced rates went into effect on October 1 to 700 counties in 15 states which have been officially declared drought disaster areas.

Observers note that while the railroads' highway competitors transport more cattle to market centers than the railroads, they made no move—either this year or last—to share in the emergency movement of cattle feed to drought areas at rates often below cost.

Because of the railroads' prompt action in response to his plea, Dwight D. Eisenhower, President of the United States, in a letter to William T. Faricy, president, Association of American Railroads, said:

"I cannot tell you how appreciative I am of the prompt action of the railroads in meeting our request for lowered freight rates on hay into the drought areas. . . . I hope you will convey to all concerned an emphatic expression of my grateful thanks."

BLF&E CHIEF ASKS FOR AUTOMATIC TRUCK BRAKES

The Interstate Commerce Commission has been asked by the Brotherhood of Locomotive Firemen and Enginemen to investigate whether highway freighters should be equipped, as are trains, with brakes which apply automatically when regular braking systems fail.

H. E. Gilbert, brotherhood president, asked for the investigation in view of the "ever-present danger" of highway and grade-crossing collisions caused by truck brakes failing. Numerous such accidents could have been prevented with automatic brakes, Gilbert said.



Latest report to WP, SN and TS railroaders of progress being made on their respective railroads is the authority for an expenditure of just short of \$900,000 for the replacement of 20.15 miles of 85-pound rail with 115-pound rail at various locations between Mile Posts 21.81 and 51.58, approximately between Hayward and Livermore. Included in the project is provision for a three-inch ballast cushion to obtain good surface and line for the new rail, and new 115-pound

rail for 17 turnouts in .35 mile in sidings.

A 1955 budget for road and equipment improvements totaling \$5,729,062 as authorized by the Board of Directors at a special meeting on October 19. Of this amount, about \$2½ million will be spent for the installation of heavier rail to meet the requirements of higher freight-train operating speeds, while about \$1¼ million is to be used for the replacement of timber tunnel lining with concrete.

FREIGHT SERVICE SPEEDED OVER "INSIDE GATEWAY"

An eight-hour earlier Seattle arrival time for freight service over the "Inside Gateway Route" was placed in effect on October 18, operating over the lines of the Santa Fe, Western Pacific and Great Northern railroads.

The new schedule will afford shippers in the San Francisco-Oakland area a 5:30 p. m. second-day arrival in Portland and a 10:00 p. m. second-day arrival in Seattle to insure a third morning spotting in those cities. Shippers in the Los Angeles area will be insured of a fourth morning delivery at those points. Connections for other points such as Spokane, Wash., and Vancouver, B. C. and other Pacific

Northwest destinations will likewise be greatly improved. The "SWG" freight will depart three and one-half hours earlier than the present 7:00 p. m. San Francisco and 10:00 p. m. Oakland departure times.

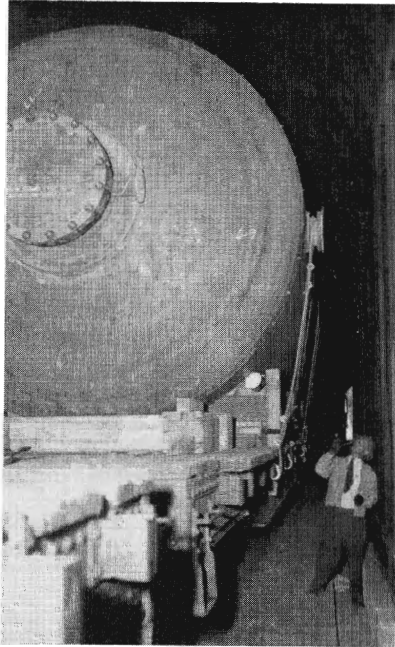
In addition to the above change in the schedule of the "SWG," a new train went into operation on October 18 primarily to handle forwarder traffic. Temporarily named the "Advance SWG" until another name is selected, this freight will leave Los Angeles on Mondays, Tuesdays and Fridays. With a 56-hour running time from Los Angeles, a third-morning delivery will be assured at Seattle.

THEY WERE HIGH, WIDE AND HEAVY

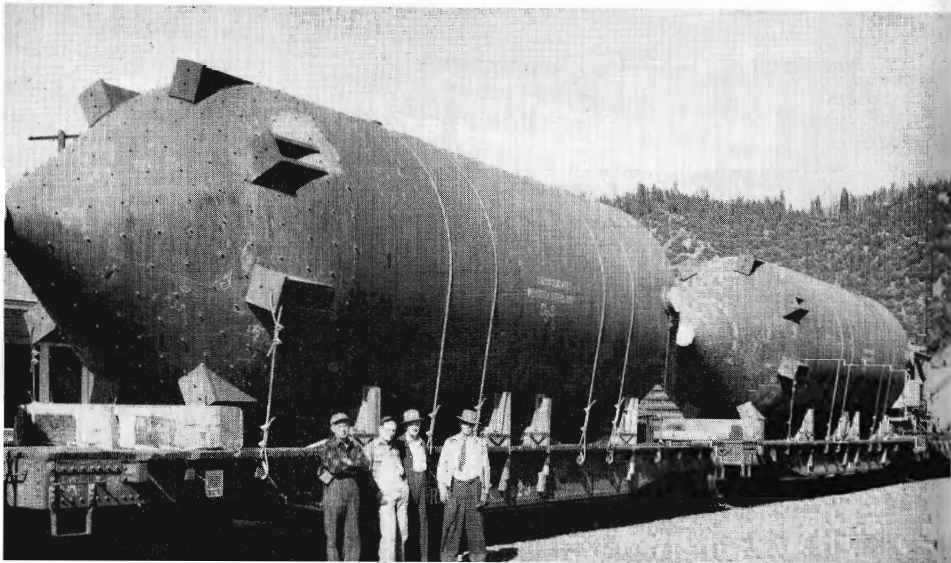
When it comes to doing things in a big way, the railroads stand alone in the field of transportation, as evidenced by pictures on this page.

In this particular instance, WP and its connecting line to the Northwest, Great Northern, were the only means by which U. S. Steel's Consolidated Western Steel Division plant at South San Francisco could ship these two huge digestors to St. Helens, Oregon. There, they will be operated vertically in St. Helens Pulp & Paper Company's pulp mill.

The two enormous two-inch thick steel plate castings each weigh 75 tons and measure 44½ feet in length and 12 feet in diameter.



Norman F. Roberts, road foreman of engines, right, watches clearances as the huge digestors passed through one of WP's many tunnels.



KEEPING TRACK OF THE \$\$\$\$\$

Twenty staff supervisors from Western Pacific's accounting department had an opportunity on October 19 and 20 to see at first hand some of the results obtained from the expenditures of money which they have been accounting.

In place of their usual monthly staff meeting held at general office, the staff was divided into two groups for a guided tour through Western Pacific yard facilities at Milpitas and through the new Ford Motor Company plant now being completed there.

COMPANY RETIRES OUTSTANDING PREFERRED STOCK

For some time, your company has been considering plans for the retirement of all of its outstanding Preferred Stock in order to simplify the company's financial structure in a manner which would facilitate obtaining additional funds if required for future improvements.

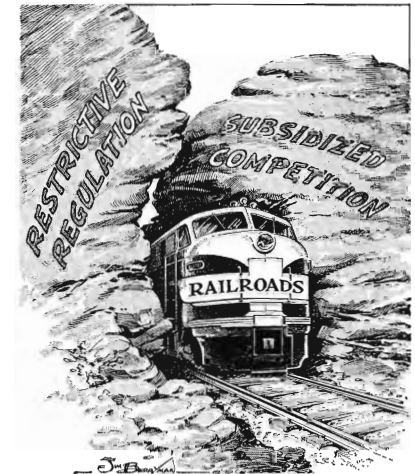
A plan to accomplish this was adopted by the company's board of directors on August 31, and approved by the Interstate Commerce Commission on September 30. Part of the plan, the issue of \$22,500,000 worth of 30-year 5% Income Debentures (unsecured bonds) and 37,500 shares of Common Stock, was completed September 30. The remaining 83,211 shares of Preferred Stock were redeemed by the company on November 1, the holders of such shares receiving for each share its par value of \$100 plus accrued dividends.

On hand to conduct the groups through the railroad's premises were Carl Nipper, general agent, and John Carroll, traffic representative, from San Jose. The tour through the automobile assembly plant was under the escort of Mr. Cassell of the Ford Motor Company.

Those attending the interesting and educational tour were: F. W. Ahlert, L. F. Avery, F. O. Bridges, L. M. Brown, H. T. Bryant, E. F. DeMotte, E. M. Dillon, Jess Doud, F. P. Ferguson, J. M. Ferrol, Harold Heagney, F. V. Henderson, G. Mesch, J. Y. Murray, E. R. Newgard, J. A. Potter, W. A. Racine, J. G. Sandstrom, D. J. Spowart, and H. C. Wendt.

Taxes paid by Class I railroads in 1953 to federal, state and local governments added up to \$1,185,000,000. Many of those railroad tax dollars went to support subsidized competition!

TIGHT SQUEEZE

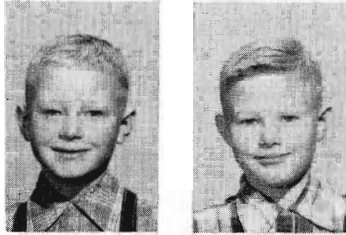


What Daddy Does

We had to check these pictures two or three times to make sure that Pat wasn't Mike, and we don't doubt but that these two handsome boys often confuse their parents.

The boys attend the New Hope School in Thornton, where seven-year old Pat attends third grade classes and brother Mike, nine years, attends fourth grade classes.

Their letter which accompanied their drawing and pictures states that their dad, William E. Yeager, is foreman of Extra Gang No. 2. "He fixes track, puts in switches, and lays new steel so the track is smooth for all trains. He also



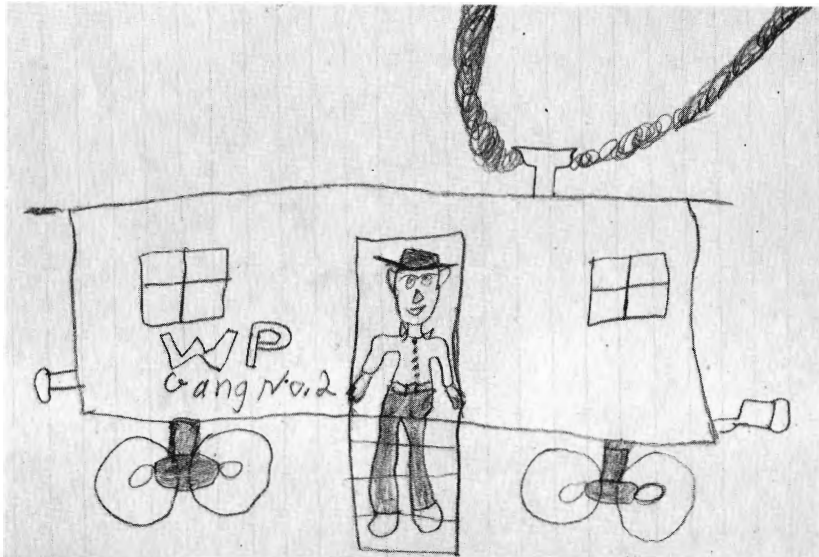
PAT — and — MIKE

fixes crossings for the cars to go over the tracks."

Two new one-dollar bills are in the mail to these youngsters.

The December Christmas issue will contain several more drawings, and we have a lot more one-dollar bills for other grade children of WP employees. All you have to do is to send the editor your picture, a drawing of what your dad looks like on the job, and a letter telling him your age, your school, name of your dad and title of his job.

Please do not write on the back of your drawing or picture.



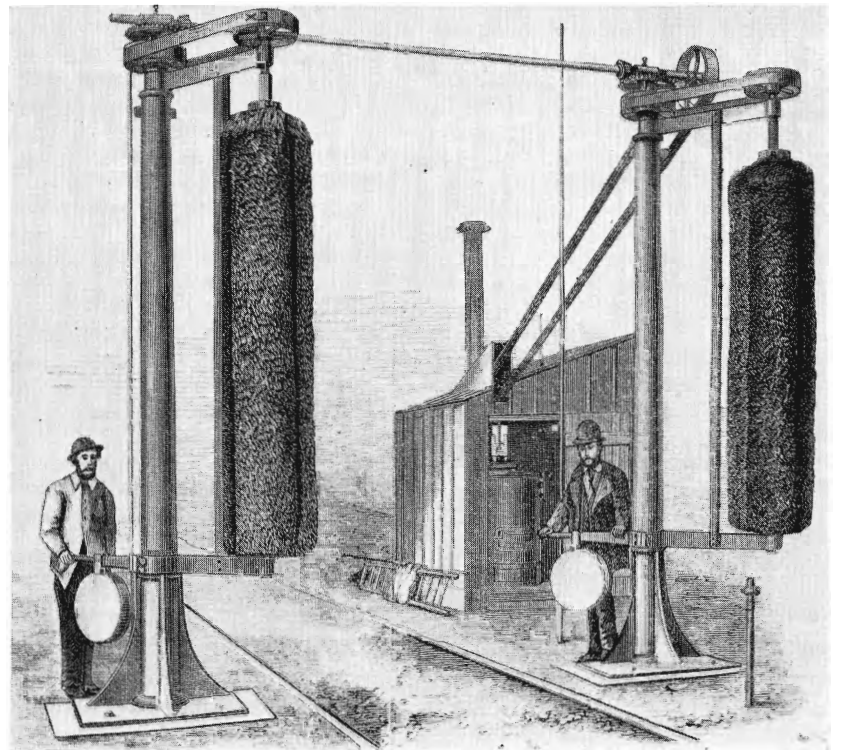
IN THE GOOD OLD DAYS

Don't be fooled by the picture below! It's not a 1954 train washer although at first glance it certainly looks like one.

Over eighty years have passed since the first experiment was made with the apparatus shown, according to an article in the April 30, 1875, issue of *The Engineer*. Invented by the Earl of Caithness, the test took place near the running sheds of the Great Northern Railway, King's-cross.

While in the course of manufacture, Caithness brought to England a four-horse-power stationary engine manufactured by the Baxter Steam Engine Company at Colt's firearms manufactory in the United States. The little engine used to drive the brushes, was very popular in America, according to the article.

Although similar in design, today's modern washer is vastly improved.



PROMOTIONS AND TRANSFERS

Effective October 1, Phillip F. Prentiss is appointed trainmaster at Oakland, succeeding Grant H. Evans who resigned because of illness in his family

Robert C. Madsen succeeds Prentiss as trainmaster at Oroville.

Prentiss began his railroad career with Western Pacific as a section laborer at Blairsden on May 1, 1919.



P. F. Prentiss

Between August of that year and April, 1923, he worked as clerk at Blairsden, Portola, Reno and Oakland. From there he went to switching, and in January, 1937, became yardmaster at Portola.

He was appointed trainmaster at Sacramento in February, 1942, and since that time has served in that capacity at Stockton, Keddie and Oroville.

Madsen began his Western Pacific service as a fireman, and returned to that position in March, 1946, after serving two and one-half years with the Army engineer and transportation corps. From September of that year until June, 1950, Madsen attended University of Southern California, working as fireman during vacations.

He was selected to participate in the company's trainee program in July, 1950, and upon his completion of that program in February, 1954, he had worked as an extra gang laborer, in signal gang work and on the motor patrol in the canyon, followed by various positions in the engineering, me-

chanical, operating, accounting and traffic departments.



R. C. Madsen

He went on a three-month's European tour in February, 1954, during which time he made a concise study of European railroad operations, principally in England France and Germany. As a result of his studies, he was invited to speak be-

fore the American Association of Railroad Superintendents at a luncheon meeting at Portland, Oregon in August of this year which was so well received he has been invited to repeat his talk before 250 members of the Chicago South Shore and South Bend Railroad Veterans' Association in November. (MILEPOSTS will begin a series of articles based on Madsen's talk in the near future.)

He was appointed assistant to division superintendent, western division, upon his return from Europe at the end of May, which position has now been abolished.

* * *

Effective November 1 Gordon Switzer is assigned to position as general supervisor of structures and work equipment, succeeding N. A. McPherson, retired. As a result of this assignment, the following advancements have been announced:

D. C. Charlebois, Jr., assistant division engineer, Western division; Ray Hobbs, roadmaster (temporary), 3rd District, Eastern division; Walter L.

MILEPOSTS

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:

Benjamin J. Benson, retired marine captain, July 23, 1954.

Guy Burns, carpenter repairman, September 13, 1954.

James D. Crenshaw, retired sheet metal worker, September 5, 1954.

Alfred G. Doolittle, marine oiler, August 7, 1954.

Paul Ferguson, switchman, August 13, 1954.

Bernardo Guerrero, track laborer, March 17, 1954.

Michael Hardbread, rail grinder helper, August 27, 1954.

John F. Holladay, retired stationery engineer, August 6, 1954.

Ole Johnson, retired checker and cooper, August 3, 1954.

Donald J. Kennedy, Sacramento Northern, retired car ferry captain, July 10, 1954.

Promotions and Transfers

Chapman, roadmaster, 4th District, Western division; Virgil D. Kerns, assistant roadmaster, 3rd District, Western division; M. K. Anderson, assistant roadmaster, 1st District, Western division; and Jack H. Jones, assistant roadmaster, 3rd District, Eastern division.

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Louis J. Kerrigan, retired claims agent, August 7, 1954.

Frank P. Knightly, retired telegrapher, date unknown.

Gale J. MacPherson, yard clerk, September 18, 1954.

Elton E. McBee, extra gang laborer, August 27, 1954.

Harry L. McGlothlen, conductor, September 16, 1954.

Daniel Monahan, retired train desk clerk and yard checker, September 2, 1954.

Dewey S. Morgan, retired telegrapher, August 28, 1954.

Jack S. Moss, retired conductor, September 10, 1954.

James E. Napoli, boilermaker, August 14, 1954.

Gust J. Nikas, retired section laborer, August 10, 1954.

Everett J. Noble, switchman, August 26, 1954.

Walter V. Nugent, B&B helper, September 6, 1954.

Erwin Penner, retired clerk, date unknown.

Martin C. Rasmussen, retired car inspector, August 2, 1954.

Patrick R. Robin, retired foreign freight agent, October 2, 1954.

James H. Sullivan, engineer, September 9, 1954.

Nothing so far invented can take the place of railroads for the movement of great masses of men or materials. Hartford Courant (Conn.).

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:

George C. Allen, boilermaker helper, Sacramento.

Herman E. Gerhardt, boilermaker helper, Sacramento.

Nita F. Lemenager, Sacramento Northern agent, Sutter.

Samuel M. Noble, carman, Oroville.

Pete S. Taswales, section foreman, Salt Lake City.

Harry Jones, locomotive engineer, terminated his railroad career on September 30 when he stepped down from the cab on arrival of the *California Zephyr* at Oakland Pier.

With him at the conclusion of his 44-year career with Western Pacific, which began as fireman in 1910, was his wife, Phyllis, who rode the cab with him to Oakland from Stockton.

Jones was promoted to engineer in 1920 and spent most of his time on passenger trains, the past several years between Oroville and Oakland.

The couple is planning a trip to Europe in the spring, which may also



On hand to greet Harry Jones on his final run to Oakland Pier were, from left: Engineers George Rutherford and E. C. Newman; W. D. Taber; Jones and his fireman, Roy D. Janye; T. D. Hunter, road foreman of engines; O. A. Nowell, roundhouse foreman; and Les A. Henry, trainmaster.

NEW BOOK ON WP'S STEAM POWER

One of the most concise, and profusely illustrated books yet published about locomotives of Western Pacific is now available to anyone interested in a complete and accurate record of steam power on this railroad, and to those who want to relive an exciting past when steam ruled the rails.

The 140-page book, by Fred A. Stindt and Guy L. Dunscomb, is the culmination of more than a year's actual preparation and twenty years' interest in and photographing of Western Pacific steam power. Printed by the Acme Printing Company, Modesto, the \$4.00 book is comprised of four major sections.

The first section comprises a brief historical background of the railroad, a system map, a rough sketch map showing the early eastern California and Western Nevada operations, and a table showing the present divisions

and sub-divisions of the railroad. Various rosters with complete specification data and history is also included in this section.

Typical views, in full-page-size, of 25 of the total of 26 different classes of steam engines are presented in the section, as well as pictures of engines of special interest.

A miscellaneous section of train and general views, old-time shots and special pictures make up the third section, and the final section is of particular interest to model builders, showing official mechanical department side-view drawings of each of the 25 classes with accompanying pictures.

The book may be obtained from Mr. Stindt, 1414 Aberdeen Drive, San Mateo, California, or from Arthur Lloyd, Jr., Public Relations Department, or Erich Thomsen, Engineering Department, Western Pacific Railroad.

WP Will Remember ...

include Australia. Immediate plans consist of remodeling their summer cabin at Keddie. They were married 18 years ago, and Mrs. Jones has three daughters, Mrs. Ivan Finley, wife of WP Engineer Finley, Mrs. Betty Wade and Mrs. Muriel Ferguson. All were on hand to greet their mother and stepfather.

Jones is a native of Berkeley. He is a member of Aahmes Temple of the Shrine, the Knights Templar, Scottish Rite Bodies and the Eastern Star.

* * *

George A. Mix, Western Pacific's senior traffic representative, retired on

September 30 as passenger traffic representative at Oakland.

After serving the C & S, UP and SLCUD & R as ticket clerk, he started with Western Pacific on May 29, 1922 as city passenger agent at Salt Lake City. He transferred to Sacramento in 1932 and in 1940 became City ticket agent at Oakland. His appointment as passenger traffic representative followed in 1944.

On the eve of his retirement, George and Mrs. Mix were feted by his associates at an informal dinner presided over by Vice President Malcolm Roper. So that his life in retirement will be an easy one, he was presented with a stratolounger chair by his long-time associates.

MILEPOSTS



IN GOLD

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

45-YEAR PIN		
Joe A. Guffra.....	Locomotive Engineer.....	Western Division
40-YEAR PIN		
Otto J. Kelley.....	Locomotive Engineer.....	Eastern Division
35-YEAR PINS		
Anthony B. Day.....	Clerk.....	Western Division
Norval E. Ham.....	Telegrapher.....	Western Division
Peter D. Mamalis.....	Machinist.....	Mechanical Dept.
Henry H. Spry.....	Conductor.....	Western Division
Henry E. Stapp.....	Assistant Superintendent.....	Western Division
Nick F. Stenovich.....	Carman.....	Mechanical Dept.
Leonidas T. Truro.....	Clerk.....	Western Division
30-YEAR PINS		
Grace Adler, Mrs.....	Clerk, Auditor of Revenues.....	San Francisco
Richard J. McCarthy.....	West Coast Representative.....	Brotherhood
George H. Patterson.....	Conductor.....	Railway Clerks
Arthur E. Roke.....	Clerk.....	Eastern Division
Fred W. Thompson.....	Yardmaster.....	Western Division
25-YEAR PINS		
William B. Anderson.....	Comp. Foreman.....	Western Division
Ernest B. Cross.....	Sheet Metal Worker.....	Mechanical Dept.
Walter J. Smith.....	Section Foreman.....	Eastern Division
Charles N. Tackett.....	Traffic Representative.....	Spokane, Wash.
20-YEAR PINS		
Nicholas J. Laughlin.....	Conductor.....	Western Division
Clyde C. Rhoades.....	Sheet Metal Worker.....	Mechanical Dept.
15-YEAR PINS		
Frank Ahlert.....	Asst. to Gen'l Auditor.....	San Francisco
Wallace Craig.....	Carman.....	Mechanical Dept.
C. E. Marcus.....	Supvr. Auto Equipment.....	Mechanical Dept.
Robert B. Ritchie.....	General Agent.....	Cincinnati, Ohio
Henry deP. Teller.....	Clerk, Freight Claim Dept.....	San Francisco
10-YEAR PINS		
Eugenio Arano.....	Laborer.....	Mechanical Dept.
Fred A. Bates.....	Chief Clerk, Frt. Claim Dept.....	San Francisco
Hearold Huntoon.....	Carman.....	Mechanical Dept.
Valentino Martin.....	Clerk.....	Eastern Division
Jewell Pearson.....	Kitchen Helper.....	Portola Hospital
Gerónimo Ramos.....	Laborer.....	Mechanical Dept.
Ida Ross, Mrs.....	Cook.....	Portola Hospital
Marian A. Selders, Mrs.....	Clerk.....	Western Division
George W. Shotwell.....	Switchman.....	Western Division
Alexander P. Wichmer.....	Telegrapher.....	Western Division

"Why did the foreman fire you?"
 "Well, you know the foreman is the man who stands around and watches the others work."

"Yes, anyone knows that, but why did he fire you?"
 "He got jealous of me. A lot of the fellows thought I was the foreman."

Autumn Dance Well Liked

Westen Pacific's annual Autumn Informal Dance held at the Surf Club in San Francisco on October 9 was claimed to be the most successful of these affairs yet to be held.

Three hundred and eleven employees and their families attended the gala affair to enjoy a delicious dinner served by Western Pacific's commissary department and dance to the tantalizing music of Howard Fredric and his band, accompanied by Judy Blair, lovely vocalist.

To carry out the Autumn theme, tables were decorated with pine cones filled with gold-wrapper candies which were placed on a cushion of pine bows. Chrysanthemums and pine bows

were used, also, to decorate the stage.

Numerous groups got together for before-dinner cocktails and the patio proved to be a popular spot for dancing. While the majority of those who attended were from the Bay Area, a good representation traveled from Sacramento to join in the popular annual affair.

Much credit is due Harold Wyman, superintendent of dining cars, Cecil Staley, dining car inspector and the commissary staff for preparation and serving of the food, and to Katherine Rossi who was assisted by her husband John and Barbara Johnston in arranging for the attractive table and stage decorations.

Lovely Judy Blair entertains the crowd with one of her popular songs. Diners may be seen behind the dancing couples and on the balcony above. All attending agreed the Surf Club is an ideal spot.





Caboosing

EDITORS NOTE: Elaine Obenshain has succeeded Virginia Rustan as correspondent for Stockton, and it will be appreciated if all employees in that area will give Elaine their continued cooperation in furnishing her with items of interest for her column. Our thanks to Virginia for the fine cooperation she has given since May, 1950. It was with great misgiving that she felt it necessary to relinquish her relations as a staff correspondent, principally because she felt she has not been able to adequately cover the Stockton territory from her location at Lathrop.

STOCKTON

Elaine Obenshain

We are happy to hear that VIRGINIA RUSTAN is back to her duties again after being away on sick leave for three and one-half months. Don't hesitate to keep us posted on activities at Lathrop, Virginia!

Clerk ROBERT S. PENDEGRAFT received notice from Uncle Sam to report for duty on September 27. He was presented with a wallet and traveling kit by his fellow employees as a going-away present.

Conductor JAMES M. KILGOUR crossed the country recently to attend the BRT Convention at Miami, Florida.

Late vacationists from Stockton were Clerks B. HARDING and CHERRY RAWLEY and their families, who visited Los Angeles and Santa Cruz respec-

tively; Brakeman J. M. WEBB and wife to San Luis Obispo and Reno; and Roundhouse Clerk JIM HIGHTOWER and wife to the tall timber for deer hunting.

Conductor GEORGE WEAST returned from a leave of absence spent south of the border in old Mexico.

Congratulations and best wishes to ALIENE MEYERS, chief clerk at Stockton freight house, and GEORGE W. LEE, assistant superintendent for Wesix Corporation, San Francisco, who were married October 2 in the Congregational Church at Stockton. They honeymooned at Carmel, and the new Mrs. Lee informs us she will retain her home in Stockton for the time being.

NEW YORK CITY

Alan Hudson

Editor's note: I know all those in the New York office and the many other WP rails who know ALAN HUDSON will join me in extending congratulations on the arrival of Victoria Teresa Hudson, born October 15. The wonderful thing about this eight-pound six-ounce cutie is the fact that she is the NINTH child of this charming WP family, which now includes seven girls and two boys, the first six children having been daughters. To you, Alan and Dorothy, our very heartiest congratulations on another wonderful event!

New York will take a back seat to its brother office in Cincinnati this month and do a little reporting on the

farewell luncheon accorded LEN GARTNER on his recent retirement.

At the termination of the Jobs Methods Development Meeting conducted by KEN BROWNING of general office, at Chicago on August 27, the following brought Len to the Union League Club to give the proper touch to the windup of Len's 26 years with Western Pacific: MALCOLM ROPER and KEN BROWNING, San Francisco; KEN RANK, Detroit; WILLARD WORKMAN, Pittsburgh; PERL WHITE and JOHN STILL, New York; ART LUND, JIM WARREN, GEORGE WENIG, BILL McGRATH, JIM BAKER, Chicago; JOE KIRCH, Omaha; JOHN CONGER, Washington; BOB RITCHE, Cincinnati; JACK MCKENZIE, St. Louis. Len was presented with a handsome check covering contributions from his many friends at general office and the general agencies throughout the country.

It is rumored that when Len was asked what he intended to do now that he is retired, he replied that he would sleep as long as he could each morning. Upon awakening, he would ring for the morning paper. He might then roll over in bed, glance at the morning news and then the obituary column, and if his name was not listed in the latter, he would pop out of bed and enjoy a huge breakfast!

PERL WHITE went into the finals in the third flight of the golf tournament at The Broadmoor, Colorado Springs, on the occasion of the recent meeting of the National Freight Traffic Association there. But Perl was defeated, which put the heat on the boss, MALCOLM ROPER, to uphold the prestige of the Western Pacific. This Malcolm did by winning a barometer in the putting contest.



A.S. HARBICK

The BOB MORACES were right. It was a boy! Robert Francis weighed in at seven pounds four ounces on September 3. All are doing well—even father.

ELKO

Theda Mueller

Division Engineer H. H. ELLIOTT and Roadmaster D. C. CHARLEBOIS and wife attended the Roadmasters and Maintenance of Way Association Convention in Chicago September 13, 14 and 15, and reported a successful meeting and enjoyable time.

LOREN AMES, chief clerk to SUPERINTENDENT LYNCH, had scheduled his vacation starting September 20. However, he suddenly took ill and spent that week in the hospital. He plans to take his vacation later this fall when fully recuperated.

W. F. PITTMAN, telegrapher, is again working on the extra board after having spent some time working in Alaska. He reports he is glad to be back on the WP.

LEO REDANT, carman, and Mrs. JACKIE REDANT, stenographer, are on vacation, spending some time visiting her brother JOHNNIE ETCHEBEHERE and wife in San Francisco.

GUILIANA SALICCHI recently joined the ranks of stenos and has been assigned to work for the assistant chief clerk.

EDDIE HART, signal maintainer at Elko, departed for Salt Lake City to enter his first year at the university. He is the son of Engineer CLYDE HART.

N. F. DUDLY, Jungo maintainer, was recently operated on at the Elko General Hospital for appendicitis. He is recovering rapidly and will soon be back at work.

Superintendent JIM LYNCH and wife accompanied their daughter, Melva Ann, to Portland, where she is enrolling in Lewis and Clark College.

Mrs. MAISIE HUCKABY, wife of Dispatcher P. L. HUCKABY, and former telegrapher in "KN" office, just returned home to recuperate from a major operation. She is anxiously awaiting completion of their new home so they can move in.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Welcome to ARTHUR G. STOUT, janitor and messenger, formerly of the Oakland freight office.

Cashier and Mrs. FRED E. PETERS enjoyed their vacation around Downieville and Lassen National Park, camping out and trying their luck at fishing.

Industry Clerk and Mrs. RICHARD C. FINLEY visited Long Beach, Tijuana, and San Diego, and then went to Big Bear Lake for fishing.

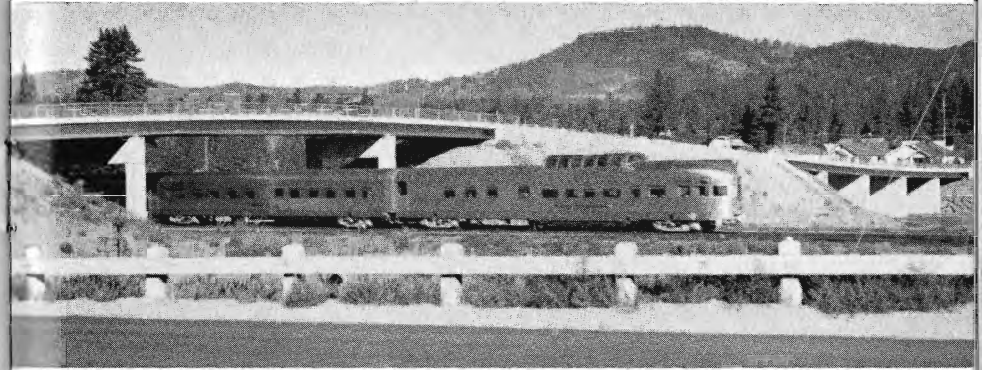
Celebrating birthdays last month were: Head Bill Clerk THOMAS G. MORAN, October 3; Claim Clerk JOSEPH CONLEY, October 4; and Yardmaster CLARENCE E. HERSCHLER, October 15.

KEDDIE

Elsie Hagan

Yardmaster and Mrs. CHARLEY SELF spent a vacation in Los Angeles with friends and while there Charley attended a Masonic meeting.

Newcomers in Keddie are Conductor DON SEGUR, JR., from Portola; Engineer W. G. HECKELAS, from Stockton. The A. C. FLEMING family has returned to Oroville after spending the summer here.



The California Zephyr passes beneath the new Portola underpass formally dedicated on September 6. Arching from Commercial Street at Gulling over WP tracks and the river, the project was completed at a cost of \$290,000, with Federal, State, County, and Western Pacific funds. Photo by Bertha Miller.

Dan Krause, son of Brakeman JOHN KRAUSE, was a patient in the Veteran's Hospital in Reno for a few weeks. He lost a leg in Korea and now required surgery to remove pieces of shrapnel which keep bothering him.

Trainmaster and Mrs. LEE MICHELSON and daughter, from Stockton, spent a few days visiting here recently.

Brakeman and Mrs. L. C. GILBERT were called to Grass Valley because of sickness of Mrs. Gilbert's brother, but he is getting along nicely.

WALTER NUGENT, of Keddie, passed away at the hospital after a long illness. He was employed by WP for a number of years on extra and tunnel gangs.

ART IRONS also passed away suddenly from a heart attack while working at Sloat. He is a former employee.

Engineer HAROLD BASHFORD is recovering from an appendectomy after having taken suddenly ill one evening which required an emergency operation. He is now home and recovering.

Mrs. Shirley Stroup, daughter of ELSIE HAGEN, was married at Reno in September to Engineer C. M. BANCROFT just after Elsie returned with her granddaughter from a visit with relatives in Provo.

One of the oldest buildings in Quincy was razed recently to make room for a Tide Water Associated station. In between the walls of the 90-year-old building was a bottle of old Jamaica Ginger, with which the new pumps will be christened. The old building was one of the first public bath houses, for which a 25-cent charge was made for a bath in a zinc bathtub.

SALT LAKE CITY

J. B. Price

Conductor and Mrs. JAMES L. COLLINS enjoyed a leisurely trip through Colorado and upon return to Salt Lake boarded the Zephyrette and headed for California. Jim got off at Keddie and took a trip up the Keddie-Bieber line while the Mrs. continued on to San

Francisco. Jim later joined his wife and son in San Francisco and enjoyed the sights there and on the Monterey Peninsula.

Conductor and Mrs. JAMES R. HERON traveled through the State of Idaho and other points of interest in the Northwest.

Engineer and Mrs. HARRY H. FULLER spent the last week of Harry's vacation by just staying home and taking life easy.

Conductor JAMES L. TROLLINGER also spent the last week of his vacation at home by getting acquainted with Salt Lake City and its scenic points. He made several tours of the Temple Grounds which at this time of year are a place of beauty.

ESTHER A. WITT, yard clerk at Wendover, spent her vacation in Salt Lake City shopping and visiting in the home of Conductor and Mrs. JOSEPH B. PRICE.

We're happy to see Conductor ORVAL F. HAYS back on the job again after such a lengthy seige of illness.

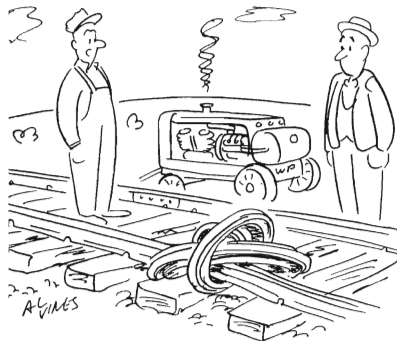
Engineer JAMES K. PARKINSON is back to work again after undergoing surgery recently.

Congratulations to Conductor GLENN E. FOX on his recent marriage to Lois Wilson of Murray. A long and happy married life to the two of you!

Our deepest sympathy to Mrs. Erma Sullivan, wife of Engineer JAMES H. SULLIVAN, who died on September 9, and to Conductor GUY PARRY and the family of HARRY L. MCGLOTHLIN on their recent bereavements.

A corporation president called in one of the firm's messenger boys and said: "I've been getting some very fine reports about the way you've been discharging your duties, and I'd like to reward your good work." The young man beamed.
"How much are we paying you?" asked the big boss.

Knots to You



The foreman fired a fellow this morning.

MECHANICAL DEPARTMENT

Norma Joseph

Master Mechanic and Mrs. L. M. MORRIS returned from their vacation to Springfield, Missouri, to find an addition to their family, a granddaughter born to R. C. MORRIS and wife, Norene. Congratulations to all!

PAT MARIA, steno-clerk, was selected Trophy Girl at the Midget Auto Races, and presented D. LONG, carman apprentice, with the winning trophy and a big kiss.

Before Chief Mechanical Officer E. E. GLEASON retired on October 31, after 43 years of service, the mechanical office force honored him with a luncheon at the El Rancho.

"Twenty-five dollars a week," replied the messenger.

"From now on," decreed the president, "you'll get a salary of \$50,000 a year and an unlimited expense account. What do you say to that?"

"Gee," exclaimed the young man, "that's wonderful. Thanks a lot, Dad."

OROVILLE

Helen R. Small

The WP Oroville Employees Federal Credit Union was organized on September 8. Officers elected were: R. S. PATTISON, N. CABITTO, C. W. D'ARCY, J. J. McNALLY, Jr., and HELEN R. SMALL, Board of Directors; D. A. DAVIS, W. M. FOSDICK, E. T. KNARR, H. B. KELL and C. E. HUMPHREYS, Credit Committee; V. E. SPROWL, W. V. RANDOLPH and H. E. BALDWIN, Supervisory Committee. Guests attending the organization meeting were Messrs. I. M. FERGUSON, general office; Neul Smith and John Breck, Bureau of Federal Credit Unions, Sacramento; Mrs. Kay Fischer, president, Sacramento chapter, California Credit Union League; Mrs. IRENE BURTON, Ed EVERS and CHUCK ALLEY, WP Credit Union, Sacramento.

Carman T. E. CLIFTON and wife attended the National Carmen's convention held in Long Beach, meeting with members from both United States and Canada.

Conductor J. L. WILKINSON, who suffered a heart attack in August, is improving nicely. He has called at the trainmaster's office several times and it is good to see him up and around. He has moved back to Oroville from Quincy.

Baggage-man-Caller T. W. "TOM" FILSON and wife are vacationing along their favorite streams and rivers, both being ardent fishers.

Motorcar Maintainer WILBUR HARDY and family vacationed in Northern California, camping and fishing in the Trinity Alps and visiting in the Redwoods.

Congratulations to newlyweds Ellen Pattison and Don Chenoweth, on their marriage at Reno September 4. Ellen

is daughter of Carman R. E. PATTISON. They will make their home in Arcata, where Don is employed.

Delbert Dudley, son of Carman J. N. DUDLEY, and a recent graduate of the University of Utah, has joined the staff of Butte County Schools System as a speech and hearing therapist. Delbert is married and has two children, Darrel, four, and Debra, one and one-half.

William Sanford, son of retired Ditcher Engineer W. H. SANFORD, left on the California Zephyr the latter part of September for Edinburg, Scotland, where he will attend the University of St. Andrew's College for nine months and visit European countries during his holidays.

CHICAGO

Don Banks

Belated Blessed Event! BILL McGRATH and wife, Rita, are the proud parents of another bouncing baby boy born July 5 (see what I mean by belated) weighing nine pounds four ounces. It's sure to be Irish as "Paddy's Pig" with a name like Brian Patrick. Congratulations to you both.



Brian Patrick McGrath has no doubt put on a little weight since this photo was taken.

Aside from the above, rumor has it that Rita isn't speaking to Bill these days, ever since the Police Department called on her to serve a summons to appear in court. Seems Billy-boy received a parking ticket but the Police

Department through oversight failed to record the check he sent in in payment. He also failed (?) to tell Rita about the incident with the result that a squad car drove up to the McGrath home to present the summons. You think that's bad? The day the cops arrived, Rita was entertaining the women of the neighborhood—so-o-o, her girl friends flew out all doors hoping to be the first to spread the news! Bill? He's not using the family car.

Another tremendous WP Christmas party is in the making and once again the Chicago extends a hearty welcome to all in and around this neck of the woods to drop in our friendly WP office the week of December 20 and get acquainted with your Chicago brethren.

If anyone has a spare week-end on their hands I strongly recommend Starved Rock Lodge. Having just spent part of my vacation there I can vouch for this State Park as being one of the most beautiful spots in the Midwest, with food that's unbeatable. Gained five pounds in just three days, which is proof of the pudding. Played a little golf and loafed, and have callouses to prove it.

SACRAMENTO STORE

Irene Burton

JOSE CHAVEZ and family and CARLOS PIETRO are traveling to Mexico. Jose to the State of Chihuahau to visit relatives, Carlos to Mexico City to visit Mom and Dad on a six weeks' leave of absence.

CHARLES REID has signed up with the National Guard and will be in communications.

Flavia Robison, daughter of our LAVON, received a Red Feather medalion in a box of Sugar Crisps. Flavia



"Thank you, porter, here's a nice big apple for you."

and her uncle, a model railroader, have been saving the medallions and they claim the WP one to be the prettiest of all.

AGNES ASH left by California Zephyr for a trip to Chicago, where she spent a few days before traveling on to Indianapolis.

GENO LAGARMISINO and wife, Virginia, should be known as the wanderers, as they spent their vacation this year going where and when their fancies dictated.

Quite a few of our folks are enjoying that extra weeks' vacation.

Fishermen take notice. You have a rival in MARY MARGARET ECKSTEIN, who came in from the Golden Gate with an eight and one-half pound salmon and has a picture to prove it. She said she was sure glad they came in early, as she found out she was not the sailor she thought she was.

HARRY MESSER was in to see us the

other day and is really enjoying his retirement.

We were glad that TULA GROOM celebrated her birthday the first of the month, as it gave us an opportunity to have our usual cake and ice cream party.

WENDOVER

Esther A. Witt

Wendover is getting back on the map again. On October 1 Wendover Base transferred from Air Material Command under Hill AFB custody to Tactical Air Command, and the base will be used by single and twin-engined jets. Operations will begin shortly after the first of the year with a personnel of from 300 to 400 people, mostly military. The 388th Fighter Bomber Wing attached to the Air Force Tactical Air Command of Clovis, New Mexico, has been on combat maneuvers here for the past month using the F-86 Sabrejet.



"It was on this very bench she told me to wait while she cashed my blank check."

Deer season in Utah and Nevada is over. How much luck our boys had is not yet known, but they all say deer were plentiful this year.

Fall vacations were enjoyed by Switchman and Mrs. E. T. LAVELLE, who after completing their move into their trailer home journeyed to Salt Lake for shopping and visiting, and Switchman and Mrs. COLEMAN "BILL" PETTIT and daughters visited friends in Magna, and attended the Utah State Fair in Salt Lake.

Retired Roundhouse Foreman THOMAS HANNEGAN called on old friends recently. How time did fly as days of yore were relived.

Signal Maintainer and Mrs. THEAS N. GARFIELD entertained her daughter and husband, Mr. and Mrs. Gilbert Langton of San Francisco.

Congratulations to ORSON PARKS, section employee, on his marriage at Elko on October 4.

William D. Worthy, son of Switchman and Mrs. HERBERT D. WORTHY, has enlisted in the Air Force and is now stationed in California.

We wish to welcome all the new faces that have arrived in the last month, namely Switchmen JAMES L. HIGGINBOTHAM and VANCE L. KIRK, and Waitress IRENE CHARLES.

We regret our oversight in reporting that the wife and son of Agent JOHN W. NAYLOR, of Burmester, left on a trip to visit her father in Holland, the place of Mrs. Naylor's birth.

Two stews with a bottle were driving furiously late one night on a highway that ran alongside the main line track of a railroad. Suddenly a train, dark except for the locomotive, flashed past them speeding in the opposite direction. "Shay," said one of the drunks in the car, "didja see that W'l town that we just went through?" "Yep," replied the other. "You know somethin'?" said the first stew, "I think that first house was on fire!"

SACRAMENTO SHOPS

Marcella Schultze

Most of the talk around here lately seems to be about deer hunting, spots where a person just can't fail to get a buck, various ways to prepare the venison, best gun to use, etc. We hope the talk is not all idle gossip, because we have not yet (and this is a hint) seen any results from previous year's expeditions.

Our Blacksmith Foreman **ELLIS ASBURY** is really having himself a time these days as Advisor to Sacramento Chapter No. 18 of the Rainbow Girls. One Saturday the group attended "Cinerama" in San Francisco and Ellis and Elvira went along as chaperones—one of the busiest days they've ever had, according to later comments.

First granddaughters for both Boilermaker **JOHNNY O'BRIEN** and Painter **HARRY FLEENOR**. The young Fleenor granddaughter's father is presently stationed with the 8th Army in Korea.

The WPAC has just completed a successful baseball season, having

sponsored two teams, and are now starting out the fall season by sponsoring a Deer Derby and a bowling team.

WINNEMUCCA

Doris Cavanagh

In the latter part of November, 1909, the first fast through-freight, known as the "Red Ball," to be sent over WP lines from Utah to California, stopped in Winnemucca long enough to change crews before being taken to Gerlach by Engineer **JOHN BREIER** and Conductor **MITCHELL**.

Two months before, Engineer John Breier had been promoted. Seven years ago he made his last trip on the WP, retiring with 38½ years of service. Camera-shy, no picture is available.

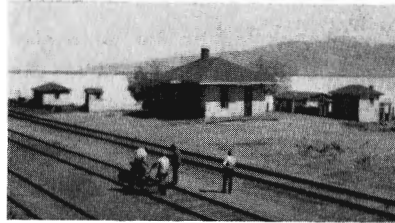
Forty-five years ago in November, the first through WP train passed through Winnemucca from San Francisco to Salt Lake City, making the first inspection of the completed line entirely by daylight. Aboard were **CHARLES H. SCHLACKS**, vice president; **CHARLES M. LEVEY**, general manager; and **VIRGIL G. BOGUE**, chief engineer.

Currently the Gerlach and Empire voters of Washoe County approved a \$150,000 bond issue for a new consolidated school expected to be opened for the Gerlach 1955 fall term. Principal John Gilmartin reported the new building will contain five classrooms, a library and gymnasium.

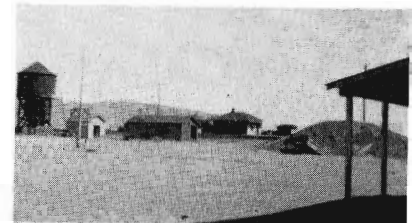
Of the 125 youngsters, 25 are high school students. At the first student body meeting, Buddy McMahon, son of Section Foreman and Mrs. Howard McMahon, was named president.

The following notes were sent this correspondent by Mrs. McMahon:

Operator and Mrs. **BEN BATTLES** visited in Salt Lake City. Clerk **WM. M.**



From the WP loading ramp for the A&B Mining Company, Section Foreman Al Trujillo with his motorcar crew of Rojelio Lopez, Valentin Perez and Joe Corral, plus the alkali flats, are visible near the Jungo station.



Across the plaza from the Jungo bar is the site of the WP watering tank, station and loading ramp. Trucks of Williams & Taylor, contractors, haul the daily seven carloads of ore from iron mine north of Jungo near Parrot Peak. Photos by Doris Cavanagh.

REID and wife attended the **JAMES POLKINGHORNE** wedding in Winnemucca. Relief Clerk **RALPH JOHNSON** drove 2,268 miles through Idaho and Utah on a trip to visit his mother in Idaho. Car Inspector **GROVER SADDLER** spent his vacation visiting his home in Oklahoma. Signal Maintainer **JACK SAPP** bid in at Keddie. Maintainer **BOB**, and **Norma**, **KINKADE** are Gerlach newcomers. Huntress **Carrie Holmes**, wife of Gerlach Section Foreman **E. W. HOLMES**, bagged an antelope. At the shoot held by the Gerlach Rod and Gun Club, **BOB KINKADE**, **KATHY** and **JOHNNY HERRON**, **WALTER** and **CARRIE HOLMES** won prizes. The **HOWARD A. McMAHON** family spent their vacation in Oregon and California. **AL BACA** was relief foreman.

Look at this list of Winnemucca deer or elk hunters: Engineers **BUCK WILLIAMS**, **HERMAN BAUMERT**, **JOE MOORE**, "MAZOO" **HAWKINS**, **ARNOLD JACKSON**; Firemen **CRAWFORD LEWIS**, "ACE" **QUIGLEY** and **SETH JODER**. Lone fisherman: Engineer **FRANK SMITH**.

Signal Maintainer **HAROLD AUL** of Golconda has been assigned to Winnemucca. **GARY NIELSON** was here temporarily.

MARY NALLY of the Sacramento en-

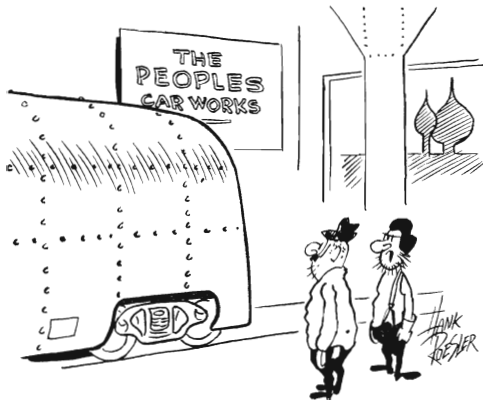
gineer's office was a house guest of Roadmaster Clerk **ETHEL OWEN**.

RNSN Earl Horton, son of Janitor and Mrs. **CARL HORTON**, enjoyed a short leave here before reporting for duty in Anchorage, Alaska. Airman **Paul Rutherford, Jr.**, has been transferred to Newfoundland. With four years of service to his credit, **Richard Gollither**, son of Fireman and Mrs. **FREE GOLLITHER**, returned from the Honolulu naval submarine base, and expects to continue university schooling.

Agent **CECIL DUCK** saw snakes at the station recently. A few days later he



"They had to do something to pull passenger traffic away from camels."



"... is observation car, Comrade, for tourist class train."

landed in the hospital. No DT's. Just an old back injury. The snake proved small and harmless wiggling across the office entrance.

NORMAN DUDLEY, signal maintainer at Jungo, underwent an appendectomy.

SAN FRANCISCO

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

We welcome LUCILLE REECE into the freight claim department. Lucille came to Western Pacific from the Arkansas and Ozarks Railway in Arkansas, a railway with only 69.37 miles.

CHARLES VINCENT, supervisor duplicating bureau, is back on the job after three weeks' absence for treatment of a nose hemorrhage.

Second Lt. Harry C. Munson, Jr., son of VICE PRESIDENT MUNSON, was awarded silver wings and diploma on graduation recently from jet pilot class at Webb Airforce Base, Texas.

GEORGE W. VICHICH, clerk, general manager's office, was married to Georgina Fitzpatrick at Mission Dolores Basilica, San Francisco, on September 25. JOE VALERGA, secretary to chief engineer, was best man. A reception, held at the Mark Hopkins Hotel, was well attended by WP friends, and after a wonderful honeymoon trip to Colorado via California Zephyr, the couple took residence at 125 Sanchez Street. George entered the telegraph department six years ago and the bride is a native of Sydney, Australia, where she studied voice at a conservatory of music. She has appeared many times locally to sing parts from "South Pacific," Gilbert & Sullivan operas and many others.

Biggest thrill for DUDLEY THICKENS, traffic department, and his wife follow-

ing a trip through the wilds of western Canada was sailing through the Golden Gate returning on the Australian Liner "Orion."

Eighteen stage shows highlighted a vacation trip to New York City recently enjoyed by BOB GOLDEN, clerk, president's office.

HAZEL WOCHOS, chief operator, enjoyed a ride on the California Zephyr to Chicago, where she was greeted at Union Station by ART LUND, traffic manager Central Region, then on to Wisconsin to spend her vacation visiting with relatives. CHARLEY HARMON, general agent at Sacramento, was on the same train, headed for his annual trek to the World Series. He didn't pick the Giants to take four straight, either! Also on the same train was MARY SOOHODOLSKY, auditor's office,

Mrs. Catherine Wong, transportation department, and president of the San Francisco Chinese Badminton Club, joined with Bob Poon, right, Chinatown singles champ, in welcoming Ong Poh Lim, Lim Chuan Geok, and Ooi Teik Hock, world badminton champs, when they recently visited San Francisco on a U. S. tour.



MILEPOSTS



making a vacation trip to visit in the New England states.

JOE BOOTHROYD, mail truck driver, had big plans for a successful deer hunting expedition before he left on a week's vacation, but either his shots went wild or the deer were too smart for him, because he is now existing on pork and beans instead of those wonderful deer steaks.

BEVERLY GREEN, treasurer's office, announced her engagement recently to Raymond Shurtz. Date for the wedding has not yet been decided.

From the engineering department we learn that little Rhonda Jane arrived promptly at 3:00 a. m. on October 4 to "meet the press," the press being Assistant Estimator BURT PRESS and wife, Shirley.

Mary Denise made her appearance on June 24 at the respectable hour of six in the evening, much to the delight of CLIFFORD A. GERSTNER, engineer of track layout, and wife, Patricia.

The trek southward continues, with CHRISTOPHER COLUMBUS GNESIOS now enjoying the sunshine of Palo Alto until his new home is completed in Los Altos. Chris is assistant architectural engineer.

Other members of the engineering staff to enjoy new homes on the Peninsula soon are MERRILL WHITTIER and DON NASH, a June bridegroom, who are waiting completion of homes at Palo Alto and just north of San Jose, respectively.

MRS. ANNE CROWDER, chief clerk, medical department, recently returned from a grand three weeks' vacation spent in Mexico City, Guatemala and other Mexican points of interest. She witnessed a hurricane at Acapulco, which was not included in her schedule.

Another WP co-worker who enjoyed the beauties of old Mexico at the same time, was BARBARA JOHNSTON, secretary to I. M. Ferguson.

KATHRYNE GILL, auditor of payrolls employee, recently returned from a vacation trip to New York, Boston and Wisconsin, fortunately missing out on all the storms.

An English cub reporter, frequently reprimanded for relating too many details and warned to be brief, turned in the following: "A shooting affair occurred last night. Sir Dwight Hopeless, a guest at Lady Panmore's ball, complained of feeling ill, took a highball, his hat, his coat, his departure, no notice of his friends, a taxi, a pistol from his pocket, and finally his life. Nice chap. Regrets and all that sort of thing."

* * *

The hillbilly came to town carrying a jug of liquor in one hand and a shotgun in the other. Stopping a man on the street, he said: "Here, friend, take a drink outa my jug."

Because the man protested that he didn't drink, the hillbilly leveled his shotgun at the stranger and said: "Drink."

The stranger drank, then shuddered, shook, shivered and coughed. "Gad, that's awful stuff," he gasped.

"Ain't it?" said the hillbilly. "Now hold the gun on me while I take a swig."



Frances Skinner, personable passenger department employee, made a charming impression in her second attempt at modeling on October 25, when she competed with girls from other business establishments in a fashion show sponsored by I. Magnin & Co., one of the country's most beautiful stores. "Fran" was previously selected winner in competition with her co-workers on October 11.

Unfortunately, the failure of enough



friends to attend the final show probably kept the WP beauty from the winner's circle. Decided by popular vote, it appeared that the model with the most friends in the audience was declared the winner.

Employees who modeled with Frances on October 11 were Terry Boyce, Betty England, Betty Gallup, Beverly Green, Jane Hopkins, Joan Karlin, and Mary Nichols.

Frances, third from left, poses with the finalists. Winner is fifth from left.



A History Never Completed

The 45th anniversary of the completion of the Western Pacific Railroad on November 1 brought to mind again the strange mystery of what happened to the man who drove the last spike. On November 1, 1909, the last rails were laid over Spanish Creek Bridge near Keddie, California, and the Western Pacific, newest of the nation's transcontinental rail lines, was a reality. On that brisk fall day the ranking railroad man present was Leonard D. Tomasso, general foreman of the track gang—all the officials of the road were in New York. There was a minimum of ceremony. Tomasso hammered home a plain iron spike just like all the others in the 928-mile line between Oakland and Salt Lake City. Two women and their little girls who drove by in a buggy were the only audience, except the track gangs themselves. The men yelled "hurrah," the women kissed each other, perhaps the horse neighed; that's all.

Forty years later on November 1, 1949, the Western Pacific celebrated its Ruby Jubilee. There was considerably more fanfare to make up for that omitted 40 years before. Leonard D. Tomasso was on hand again and drove a ruby spike at the same spot on Spanish Creek Bridge. Bands played, Senator William Knowland spoke and the vista-dome *California Zephyr* met nose to nose with old steam engine No. 94, which had pulled the first WP passenger train through Feather River Canyon—both engines sounding blasts on their whistles. Also on hand was the *Jupiter* from the Gold Spike scene at the Chicago Railroad Fair. A crowd

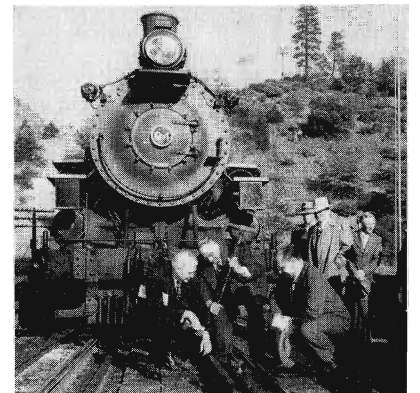
looked on from the highway above.

Less than a year later, on October 5, 1950, Tomasso now 70 years old, started up the Feather River Canyon again. This time he was driving with Mrs. Ethyl Johnson and they were en route to Reno to get married. After leaving Oroville, neither was ever seen again, nor was their car ever discovered.

WP special agents made a painstaking search on foot of the entire Feather River Canyon in the belief that Tomasso might have skidded off the highway into some remote crevice of the rocky gorge. Peace officers were alerted all over the country in case some hitchhiker may have made away with Tomasso and his intended bride and stolen their car. But no clue has been found to explain the mystery.

Does Leonard Tomasso still sleep in some deep pool of the Feather River by the tracks which he completed?

Tomasso drives the Ruby spike as the 94, President Whitman, Senator Knowland, G. H. Kneiss, H. C. Munson and James Flanigan, chairman, Plumas County Board of Supervisors, look on.



WESTERN PACIFIC MILEPOSTS

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RAILROAD LINES



Southern Pacific dedicated new narrow gauge diesel October 16 for use on their three-foot wide historic Keeler Branch, formerly Carson and Colorado Railroad.

. . .

Great Northern testing electronic computer at Superior, Wisconsin, designed to automatically produce weight information for iron ore movements.

. . .

Western Maryland constructing two new warehouses and relocating passenger station in redevelopment of their Hillen Terminal at Baltimore.

. . .

Milwaukee will replace all its remaining steam power with diesels early next year.

. . .

Louisville & Nashville orders 13 lightweight coaches from ACF Industries.

. . .

Plans being considered to construct world's largest—80 stories—office building over New York City's Grand Central Terminal.

. . .

Railway Express experimenting with piggy-back service between New York City and New England in cooperation with New Haven.

. . .

Toledo, Peoria & Western establishes historical museum at Effner, Illinois to preserve railroad relics of the past.