

WESTERN PACIFIC
Mileposts
OCTOBER 1955



SACRAMENTO NORTHERN'S 50th ANNIVERSARY

WESTERN PACIFIC Mileposts



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*Milepost No. 75

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
International Council of Industrial Editors
Northern California Industrial Editors' Association*

* Milepost No. 75: Passing through some of California's great produce regions. Nearby is Cochran Co., Inc., vegetable packers. President Lindsey W. Cochran is one of WP's directors.

COVER

Woodland station as it looked soon after completion of the Sacramento & Woodland Railroad. Service began July 4, 1912, on this separate company and branch line of the Northern Electric.



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MILEPOSTS



FIFTY years ago this month at Oroville, Henry A. Butters gave the signal to throw aside the first shovelful of earth to begin construction of a new electric interurban line to Chico. The Northern Electric, as it was to be named, was to become the longest third-rail interurban line in the United States and, later, part of the Sacramento Northern and the Western Pacific System.

Butters had built the first rail line in South Africa in 1892 and ten years later sold his interests there and promoted a railroad in Mexico. It was the profits from this Mexican venture which furnished the initial capital for the new Northern Electric.

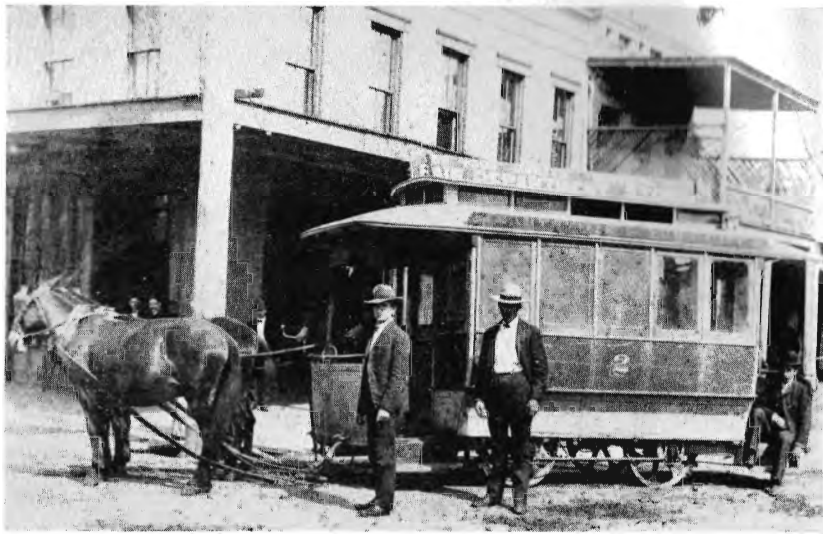
Some of the companies which became a part of the new electric railway dated back much further. The oldest of these was the Marysville & Yuba City Street Railroad Company, a mule-drawn operation which began

on August 17, 1889, and crossed the Feather River between those two cities via an old covered bridge. However, the rightful birthplace of the Sacramento Northern can be said to be Chico. It was the Diamond Match Company's Chico Electric Railway, which had been incorporated August 12, 1904, that inspired Butters to found the Northern Electric. The Chico Electric operated on what is now 9th Street and then up-town via Main Street. It was used primarily to transport Diamond Match Company's employees to and from work. Butters needed these trackage rights in order to enter the City of Chico, and on March 10, 1906, he bought 250 acres adjacent to its car-barns for use as shops and yards.

It is interesting to note that the Diamond Match Company was owned by the Gould interests, who were then pushing construction of the Western Pacific.

OCTOBER, 1955

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A mule-drawn "horse-car" soon after completion of the Marysville & Yuba City line. Year, 1889.

Plans for a gala celebration of the formal opening of the Oroville-Chico line were somewhat dampened by the San Francisco fire and earthquake of April 18, 1906, an event that cast a shadow over all California electric railway projects at the time. However, the Northern Electric did formally inaugurate regular passenger service between Chico and Oroville on April 25, 1906, and the days of the horse-drawn coach were over.

While construction of the Chico-Oroville line was taking place, Northern Electric had been seeking a franchise through Marysville. At that time the Western Pacific and a project called the California Midland were both seeking an entrance into Marysville also. Although the carrying of Western Pacific construction workers accounted for most of the passenger traffic over

the Chico-Oroville line, relations between the new Northern Electric and Western Pacific were often strained and Butters even held up his Marysville franchise application until he could ascertain the exact location of the Western Pacific depot there.

The California Midland was to have been a 1200-volt third-rail line to Auburn and Nevada City. John Martin, its promoter, had been responsible for the first third-rail electric railroad in California, the electrified suburban North Shore Railroad (now Northwestern Pacific). It was generally thought that Butters and Martin were working together, but on January 18, 1906, much surprise was created when Butters objected to Martin's application for a franchise on "E" Street in Marysville for the California Midland. By February 23, Butters and Martin

SCHEDULE OF THE ROLLING STOCK EQUIPMENT OF THE NORTHERN ELECTRIC RAILWAY

FREIGHT EQUIPMENT

KIND OF CARS

59 BOX
203 FLAT
50 BALLAST
3 WRECKING, ETC.

2 STEAM LOCOMOTIVES
5 ELECTRIC LOCOMOTIVES
2 STEAM SHOVELS AND PILE DRIVERS

29 PASSENGER, COMBINATION BAGGAGE, SMOKING AND EXPRESS
11 STREET CARS
2 MISCELLANEOUS

The Northern Electric Railway Owns private right-of-way the whole length of the Sacramento Valley, besides the very valuable franchises for street railways in the cities and towns through which it runs.

The Northern Electric Railway Covers a wonderful field An empire in extent Endowed with all the natural resources man requires

Rich soil, perfect climate
Water, Timber, Minerals
Villages, towns, cities
The road is also to be built
To Red Bluff and Redding
Colusa, Woodland and Farnak
Thus giving service to those
Growing centers of activity
And the country surrounding them
With the varied productions
Of farm, mine and timber land

The bonds are in denominations
Of \$100, \$500 and \$1000
To run 3 years
At 7% interest per annum
Payable twice a year
Interest Coupons attached

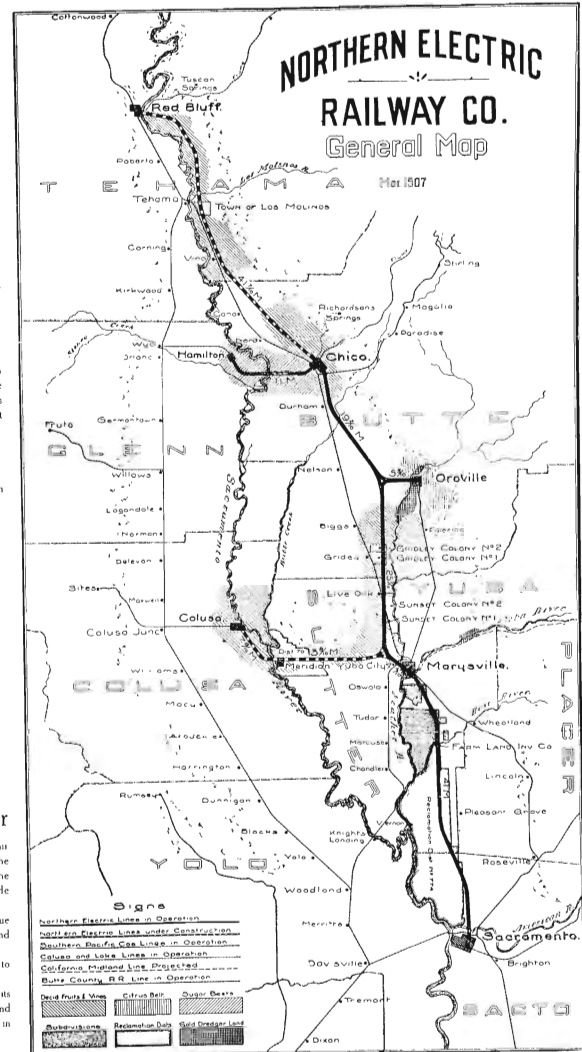
The First Subscriber

Mr. Jas. C. Gray, Treasurer of the Ophi Hardware Company of Oroville, was the first subscriber to the debenture bonds of the Northern Electric Railway Company. He writes

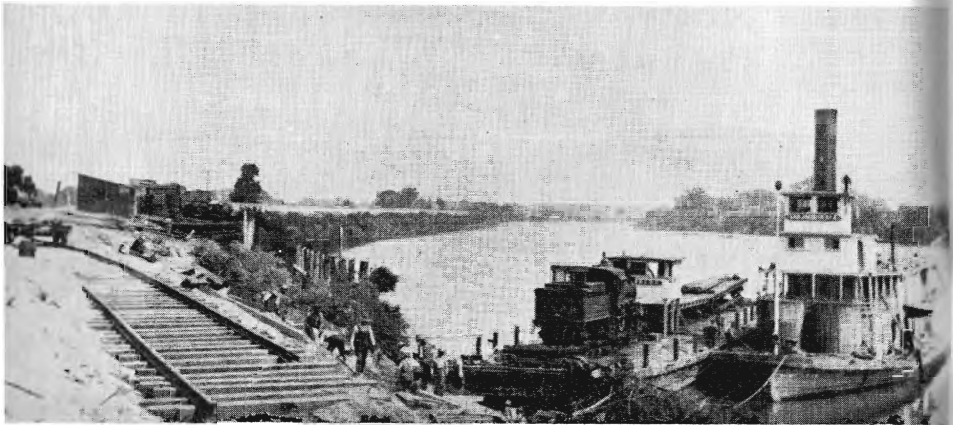
"I have invested \$15,000 in the first issue of Northern Electric Bonds, and now send \$5,000 for the present issue.

"I am only sorry that I am not able to invest more.

"The Northern Electric Company and its management have my full sympathy and confidence and I wish them all success in their great undertaking."

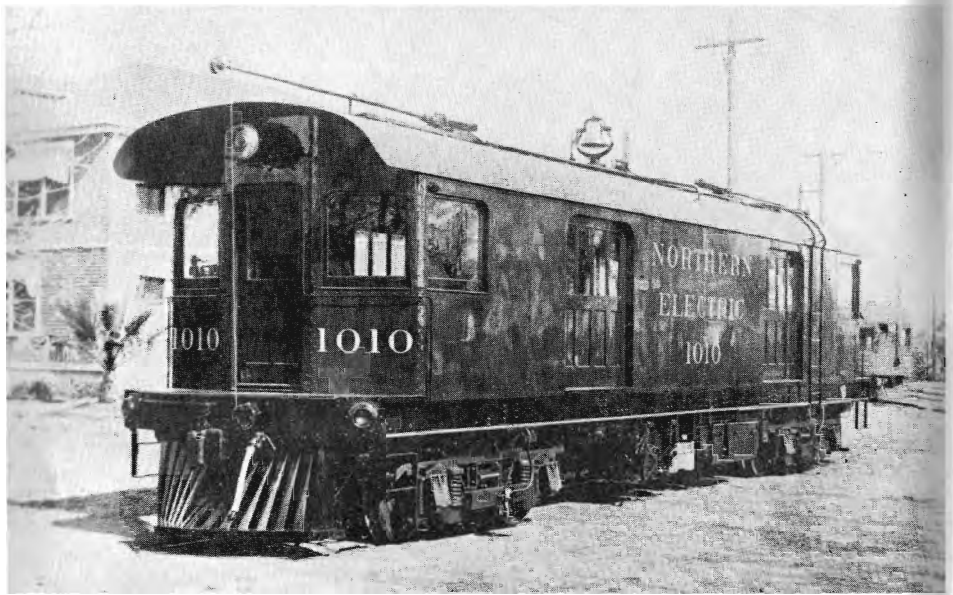


The prospectus for stockholders in the Northern Electric Railway, issued in 1907 soon after completion of the line to Sacramento, contained this page. The Colusa Branch was still in the planning stage. A proposed line from Chico to Red Bluff, shown at top of map, was never built.



No. 1369, an old 4-4-0, about to be unloaded on the levee at Meridian, was one of two steam engines purchased by the Northern Electric from the Southern Pacific Company for freight service.

This early combination express and freight motor was in later years shortened and heavier motors installed for freight service only. It was last used in switching service at Oroville as SN No. 410.



agreed to a franchise by which the Northern Electric and California Midland were to share trackage in Marysville. However, the 1906 San Francisco catastrophe ended all hopes for the California Midland, but construction was continued at a slow pace on the Northern Electric.

Northern Electric's Vice-President E. S. Dimmock and Frank Ross, its superintendent, did not get along too well together. On June 11, 1905, Dimmock was hurt in the second of two wrecks on the Northern Electric at Durham which may have led to some changes in management which took place July 11, 1906. A. D. Schindler, who came from the Pacific Electric, was made general manager and Dimmock became general superintendent. Frank Ross became a special representative at Sacramento and played a leading part in obtaining for the Northern Electric the franchises which it desired but which were opposed by various influential Sacramento forces. It is of interest that the tracks of the Sacramento Northern in Sacramento today follow exactly the same routes as asked for in the original franchise applications by Henry A. Butters.

Due to Schindler, Pacific Electric influence was felt and the Chico-Oroville line opened equipped with the pneumatic trolley base that was almost a trade mark of the Pacific Electric. However, 1906 was a year in which the third-rail gained much favor for electric traction and some of the financial interests behind the Northern Electric had been earlier interested in the pioneer third-rail line in California, the North Shore.

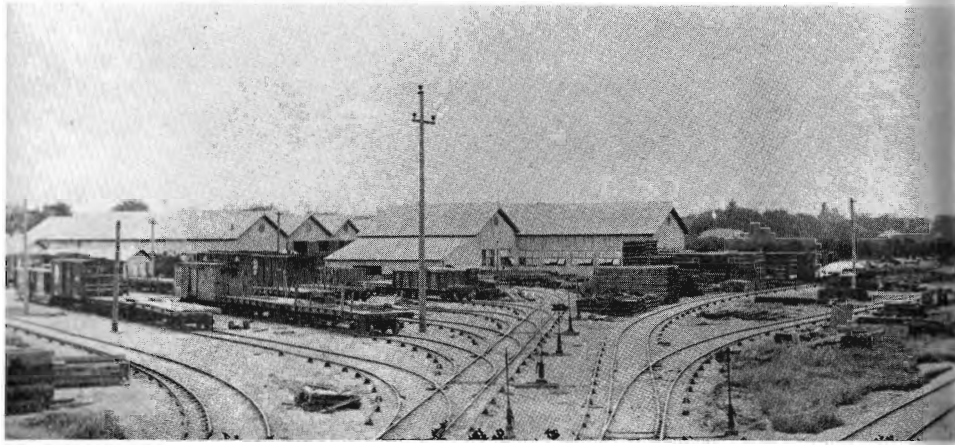
Success of the third-rail on the line to Marysville, opened for regular serv-

ice on December 3, 1906, led to its general adoption, so that three years later the overhead trolley on the original line between Thermalito and Speed was changed to third-rail. As a result, the entire section gang along the affected line resigned en masse.

The center of street railway operations in Chico was shifted from the Diamond Match Company's plant to Mulberry in 1906. Power was purchased from the Pacific Gas & Electric Company, rather than from the Great Western Power Company's powerhouse on the Feather River east of Oroville, which led to rumors in 1906 that the then-building Western Pacific was also to be electrified.

On December 18, 1906, the Northern Electric was enjoined from laying tracks in Marysville by the Western Pacific, whose tracks had just reached that point. Northern Electric had laid its rails in Marysville despite the WP and began to grade its line between Marysville and Sacramento. On the other side of the Yuba River was a tract of land used as an apiary and here the forces of the two new railroads had to cross each other's route. It was here, on January 12, 1907, that the famous battle of the Bee Farm between NE and WP construction forces took place. History does not record whether the bees took part in the struggle. On one occasion, NE forces tore out a great section of newly laid WP track.

The first Northern Electric service between Marysville and Sacramento was by steam power and for freight only, as it was some months later before the third-rail was put down. It wasn't until September 7, 1907, that the first electric passenger train with W. W. Nelson at the controls reached Sacra-

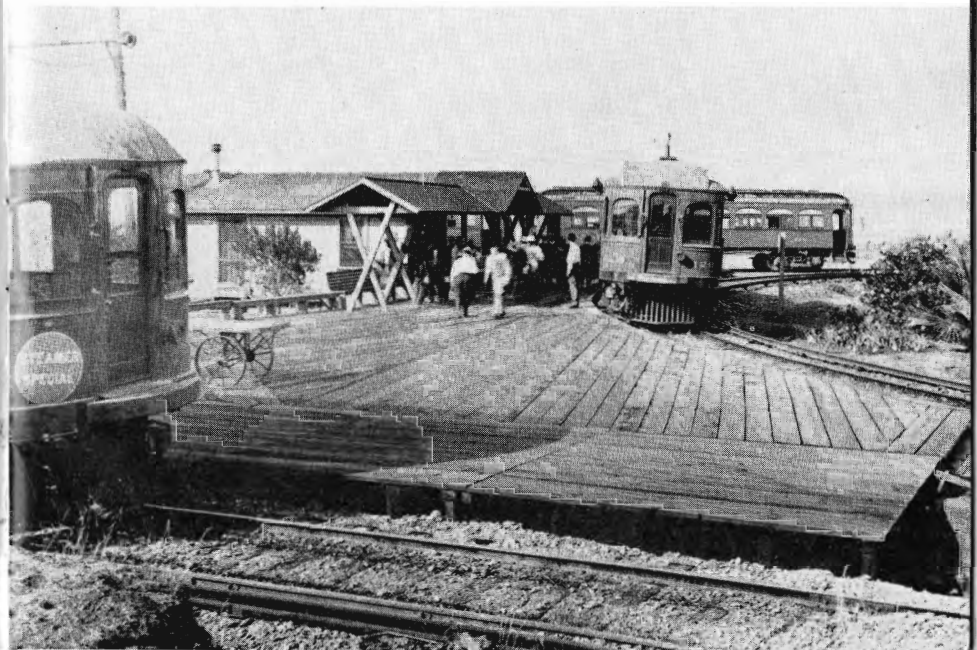
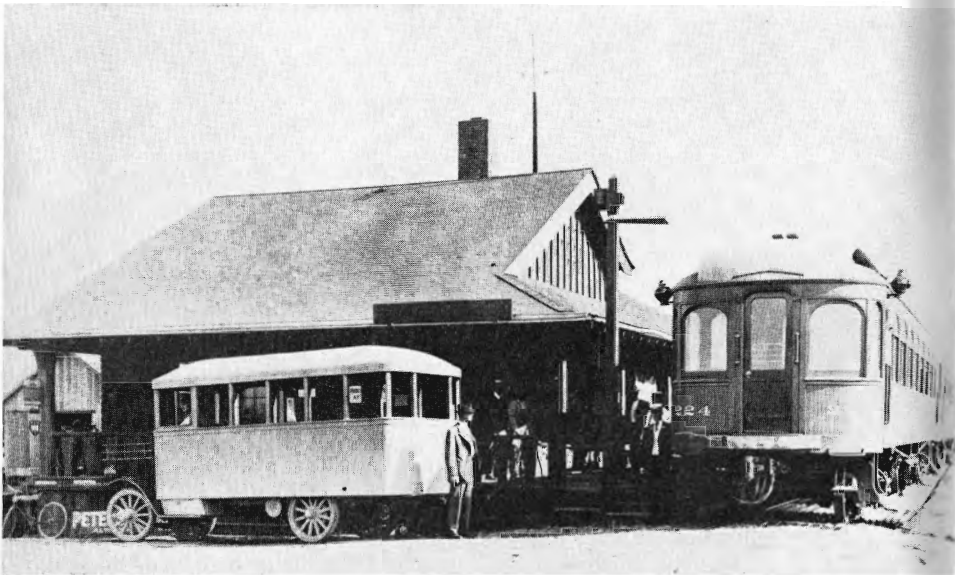


This yard at the Mulberry Shops in Chico was a maze of third rail; required care in crossing.



If there was no business at Pleasant Grove, trains would many times coast under a one-half mile of overhead wire between stretches of third rail, eliminating the raising or lowering of trolleys.

The "Gridley auto bus" met all trains at East Gridley for passengers destined to Gridley.



Tres Vias, or "three ways," later Oroville Junction, was transfer point to and from Oroville.

mento for the opening of the State Fair.

Just three days later the first train was operated over the Northern Electric's branch from Chico to Hamilton City. This branch had been built to serve J. G. Hamilton's beet-sugar factory and opening of the branch was delayed, waiting for pontoons for the temporary floating bridge over the Sacramento River. Lack of patronage was to end this short-lived branch in 1913.

Now that the Northern Electric had completed its main line, it turned its attention to branch line construction. The Oroville branch had been built before most of the main line. Two separate companies were formed, the Sacramento and Woodland, and the Vallejo and Northern, which was constructed and operated between Vacaville and Suisun-Fairfield. This latter line was projected to Vallejo to connect with the Napa Valley electric line at that point and to build north to connect with the Woodland line. Service to Woodland commenced on July 4, 1912. Service to Colusa (built by Northern Electric) began on June 13, 1913.

In later years the complete system was known and operated as Northern Electric Railway. Disappointing revenues led to receivership in 1914. Emerging from bankruptcy in 1918, the line became known as the Sacramento Northern Railroad and on December 23, 1921, it was purchased by the Western Pacific.

The southern portion of the Sacramento Northern had its beginning in 1910, when the Oakland and Antioch completed and operated a service between Bay Point (now Port Chicago),

Concord, Walnut Creek, and finally Lafayette in 1912. About a half-dozen round trips were made each day over the little trolley line, connecting with Santa Fe trains at Bay Point. On some trips, the cars made a side run over a branch from Meinert to Walwood.

By the middle of 1912 construction was under way west of Lafayette. Grading was carried on mainly with horse-drawn scrapers and wheelbarrows, although steam shovels were used where heavy cuts were required. Meanwhile, under the name Oakland & Bay Shore Railroad, rails had been laid on Shafter Avenue in Oakland, from the Key Route tracks on 40th Street to a point just east of College Avenue, where trouble with property owners delayed operations. Construction continued and on April 3, 1913, service began between Oakland and Bay Point with a big celebration at the 40th and Shafter station.

About this time the road was re-organized as the Oakland, Antioch & Eastern. A train ferry was to be used to cross the river just west of Pittsburg. Formerly it had been rumored that the line would go to Stockton, but construction was started west from Sacramento using heavy equipment and work proceeded rapidly. It was announced that Sacramento was to be the eastern terminus and through service began on September 3, 1913. About 1915 arrangements were made for through service to Chico in conjunction with the Northern Electric, and on January 1, 1920, the name of the Oakland, Antioch & Eastern was changed to San Francisco-Sacramento Railroad. It was more familiarly known as the Sacramento Shore Line.

In August, 1927, the Western Pacific



Map by Franklin E. Louie, Draftsman
WP Engineering Department

SACRAMENTO NORTHERN RAILWAY

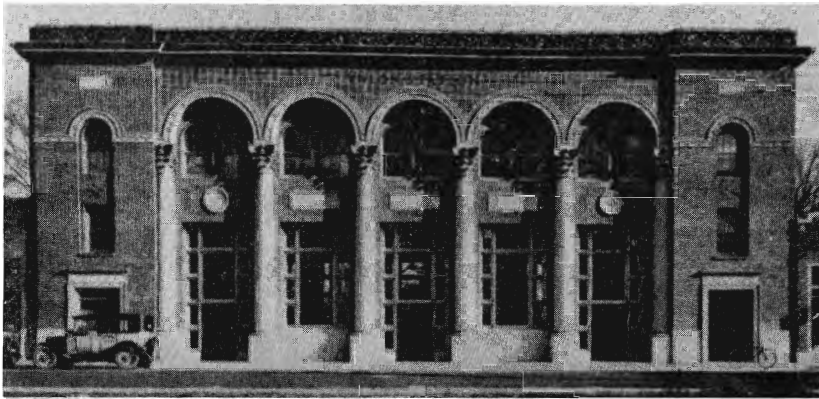
The Sacramento Northern as it appears today. Although the 281-mile railroad is a subsidiary of Western Pacific, with connections at Sacramento, Marysville and Oroville, it is by itself a Class I railroad. Also shown are proposed lines, branch lines and connections, some of which were never completed as originally planned.

through The Sacramento Company (a new holding company incorporated in Delaware on February 1, 1927, with 10,000 shares of capital stock of no par value) acquired control by taking over the 40,000 shares of common stock of the San Francisco-Sacramento Railroad Company. It was rumored at that time that Western Pacific would use Sacramento Northern rails to bring its trains into Oakland, as on March 10, 1926, Arthur Curtis James announced "the recently acquired Sacramento Short Line, running from Oakland to Sacramento, will be made part of the Western Pacific's main line. It will cost money for rebuilding, but it will shorten our main line by 50 miles." However, the plans never materialized, probably due to the forthcoming depression.

Fortunately, the electric roads had gone into active freight solicitation and had built their lines nearer to steam road standards than had most interurbans. Passenger traffic began to fall off during the twenties and early thirties with the increasing competition from automobiles, and the San Francisco-Sacramento and the Sacramento Northern began to depend heavily upon freight revenues from the rich regions they served.

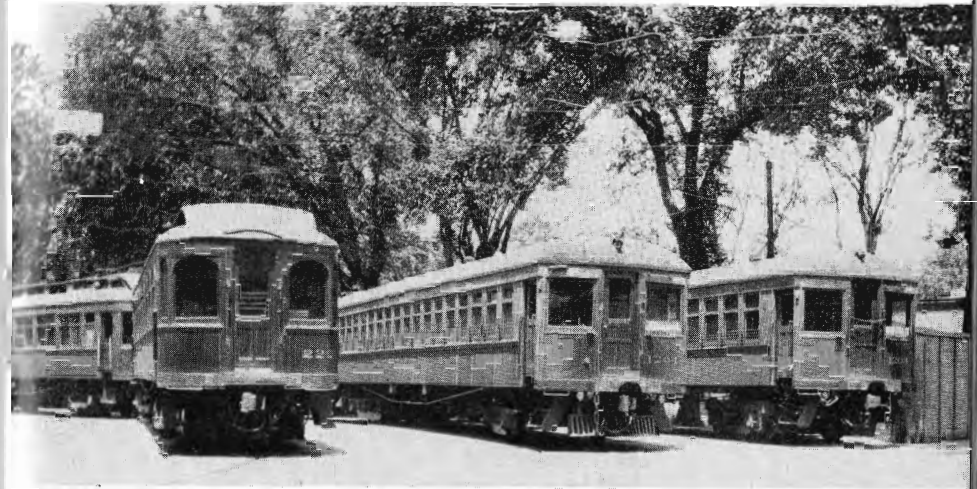
In 1928 plans were under way for a branch line to connect with the Petaluma & Santa Rosa Railroad, but this never materialized. The Holland Branch was constructed and opened on June 29, 1929, and the following year the gap from Creed to the Vacaville line was closed.

The present Sacramento Northern Railway represents the consolidation on January 1, 1929, of the two principal predecessor companies, the Sacra-



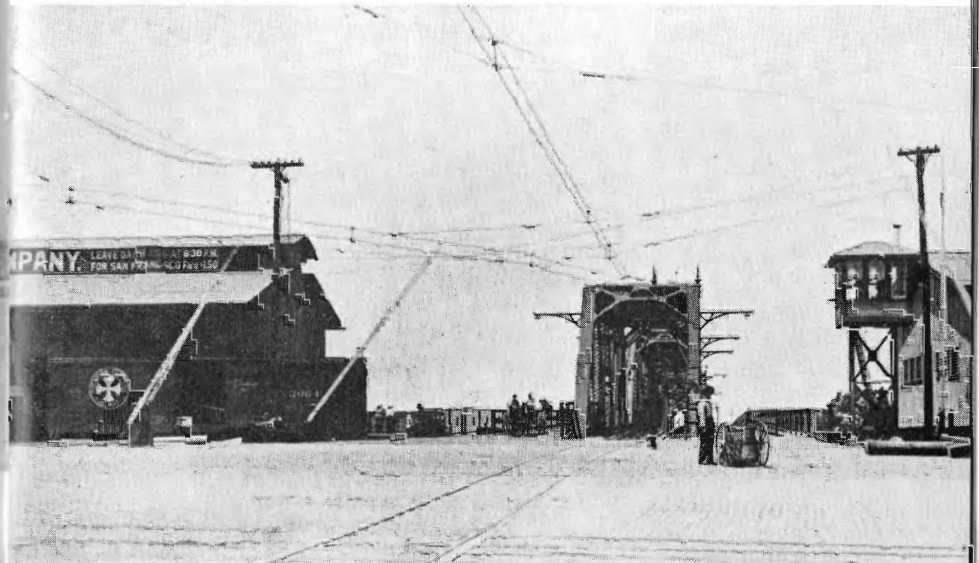
Sacramento Union Station was used by trains of the San Francisco-Sacramento, Sacramento Northern Railroad, and Central California Traction Company. After abandonment of passenger service in 1940 the structure became a super market.

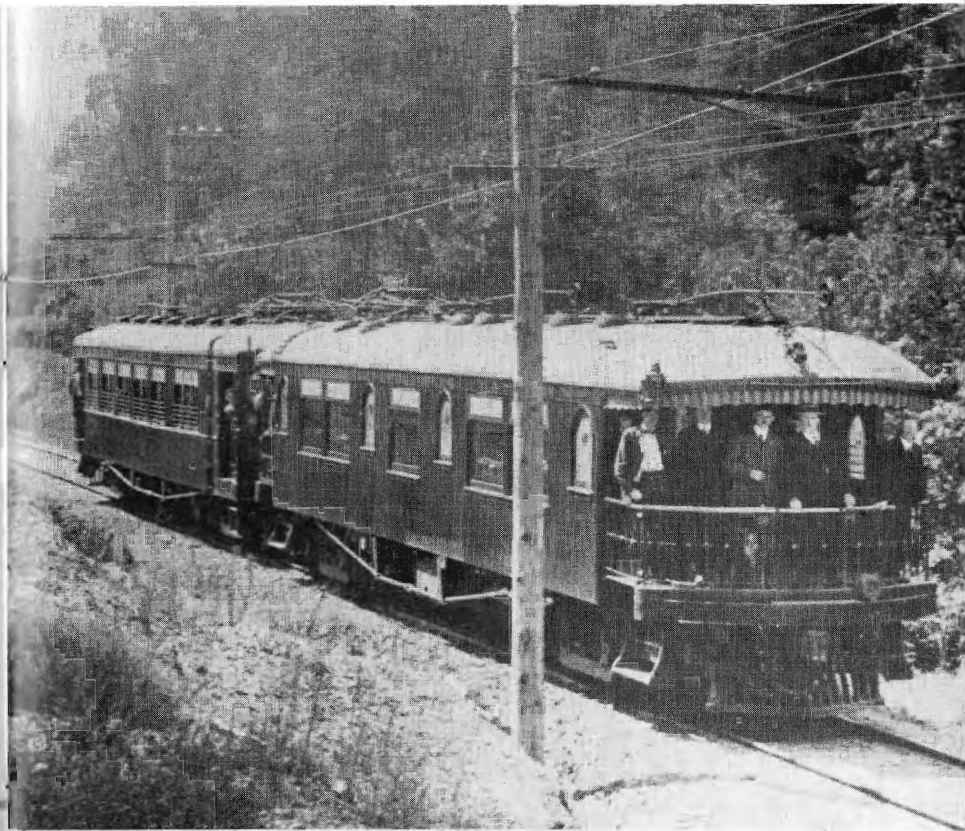
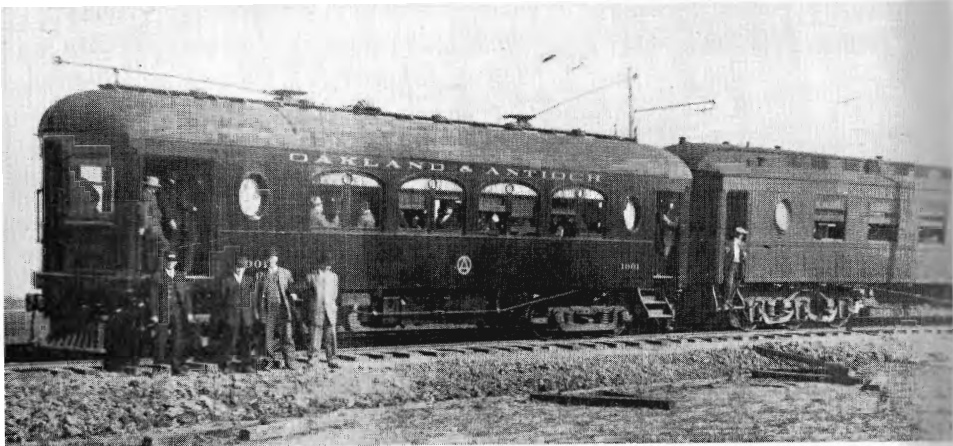
Looking northwest from the corner of 40th Street and Opal in 1912, a view of what is now the SN yards at 40th Street and Shafter Avenue, Oakland. Some of the houses still stand.
—Vernon J. Sappers collection



Many types of equipment on storage tracks at Sacramento Union Station. About 1936.

An early day view of the "M" Street bridge in Sacramento, looking west. Quite a change from the present Capitol Avenue bridge, which was completed in 1938.





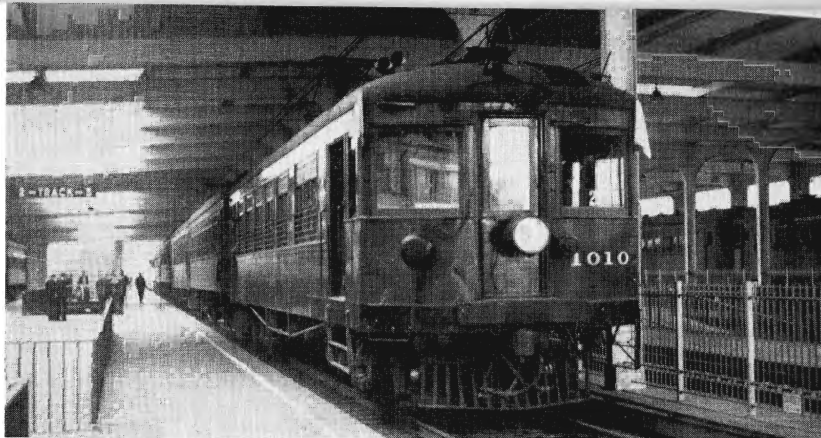
Left, top: First train of the Oakland and Antioch between Bay Point and Concord, about 1913. A Santa Fe coach was rented for the day to run between the O&A's only two motor cars on hand at that time.

Left, bottom: The ferry "Ramon" made many trips between Mallard and Chipps over Suisun Straits. At one time the gasoline-powered vessel sported a small restaurant so passengers could have a quick snack during the short ten-minute crossing.

Above:

The parlor car "Moraga," of the Oakland, Antioch and Eastern, had an observation platform on each end and was a motorized car. Later one platform and the motors were removed and the car became an observation trailer. Full meals were served in a small dining section. This picture is thought to have been a Stockholders' Special, operated just prior to regular service in 1913.

—Vernon J. Sappers collection



The California-Nevada Railroad Historical Society operated the last through train from San Francisco to Chico as an excursion on May 25, 1941. Taken in the East Bay Terminal on one of the few occasions when the SN had a train on two tracks. Train 12, local to Pittsburg, at the right.

mento Northern Railroad and the San Francisco-Sacramento Railroad, both entirely owned by Western Pacific.

The stock market crash which soon followed further reduced passenger revenues and floods harassed the management as portions of the Colusa branch and other parts of the line washed away. The high expense of maintaining the ferry "Ramon" and the trestle and fill work in the marsh lands east of Chipps was a constant drain on the treasury. Western Pacific consistently waived the interest obligation on the bonds and annually advanced cash to the electric railway to keep it running. On January 15, 1939, passenger service was extended across the new Bay Bridge to the East Bay Terminal in San Francisco, but the expected rise in business did not materialize except for the periods during the Golden Gate Exposition in 1939 and 1940 when trains were run in two or three sections on weekends. It is interesting to note that this was the only through train service which ever existed between San Francisco and north state points.

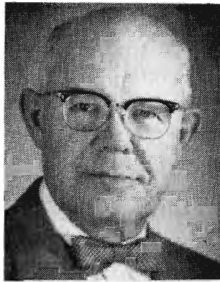
The management, headed by President Harry A. Mitchell, came to the conclusion that the SN had no option but to get out of the interurban passenger business, and application to discontinue all passenger service east of the ferry was made early in 1940. On August 26 of that year the last through trains were run to Sacramento. On October 31, 1940, the lines north of Sacramento saw their last regular passenger runs with the exception of the local Birney streetcar service in Sacramento, Marysville, and Chico. Five daily round trips between San Francisco and Pittsburg were maintained until January 1, 1941, when the service was cut to four. Shortly thereafter the company again made application to the Railroad Commission, this time to get out of the passenger business entirely. The last regular commute train left San Francisco during the afternoon of June 30, 1941. Thus, in a few short years, the Sacramento Northern, which had been built primarily to carry passengers, became a freight-only carrier due to the changing times.



A 70-ton diesel, latest acquisition of the SN.

First train to cross the rebuilt Arcade trestle.





Present management of the Sacramento Northern Railway is from left: Harry A. Mitchell, trustee and retired president; Rex T. Kearney, president and general manager; Harold J. Mulford, superintendent; Milton F. Ziehn, corporate secretary.

TODAY'S Sacramento Northern is a busy Class I railroad. Large shipments of steel are handled to Pittsburg and trainloads of perishables and other commodities are carried through the upper Sacramento Valley.

In 1949, Rex T. Kearney succeeded Harry A. Mitchell as president and general manager, when the latter became president of the Western Pacific. Mitchell, and Richard E. Guggenlime, are now serving as trustees during the company's reorganization. Word was received on September 20, 1955, that the Sacramento Northern's Plan of Reorganization was approved by the Interstate Commerce Commission, effective January 1, 1956. Harold J. Mulford is superintendent of the railroad and Milton Ziehn is corporate secretary. With the exception of Mitchell, who has an office in Western Pacific's general office, all are headquartered at Sacramento.

The railroad acquired six 44-ton GE diesel-electric locomotives in 1946, and the first 70-ton GE diesel-electric locomotive was delivered on July 23 of this year. Electric locomotives are still used in switching service in the Marysville-Yuba City district and on the

freight trains between Oakland and Pittsburg over the 4.4 per cent grade out of Oakland to the summit at Havens. Ultimately, the line will be entirely dieselized.

An order was recently placed for 100 new 50' 6" double side-door box cars from Pullman-Standard Car Manufacturing Company at a cost of nearly \$820,000. New diesel facilities are being constructed at West Sacramento by company forces at an estimated cost of \$24,000. Included are a 21-foot inspection pit; a 20,000-gallon fueling station complete with pump and pump-house; the relocation of two buildings to be used as a trainmen's room and diesel engine supply room; and the construction of additional trackage.

Despite its past ups and downs the Sacramento Northern has a secure future in the freight business, as its slogan—"Through the Sacramento Valley"—proclaims.

MILEPOSTS extends best wishes on its fiftieth birthday!

MILEPOSTS is indebted to the following for certain historical information which appears on the preceding pages: Milton Ziehn, Arthur L. Lloyd, Jr., Dudley Thickens, Addison Laflin, Eldon Lucy, Vernon J. Sappers, John W. Dodge, and the Bay Area Electric Railroad Association.

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:

Milton B. Bayer, dispatcher, Sacramento.

Frederico Castillo, section laborer, Jellico.

Sam A. Charley, track laborer, Plumas.

John Dean, brakeman, Salt Lake City.

Charles Herman, laborer, Portola.

George S. Karras, section laborer, Lago.

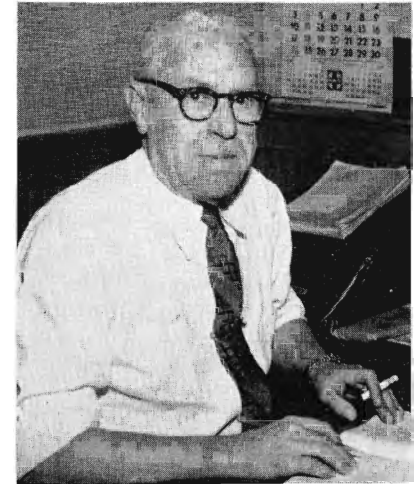
Norman A. McPherson, inspector M of W, Stockton.

Wallace H. Reese, brakeman, Salt Lake City.

Charles A. Robertson, section laborer, Smoke Creek.

Frank Romero, section laborer, Elko.

Francis T. Wood, locomotive engineer, Portola.



George D. Keyes

He and his wife, Alyce, will visit their daughter, Mrs. William Thietje, in Bermuda next fall.

* * *

Elmer A. Manier, joint WP, Sacramento Northern, and Central California Traction Company agent at Sacramento, retired on September 4 after 47 years' railroad service, 43 of which were with WP at Sacramento.

He began his railroad career with the Pennsylvania in 1908 as a telegrapher and came west in 1910 to work for the Southern Pacific. He was appointed WP agent in 1946.

On his retirement, Elmer was presented with a beautiful gold wrist watch, cigarette lighter and holder.

In a letter to MILEPOSTS, Elmer wrote: "I would like to express my

TWO AGENTS RETIRE

George D. Keyes retired as freight agent at San Jose on July 13 after 45 years' Western Pacific service, which began on September 19, 1910.

George, with his father C. W. Keyes, opened Western Pacific's San Jose freight depot in 1920 and became freight agent when his father retired in 1937. He also served as agent at Milpitas since the Ford plant opened early this year.

George was honored at a party given him by fifty WP employees on July 12.

A. A. Kramm Retires

With more years of service than any railroader now employed by Western Pacific, August A. Kramm closed out an engineering career on July 31 that likely will be unequalled.

August 20, 1908, is the date in WP records when Gus first hired out as a stakeman. He did have prior railroad experience during 1907 when the Central California Traction Company was building between Stockton and Lodi, but his name was deleted from the payroll after a month in service because of reduction in forces. Shortly

Elmer A. Manier . . .

appreciation for the many courtesies extended me by the officials and personnel as they have been always more than friendly and helpful. After nearly 40 years at the freight office, it has become almost like a home to me and it is with deep regret that I leave. May I wish Western Pacific, MILEPOSTS and the entire personnel, the greatest possible success."



thereafter he was hired out by the WP at a time when rails were being laid between Stockton and Mokelumne River. But, again, his career was interrupted as the bridge crossing that river had not been completed and rail laying was held up for some time.

Gus returned to school at Stockton, in which city his name was entered in the birth records on June 26, 1889. According to his mother, it was raining "cats and dogs" that day, which bothered Gus that day little more than it did in later years when he lugged on foot heavy engineering instruments over practically every mile of the railroad's main line and most of its branches at one time or another.

When itchy feet took him back to the railroad in 1908 he first worked on the section of line between what is now Counsman station and Marysville, and



Taken in 1909 or 1910 in front of Assistant Engineer T. L. Phillips' office at 505 Connecticut Street, San Francisco. That's Gus on the right.



At the retirement dinner H. C. Munson reminded Gus of one of the many humorous incidents which occurred during his long career. Enjoying the story with Gus are John Miller, office engineer, who served as program chairman, and Chief Engineer Frank R. Woolford, who presented Gus' gift.

in staking out the Stockton passenger depot. This was more than a year before the last spike was driven on Spanish Creek Bridge at Keddie, and nearly to the day two years before the first passenger train came to a halt at Oakland on August 22, 1910.

He was then transferred to Niles where a ballast pit was in operation and where Tunnel No. 2 was lined with concrete during 1909. During the latter part of that year, Gus was told to report to T. L. Phillips, assistant engineer, whose San Francisco office was then located at 505 Connecticut Street, a small house directly over Tunnel "A," a part of right-of-way purchase. At that time WP's 25th Street slip had just been completed and the outgoing freight house was under construction. Gus was made time-keeper while the first rails were being laid in San Francisco.

When grading on the Reno Branch began in June, 1917, Gus was in charge

of construction. He recalls that the Nevada - California - Oregon narrow gauge was in operation between the rails of the new standard gauge road-bed, and it was not until 1918 that the narrow-gauge rails were removed.

Gus was also in charge when WP located its Calpine Branch in 1920.

The many incidents which occurred during his long career would probably fill a book, some thrilling, some serious and some funny, like the one that happened while moving camp from a spot near Riego Station on the Northern Electric (now SN) to a site near Bear River.

"We knocked down camp early one morning and loaded tents and equipment on a header wagon hired from a local farmer. I had been delegated to accompany the driver to direct him to the designated camp site," Gus recalls. "When we neared the town of Gougey (now Pleasant Grove) the wagon axle snapped. Many hours later a black-

Truck Problem Answered

From the July 29 editorial page of the *Richmond News Leader*, Richmond, Virginia, comes this suggestion:

"We have our own little private enterprise solution to the highway troubles. We should like to see all the truckers get together and raise the money to build and maintain their own highways. These highways—maybe they could be truck lanes along existing highways—would be open to the use of trucks alone. They could install their own safety devices, their own way stations, set their own speed limits and weight regulations, and be beholden to nobody. Of course they'd pay

A. A. Kramm . . .

smith repaired the damage but it was dark by the time we reached our destination. We were met by a hungry and disgruntled gang, and a jabbering Chinese cook who had gone ahead, and who should have had the dinner ready with equipment we had on the wagon before the men arrived in camp. We got the cook started as soon as possible and the men quieted down. In those days, most Chinese cooks let some of their supplies run down before a move, so in this instance there was no bread on hand. He immediately began to mix a batch aided by the light of a hayburner lantern set close by.

"Supper was finally placed on the poorly lighted mess table and the hot bread was the hit of the day. At breakfast the next morning, however, when the bread was placed before us, it went begging. It had the appearance of raisin bread but the "raisins" were beetles, moths and various other insects which had been attracted to the light of the hayburner lantern and

the usual State and local taxes on the property they used. Then they would not have to depend on the public coffers to keep them moving along, and nobody on Chamberlayne Avenue would have any parking troubles. If any non-trucking members of the public then wanted to use the truck highway, the truckers could sell tickets for the same, one way and round trip.

"But of course all that would be inhumane, improper, rank discrimination, anarchy, reaction, and so forth. It would be treating the trucking industry just like the railroad industry, and that wouldn't be fair at all."

carelessly fell into the dough. We had no evidence of the contents in our entire the night before."

Gus' last assignment as senior assistant engineer-projects took place at Oroville where he worked for many months with engineers from the State of California's department of water resources in connection with the proposed Oroville dam.

Nearly two hundred of Gus' hundreds of WP friends turned out to honor him at a dinner in San Francisco on August 26, at which time he was presented with a set of diamond studded gold cuff links.

If you know Gus, you would understand him when he told his audience: "When I saw all these wonderful people I thought the party was for several, not just for me. I will always remember my days on the WP and the wonderful people who make it a great railroad. I would like to thank each and everyone who made this dinner possible and for the wonderful gift. It will never be forgotten."



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:

John Berg, B&B carpenter, January 8.

Byron D. Bohn, rate and division clerk, August 12.

Ernest R. Coblyn, Central California Traction Company brakeman, August 16.

Orval F. Dack, locomotive engineer, June 20.

Albert A. DeLong, Sacramento Northern conductor, August 7.

Flen Fletcher, B&B shift boss, August 25.

Hugh J. Gardner, machinist, May 24.

Joseph C. Gargan, retired industry clerk, June 14.

John P. Gibbons, retired brakeman, May 27.

Charles C. Harper, assistant file clerk, June 10.

Joseph F. Jerabek, retired coach carpenter, August 26.

George Long, telegrapher, August 24.

Fred G. Loucks, retired locomotive engineer, June 2.

Edward A. McCarthy, retired assistant traffic manager, August 29.

John Mendoza, laborer, July 16.

Antonio C. Patrisio, retired barge-man, June 6.

Ralph Patterson, car inspector, July 26.

George H. Pearce, retired conductor, May 19.

Charles O. Shepardson, retired chief clerk, June 23.

Victor B. Tovar, laborer, July 17.

Bernard J. Trendle, Sacramento Northern bridge tender, August 6.

James O. Van Benthusen, assistant signal supervisor, August 28.

Loss White, B&B carpenter, April 30.

PASSES EXTENDED

According to notice from H. C. Munson, vice president and general manager, all Western Pacific 1954-1955 meritorious annual passes expiring December 31, 1955, will be honored up to and including December 31, 1956.

For Philatelists

Four "Railroad Days" will be marked at Charleston, West Virginia, by the Casey Jones Railroad Unit of the American Topical Association. Cacheted envelopes will be issued, October 13 for the B&O; October 14 for the C&O; October 15 for the NYC; and October 16 for the Virginian.

Covers, costing 25 cents each, should be ordered from C. J. Keenan, secretary of the unit, 6354 N. E. Cleveland Avenue, Portland 11, Oregon.

—From *Railway Age*

MILEPOSTS



IN GOLD

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

45-YEAR PINS		
Joseph A. Guffra	Locomotive Engineer	Western Division
John W. Peters	Clerk	Western Division
John W. Roberts	Locomotive Engineer	Western Division
Laurie W. Whittaker	Switchman	Western Division

40-YEAR PIN		
Francis T. Wood	Locomotive Engineer	Western Division

35-YEAR PINS		
Roger J. Collins	Locomotive Engineer	Western Division
Stephen J. Fahey	Locomotive Engineer	Eastern Division
Glen B. Gorham	Locomotive Engineer	Eastern Division
C. B. Rushmer	Design Engineer	San Francisco
John Smith	Locomotive Engineer	Eastern Division
Cecil G. Trumbo	Locomotive Engineer	Eastern Division
William H. Williams	Locomotive Engineer	Western Division

30-YEAR PINS		
Charles S. Decker	Locomotive Fireman	Western Division
Sam Deitz	B&B Carpenter	Western Division
Thomas F. Griffiths	Locomotive Engineer	Eastern Division
Gunnar Johnson	Marine Deckhand	Western Division
James L. Lee	Stock Control Clerk	Store Dept.
Juan G. Pedroza	Laborer	Eastern Division
James L. Wilkinson	Conductor	Western Division

25-YEAR PINS		
John R. Bancroft	Locomotive Engineer	Western Division
Clarence W. Crawford	Machinist	Mechanical Dept.
Ivan V. Finley	Locomotive Engineer	Western Division
Vernon A. Foster	Locomotive Engineer	Western Division
Timothy Hanlon	Locomotive Engineer	Western Division
Walter A. Martin	Locomotive Engineer	Eastern Division
George R. Moody	Locomotive Engineer	Western Division
James F. Murray	Conductor	Western Division
Norman T. Moulton	Locomotive Engineer	Western Division
Lincoln C. Parkinson	Locomotive Engineer	Western Division
Joseph B. Price	Conductor	Eastern Division
Chauncey N. Snyder	Locomotive Engineer	Western Division
Cecil G. Spoon	Locomotive Engineer	Western Division
George T. Whitlock	Locomotive Engineer	Western Division
George F. Williams	Locomotive Engineer	Western Division
Floyd E. Wilson	Locomotive Engineer	Western Division

20-YEAR PINS		
Sam M. Baker	Section Laborer	Western Division
Ralph E. Burke	Conductor	Western Division
William R. Dubois	Locomotive Engineer	Western Division
Edwin H. Gage	Conductor	Western Division
Garrett A. Gallraith	Conductor	Western Division
Harold A. Holsclaw	Conductor	Western Division
Willard L. LeBeauf	Conductor	Western Division
Artellio Lipparelli	Flagman	Western Division
William H. Lucas	Conductor	Eastern Division
William E. Roth	Clerk	Western Division
Robert L. Small	Locomotive Engineer	Western Division
Lloyd B. Spencer	Conductor	Western Division
Richard V. Stanbery	Conductor	Western Division
Charles Woods	Tavern Car Attendant	Dining Car Dept.
Harold E. Young	Conductor	Western Division

15-YEAR PINS

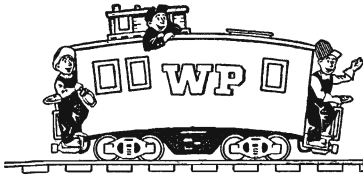
Vincent Dycus	Clerk	Western Division
Edward H. Field	Store Helper	Store Dept.
James T. Gamble	Conductor	Eastern Division
Harry E. Hurst	Locomotive Engineer	Eastern Division
Rudolph L. Muckleroy	Waiter	Dining Car Dept.
Herman G. Rohdenburg	Water Service Maintainer	Western Division
Carl Sandstrom	Section Foreman	Western Division
Edgar R. Sullivan	Conductor	Eastern Division
Ralph Tiffany	Switchman	Western Division

10-YEAR PINS

Eric E. Austin	Carman	Mechanical Dept.
Jesse J. Baldrige	Carman	Mechanical Dept.
Lizzie Brown	Coach Cleaner	Mechanical Dept.
Galen A. Could	Brakeman	Eastern Division
Alton E. Dabbs	Stock Record Clerk	Store Dept.
Laurence A. Gardner	Brakeman	Eastern Division
Alberta Jones	Coach Cleaner	Mechanical Dept.
Charles S. Kennedy	Machinist	Mechanical Dept.
John Larsen	Marine Mate	Western Division
James McBride	Chair Car Porter	Dining Car Dept.
Leslie D. McClintock	CTC Maintainer	Signal Dept.
Ella S. McDonald	Laborer	Mechanical Dept.
Jesse R. Moss	Locomotive Fireman	Western Division
Joe V. Murphy	Clerk	Western Division
Manuel Ochoa	Section Laborer	Eastern Division
Earl Perkins	Carman	Mechanical Dept.
William S. Quarrey	Carman	Mechanical Dept.
Richard Randall	Chair Car Porter	Dining Car Dept.
Edward L. Seeger	Sheet Metal Worker	Mechanical Dept.
Ira Sessions	Fourth Cook	Dining Car Dept.
John Silverberg	Chair Car Porter	Dining Car Dept.
Raymond G. Spataro	Carman Helper	Mechanical Dept.
Noland I. Stanton	Machinist	Mechanical Dept.
Henry Taylor	Chair Car Porter	Dining Car Dept.
Mary Tom	Asst. Rate & Division Clerk	San Francisco
Claude A. Tripp	Brakeman	Western Division
Harvey Walton	Chair Car Porter	Dining Car Dept.
Sidney M. Williams	Brakeman	Western Division
Lena C. Willis	Personnel Record-Payroll Clerk	Store Dept.
Herbert A. Womick	Brakeman	Western Division

Dora Buckingham, purchasing department file and mail clerk, receives her 10-year pin from Purchasing Agent Joseph C. Marchand as other members of the department watch the presentation.





Caboosing

DAN DUTKIEWICS, statistician, succeeds DON BANKS as MILEPOSTS' correspondent for the Chicago office. We welcome Dan to the staff and extend our appreciation to Don for his past wonderful cooperation.

CHICAGO

Dan Dutkiewics

As this is being written, we are planning a joint farewell party for JIM BAKER, chief clerk, and FREDDIE ROBINS, traffic representative. Jim has been promoted to chief, sales and service bureau, and begins his new assignment at San Francisco on September 1. Fred begins a new career as salesman for the Neilsen Chevrolet Company in Harvey, Illinois, his home town. Already "on the ball," Fred claims he'll give you the best deal in town! We'll all miss these fellows and wish them every success in their new positions.

We can boast of two new additions to our office. SHIRLEY MAE MICHALEK, who hails from Lemont, Illinois, is replacing BETTY BRAZEAU as mail and file clerk. Betty expects the stork soon and says she's hoping it will be a girl. PHILLIP E. PUTIGNANO, who hails from Chi-town's west side, replaces DON BANKS as secretary to Art Lund.

DON BANKS stepped up the ladder from secretary to traffic representative, replacing JIM RICHARDS. Congratulations, Don.

We'll tell you more about the annual picnic in the next issue, it being held this year at Bemis Woods on September 17. Everyone looks forward to a good time at our picnics, and they will have plenty of opportunity to reminisce the usual "gags" which annually take place.

SACRAMENTO STORE

Irene Burton

Welcome to MILLARD C. ROGERS, who recently joined the ranks of the store department.

AL MADAN and ED HAWKINS, and their wives, went to San Francisco recently to attend the performance of "Pajama Game," and enjoyed it very much. Al's daughter, Claral, had the misfortune of having to undergo a tonsillectomy—and, worst of all, during vacation!

ERIC BORG relieved J. L. MILLER, storekeeper, while Jack was away from Portola on vacation.

JASPER GUARENO, JR., and his family spent part of their vacation in Los Angeles and while there visited Disneyland.

AGNES ASH returned from her vacation, and reports having a wonderful time. Another vacationer just returned is BRUCE STILLWELL.

JAMES DYCHOFF left our employ to accept a position as freight rate clerk with the Interline Motor Company.

MARGARET WESTLAKE and BILL CHASE

helped out for a few weeks recently on vacation relief, and while here we helped Margaret celebrate her birthday.

WENDOVER

Esther Witt

Open house was held at the home of Water Service Maintainer and Mrs. VARIAN ANDERSON in honor of Mrs. Anderson's mother, Mrs. Emma Johnson, of Grantsville, who celebrated her 90th birthday.

Cashier and Mrs. PRESTON A. NUBER and family spent their vacation visiting relatives and friends in Idaho. ROBERT B. NAYLOR, son of Chief Dispatcher GEORGE W. NAYLOR, took over Preston's duties for two weeks.

Chief Dispatcher and Mrs. GEORGE W. NAYLOR were hosts to their niece Shirley Ann Lee, daughter of Switchman and Mrs. DAN W. LEE.

Former telegrapher, CLARENCE O. LORENZ, of Gary, Indiana, called on friends in Wendover for a day. "C. O." is now working the swing shift as telegrapher for the EJ&E. Mrs. Lorenz and daughter, Pat, remained at home for this trip.

EMIL STADEM, WP Hotel porter, spent his vacation visiting relatives in Walnut Creek, California.

MRS. MARY NAYLOR, retired telegrapher, accompanied by her granddaughters, Carolee Naylor, daughter of Agent and Mrs. JOHN W. NAYLOR of Burmester, and Shirley Ann Lee, daughter of Switchman and Mrs. DAN W. LEE, spent a week's vacation having a wonderful sight-seeing time in San Francisco and Oakland.

Telegrapher ANNA BELLE ALBRECHT made a business trip to Reno and then spent the rest of her vacation remodeling her home.

Retired Boilermaker and Mrs. JAMES A. MONAHAN entertained Mrs. Monahan's sister and family, the Rev. and Mrs. Charles Wright, of Ottawa, Kansas. Other guests were Machinist JOHN NELSON of Oroville and former Boilermaker and Mrs. JAMES CUPID, of Denver.

Recent callers at the yard were Conductor and Mrs. CHARLES W. OWEN, and Mrs. Fern Parker and two sons, wife and family of Conductor JOSEPH C. PARKER, and Joe's cousin, Arlene Morgan. Glad to have seen all of you folks and hope you will come again.

All is quiet again at Wendover Air Force Base with the completion of the bombing and gunnery meet participated in by the F-100A Super Sabre, F-86H, fifth model of the Sabre Jets, F-84F Thunderstreak, and the F-86F Sabre Jets. Even though the noise was terrific it was thrilling to watch their speed in take-off and in flight.

Switchman and Mrs. DAN W. LEE are the proud owners of a new Shult trailer. They are happily ensconced in the same and are very much at home.



"A little behind schedule, aren't you, Casey?"

STOCKTON

Elaine Obenshain

Old Virginia & Truckee engine No. 12 and V&T coach No. 16, stored at Stockton roundhouse for the Railway Locomotive & Historical Society, were spotted at an appropriate site on the Stockton Terminal & Eastern in August for photos by *Life* photographer Gjon Mili, for use in *Life's* "American Heritage" series. It is scheduled for the Thanksgiving issue. Engine and coach were recently returned to the WP from Sacramento where they were used in conjunction with SP's centennial.

Our sympathy to Mrs. Hanway, wife of Brakeman E. L. HANWAY, who was called to Nebraska by the death of her twin sister; and to Clerk W. K. DOWNARD on the death of his father at Monon, Indiana.

Melba Lorraine Smith, daughter of Mrs. Lawrence A. Smith of Stockton, and William Edward DuBois, son of Engineer and Mrs. W. R. DuBois, were married in Central Methodist Church, Sunday, July 31. The newlyweds honeymooned in Monterey, Carmel and Santa Barbara and will make their home in Sacramento until Bill receives his Air Force discharge.

Among those who enjoyed vacations the past month were Clerks MIRIAM GRUDE, visiting relatives and friends in Chicago; BERNICE PARK and spouse visiting relatives in Salt Lake City; W. R. WESTERN and wife to Salt Lake City and Santa Cruz; ROUNDHOUSE CLERK WILLIS and Trainmaster's Clerk ELAINE OBENSHAIN to Lassen Volcanic National Park and Mountain City, Nevada; Fireman G. J. TROW and family to Lake Tahoe.

Clerk E. S. MOYES spent part of his



Barbara Lee Michelson, daughter of Terminal Trainmaster and Mrs. L. D. Michelson, was relief PBX operator while W. R. Western and Gladys Evans were on vacation. A graduate of Stockton College, she enters Sacramento State this fall.

vacation trout fishing around Markleeville and reports it was wonderful.

Conductor G. T. CLARK and family fished for salmon around Ft. Bragg, and while the catches were all good, he hooked one weighing 42½ pounds.

ALFRED C. PETTY, a spry 77, and for 29 years a WP telegrapher, was awarded the Army's 2nd ranking decoration 56 years after he distinguished himself in one of the nation's most famous charges for leading American soldiers up San Juan Hill in Cuba during the Spanish-American War. He received a Certificate of Merit signed by President William McKinley two years after the close of hostilities, but the battle records were never completely closed and were reviewed when Petty supplied details. The review by the Army's adjutant general's office resulted in the DSC award. He attended the 65th reunion of the Army and Navy Legion of Valor in Boston during August.

NEW YORK CITY

Alan Hudson

By the time this is read we expect ART POTVIN and his family will have joined the throngs of folks who have moved to Suburbia in the last decade. Art has located in a spot called Wappingers Falls, New York, but the nearby metropolis of more familiar ring is Poughkeepsie.

Welcome to WP New York newcomer GEORGE BRUCE, steno-clerk. George hails from Renton, Washington. Time was when we could field a team of local New Yorkers here at the office, but no longer. Of our clerical staff of five, there being one vacancy as of this writing, there is but one who let out his first yell within the confines of the Five Boroughs. He happens to be ACE MORACE, chief clerk. Our other stalwarts are WALT RIGDON, from Gadsden, Alabama; FRANK CROSS from Dallas, Texas; and the aforementioned lad from Renton, Washington.

To show to what lengths we will go for our visiting dignitaries, after Gotham's most scorching summer, with 19 days over 90 degrees Fahrenheit, we ordered a brace of days of San Francisco weather and were obliged—temperature range 70-80 degrees—upon learning of BERT STRATTON's two-day visit beginning August 28.

Unfortunately, and through no one's fault, the timing of these articles leaves something to be desired. However, the writer will stick out his long neck, but good! With the Yankees tied with Cleveland one-half game behind first place Chicago on September 1, and 4½ games ahead of Boston, we go on record as saying Yankees over Brooklyn, 4 games to 2. (Kindly omit flowers and reminders of folly, if fool I was!)



SALT LAKE CITY

J. B. Price

Those last-minute vacations—so the children can go along before school begins—were enjoyed by the following:

Conductor and Mrs. DEWARD C. ANDERSON to San Francisco for a week and returning to Salt Lake City to take first prize in a contest for flower arrangements.

Engineer and Mrs. JOHN J. BROWN and family to Denver, then to San Francisco.

Engineer and Mrs. WILLIAM W. WOODALL, accompanied by Mrs. Woodall's brother, vacationed in Montana, making a tour of National Parks.

Conductor and Mrs. WILLIAM T. PATTERSON and family made a return trip to the Pacific Northwest for some fine salmon fishing.

After purchasing a new Pontiac, Conductor and Mrs. CHARLES W. OWEN

decided to vacation at Sun Valley, Idaho. "Chick" got back his girlish figure.

While on vacation Conductor and Mrs. JAMES T. GAMBLE celebrated their 25th wedding anniversary. They had as their guests for the occasion friends from Oregon.

Engineer and Mrs. DONALD T. WOODS accompanied by their son and a number of friends went to the blue Pacific to enjoy salmon fishing.

Conductor and Mrs. STANLEY C. GUDMUNDSON and family went to the high Uintahs for some fishing. Understand they encountered a good deal of rain. Sorry a Geiger counter won't work in the rain, Stan.

Engineer and Mrs. THOMAS F. GRIFFITH spent several weeks in San Francisco visiting their son and taking in the sights.

Engineer and Mrs. HEBER D. JONES visited the Sequoia, Kings Canyon, and Yosemite parks and took a leisurely tour along the West coast.

Mixing work with pleasure, Engineer and Mrs. CECIL G. TRUMBO built a new garage and on its completion spent several days fishing at Moon Lake.

Engineer and Mrs. HYRUM CLEGG spent their vacation at home, interspersed with several fishing trips to well-known and successful Utah streams.

Conductor and Mrs. JOSEPH A. COOK reported a good time visiting in Yellowstone Park.

Conductor and Mrs. R. LAMAR HANSEN sojourned to Sun Valley, Idaho, where they engaged in their favorite sport—golf.

Trainmaster and Mrs. GEORGE LORENZ vacationed in Santa Barbara with their

family. Although the weather was slightly on the chilly side they enjoyed a wonderful time on the beach. The vacation was marred, however, when the girls came down with measles.

Road Foreman of Engines and Mrs. MAURICE HAMMOND report fishing was at its best in the Uintahs.

Conductor and Mrs. ALFRED G. WOODWARD and family toured Yellowstone Park and then went to Soda Springs, Idaho, to visit with relatives and friends. They were also guests at several family reunions.

Conductor and Mrs. IRVIN L. KILGORE spent some time in San Francisco and then went on into Old Mexico.

Conductor and Mrs. FRANK R. BOWLER announce the marriage of their daughter, Merla, to Joseph Gordon, son of E. S. Gordon of Dugway. The couple spent their honeymoon in California and are now residing in Dugway. Congratulations and best wishes to the happy couple!

MECHANICAL DEPARTMENT

Rod Rodriguez

C. E. MARCUS, supervisor of automotive equipment, returned from a week's vacation in Santa Cruz where he enjoyed his favorite sport—fishing. Now he's back just in time to tackle another phase of his assigned position, setting up a procedure for the mechanical inspection and maintenance of the "Piggy Back" trailers, WP's latest step forward.

Assistant Timekeeper A. DE LA LLATA (on leave), in his effort to unite and to make a place in the Sacramento community for the Spanish-speaking people, has inaugurated a new television program which he has named, "Amigos Americanos." All who have

viewed this program have found it most enjoyable in portraying the gay dances and costumes of Old Mexico. We wish him every success and full cooperation which is necessary for the complete success of his new venture.

E. E. GLEASON dropped in to talk over old times with his former associates in the mechanical department. There was no need to inquire about his health as at a glance it was quite obvious that no improvement could be made.

R. L. KIMBALL, chief timekeeper, is once again punching the clock at home as his wife has returned from a two-week vacation at Lake Tahoe.

The Elko picnic was a huge success, as usual, which will be confirmed by H. A. O'RULLIAN, chief clerk, and JAMES R. QUICK, PR clerk. They had nothing but praise for all the wonderful people who contributed to their enjoyment and comfort and not even the unavoidable delay of their return trip dampened their enthusiasm in having attended.

KEDDIE

Elsie Hagen

Quite a few left here for vacations last month. Engineer E. HALE and his family went to Texas. Roadmaster CHET BARRY and his family drove to Yosemite and then on up the Coast for some fishing. BILL HECKELA and family spent a few days bird hunting on the Coast. Conductor EDDIE DUNN and family spent most of their time in Oregon with the DON SEGURS.

Our deepest sympathy to the J. O. VAN BENTHUSEN family for the loss of their dear one. It was a great shock to hear of his sudden death after having just been in Keddie a week or two before. We do hope the family will find

solace from their many, many friends.

Our sincerest sympathy, also, to Train Desk Clerk CY BATES and family who lost their baby son at birth.

Engineer and Mrs. J. B. RADCLIFFE have moved to our Housing Project from Stockton.

JOHN MOORE, JR., spent leave at home here following Navy "boot training" at San Diego. He left on the *Zephyr* for further training at Great Lakes Naval Training Station.

Operator TOM BARRY and his family have moved to Oroville. D. E. FLEETWOOD is the new relief operator here.

WALT HALLSTEAD, night train caller, and his wife spent a few days visiting in Southern California.

We had a wonderful Plumas County Fair this year and, as advertised, "it is the greenest fair around." The petunias were worth anyone's time to see. Your correspondent particularly enjoyed the Fair, having won two prizes this year; a Blue ribbon, and a Red one for her crochet work.

From the *Plumas National Bulletin*, August 7, 1930:

"Contract for building Western Pacific extension northerly from Keddie to Bieber, to link that railroad with the Great Northern, was awarded Tuesday to the W. A. Bechtel Company, San Francisco, and the Utah Construction Company, Ogden, on a joint bid. Work will be started at once and will be rushed to completion."

Conductor BILL STUBBLEFIELD is taking flying lessons and really likes it. His daughter seems to like it, too.

Trainmaster BOB HENDERSON and his wife spent part of their vacation in Los Angeles.

Conductor MEL STRANG and his family have moved to Oroville.

ELKO

Henry Wallock

I would like to thank BILL BRIENER, FOREMAN MERRILL, JAY KUMP, JOHN ETCHEBEHERE, ED ROPER and V. KERNS for the splendid help in putting over our annual picnic, August 13. And thanks, too, to Mrs. Wallock for her part in seasoning the beans—they were just right! Also, wish to thank Mrs. Carl Ross, cook at the Elko Hospital, for letting us cook our beans there during the wee hours in the morning.

We are quite proud of our Elko County Little League Ball Club as they took the Nevada State Championship again this year and participated in the regional tournament at Oroville. Though they lost there in their first round, they are still the "Champs" as far as Elko is concerned. Electrician J. KUMP, Sheet Metal Worker H. JONES, and Brakeman GIB LANDELL had sons on the team along with Engineer DEAN KENDALL's grandson.

The Babe Ruth League team of All Stars played the Reno All Stars for the State Championship, but Reno was just a little too powerful for the Elko nine. Players for the Elko All Stars included the sons of Clerk TONY PRIMEAUX and Brakeman GIB LANDELL.

A recent visitor at the Elko office was ELEANOR GOWAN, a stenographer here some years ago.

Our sympathy to the family of J. O. VAN BENTHUSEN, assistant signal supervisor, who passed away August 28 at Winnemucca from a heart ailment.

Recent vacationers were JACKIE REDANT, clerk for Chief Dispatcher GEORGE NAYLOR; Foreman F. J. COLEMAN, who spent his time visiting friends and relatives in Montana, reporting that the fishing was pretty

good; Carmen L. ARANO and J. H. KELLY; Hostler Helper N. E. WHITE; and Sheet Metal Worker R. JONES.

Foreman W. C. ROTZLER stayed at home to build a new fence around his newly acquired home, and J. R. KUMP, electrician, took his Scout Troop somewhere in Idaho along a nice cool stream.

After three years with WP, Mrs. JEAN BALDWIN, secretary to Chief Clerk LOREN AMES, left the company to join her husband at Reno.

JACK FORD, ticket clerk, is back from a vacation spent visiting friends and relatives in California and Idaho.

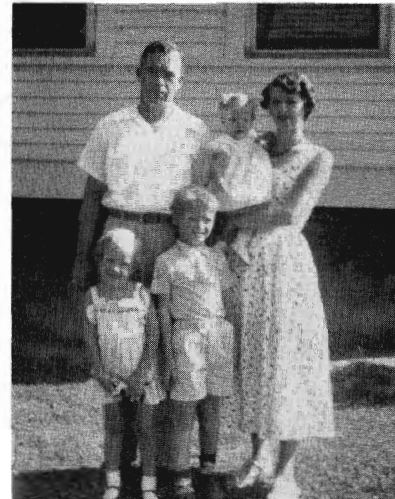
CINCINNATI

Charles J. Hudgins

"Getting to Know You" features this month, Traffic Representative JOHN W. HOPPENJANS.

Jack was born May 27, 1925, in Covington, Kentucky, where he attended grade school. He attended St. Xavier High School in Cincinnati and enlisted in the Navy in May of 1943. After "boot training" at Great Lakes, he was transferred to San Diego, Balboa Park, thence to San Francisco. Assigned from there to the U. S. S. *President Adams*, Jack served 33 months aboard as radio operator, having participated in operations at Bougainville, Guam, Leyte, Philippines, Saipan and Iwo Jima.

Upon Navy discharge in February, 1946, Jack attended a business course at Campbell's Commercial College, Cincinnati. His first railroad experience was for nine months as passenger clerk with the C&O, and in May, 1948, he joined the Milwaukee as steno-clerk. He entered Western Pacific service in December, 1952, as chief



Jack and Wanda Hoppenjans and their children, from left to right, Lynn, Reese and Carol.

clerk. Finding an interest in railroad-ing, he furthered his studies at St. Xavier University's evening college where for three and one-half years he studied transportation and traffic management.

Jack married Wanda Foltz, of Covington, Kentucky, June 19, 1947, and they have three children, John Reese, age 6; Donna Lynn, age 4; and Carol Ann, age 9 months.

Jack's prime interest in sports is in golf, although he also enjoys swimming. He is very personable and a great guy to know. He has made many new friends in his new position as traffic representative and is always ready to increase the list. To you MILEPOSTS' readers, Jack extends his friendship.

WILLIAM D. HAWKINS joined Western Pacific as chief clerk on September 12. Bill is an old friend of the WP,

having worked for the AT&SF next door to our office as chief clerk. We welcome him into the WP family!

You will be hearing more from Bill, as he succeeds me as chief clerk, and as correspondent, this being my last "copy," having been promoted to traffic representative at our Detroit agency. I'll be looking forward to MILEPOSTS as it has been a lot of fun getting Cincinnati in the news.

SACRAMENTO SHOPS

Marcella G. Schultze

Car Inspector ED EVERS' 12-year-old daughter, Catherine, is becoming quite well known as the majorette of the Sutter Junior No. 4 Odd Fellows Drum Corps. She has appeared at several local events, as well as the Napa Native Sons' celebration; and soon will be appearing at the Lodi Grape Festival. Besides attending these events, Ed's time is pretty well taken up with a serious study of the game of pinochle—all brought about by a visit to the Tahoe summer cabin of EDNA and LLOYD SPRATT.

Former Machinist D. G. PLETCHER visited the Shops to tell us he recently married the former Louise Addressi of Sacramento; and that they are presently living in Kingman, Arizona, where he is employed by General Electric Company.

Painter "MAJOR" WILTSEY's overjoyed by the fact that Mrs. Wiltsey can now walk with the assistance of a cane, after years in her wheelchair. "Major" exclaimed, "I sure was surprised to see how tall she is, as this is the first time I've seen her standing up. You see, we were married while she was confined to her wheelchair." Which is wonderful news!



"... and to think I could have taken the Zephyr!"

Our condolences to the family of retired Carman **JOSEPH JERAPEK**, who passed away in August; and to Electrician and Mrs. **TONY SANTOS** on the death of Mrs. Santos' mother.

Our best wishes for a rapid recovery to Car Inspector **O. C. HECOX** who is presently on leave due to a heart condition.

Congratulations to Carman and Mrs. **HAROLD GONSALVES** on the birth of their second son.

Blacksmith **R. L. PAULE** returned from a gay vacation in Hollywood, Las Vegas, Reno, and all those "gaming spots" quick to report that "I didn't lose anything . . . but, then, I didn't win anything either!"

SAN FRANCISCO

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

ROY FLEMING, auditor of revenues department, thoroughly enjoyed a re-

cent three-month trip to Europe. Roy and his wife toured England, Scotland, Sweden, Norway, Denmark, Germany, Switzerland, and France. To add another country to their list they crossed Canada en route home.

JANE HOPKINS, of the same department, sailed September 8 to Ireland to begin her European tour. Included in her itinerary is a Mediterranean cruise.

We're glad to see **BILL RACINE**, chief clerk passenger accounts, back at his desk after a lengthy illness. The department wasn't the same without him.

LEONARD AVERY, chief clerk miscellaneous accounts, went to Boston for his vacation and from there drove a new Volkswagen through the Eastern states and Maritime Provinces, covering 6,479 miles and averaging 36.6 miles per gallon!

ANNE MALFA, manifest department, spent a week's vacation with her folks in Susanville, and had her first glimpse of her brother's twin boys born June 15.

Understand **LARRY LEWIS**, accounting department, went surf casting recently with his pal, Ray Krebs of the Wabash Railroad, and had what is known as "beginner's luck." Caught 16 fish, mostly perch. His buddy Ray's catch was far from spectacular—a measly four!

Marie, Julie and Donald Ahlert, children of **FRANK W. AHLERT**, assistant to general auditor and comptroller, have a kitten which they think purrs just like a WP diesel locomotive and have appropriately named it "Diesel."

Welcome to four new engineering department employees, **JEREMIAH E. ABBOTT**, junior engineer; **ROBERT L. ORTH**, draftsman; **BENJAMIN C. STRANG**,



Members of the transportation and the equipment service accounts departments surprised Pat Beatty (arrow) with a baby shower at the home of Pearl Cunha, left. Pat left September 30 on maternity leave after 12 years' company service.

junior engineer; and **RICHARD I. WHALEY**, engineering aide.

Welcome to San Francisco, **JIM BAKER**, new chief-sales and service, succeeding **ART ALLEN**. Jim was former **MILEPOSTS'** correspondent at Chicago, where he last served as chief clerk. You might notice a few days here which will remind you of the Windy City, Jim, but you won't have the heat in the summer and cold in the winter.

"Skipper" **BILL BOEBERT**, chief special agent and general claim agent, spent one week of his vacation as captain of a 36-foot spoonbill-bowed ex-Navy launch escorting eight Sea Scouts and mate to Steamboat Slough. Six of the Scouts and mate accompanied Bill over the Labor Day weekend when they took the *SSS Argonaut* to Snodgrass Slough, on the north fork of the Mokelumne River. In addition, Bill is Scout counselor for Boy Scouts wishing to study for their Railroad Merit Badge.

BLANCHE DEWEY, secretary to passenger traffic manager **JOSEPH G. WHEELER**, just returned from a colorful

tour of Bryce, Zion and Grand Canyon. She found this a particularly nice time of the year to visit these wonderlands of nature as the weather was just comfortable.

ROBERT PARKER, junior file clerk, auditor of revenues department, is \$5,000 richer on recently having been announced winner in the final tie-breaker match of the *San Francisco Chronicle's* "Who Am I?" Contest.

BETTY ISBELL recently appeared on Jane Todd's KCBS broadcast as a result of her appearance as zephyrette aboard the *California Zephyr* during filming of "Cinerama Holiday."

BOB PFEIFFER, duplicating bureau, is the new owner of a sicilian blue Lincoln Cosmopolitan, age unknown. Bob says: "If you see the same model chauffeur-driven, its purely coincidental!"

Donald Larson, son of Assistant General Freight Agent and Mrs. **BYRON LARSON**, was married recently at St. Joseph's Catholic Church in Redding. The new Mrs. Larson, Jeanne, is the daughter of Mr. and Mrs. John L. Downs, of Redding. The couple will make their home at National City, California, while the groom is serving with the Navy at San Ysidro.



"Relax, Mac, there's two of us!"

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RAILROAD LINES



New York Central installs electronically controlled central reservations system on its lines east of Buffalo.

Lehigh Valley opens new million dollar freight and passenger station at Buffalo, New York.

"Railway Age" to publish new Mexican quarterly, "Selecciones del Railway Age," beginning March, 1956.

Santa Fe's new Hutchinson, Kansas, station featuring "suburban" theme sets pace in station design.

Installed by Illinois Central in a seventh-floor window and visible for about two miles along Chicago's Michigan Boulevard, a searchlight dwarf signal flashed 55 times per minute to set cadence for parades during Shrine's annual convention.

Truck traffic salesmen at recent American Trucking Association's Customer Relations Council meeting were urged to go "all out" to oppose any and all parts of the Cabinet Committee report on transportation.

General Motors' "Aerotrain," and another like it, will be released to the Pennsylvania and New York Central for tests and demonstrations about November 1.

An ACF forerunner of Rock Island's "Jet Rocket" reached 103 miles per hour during August test run.