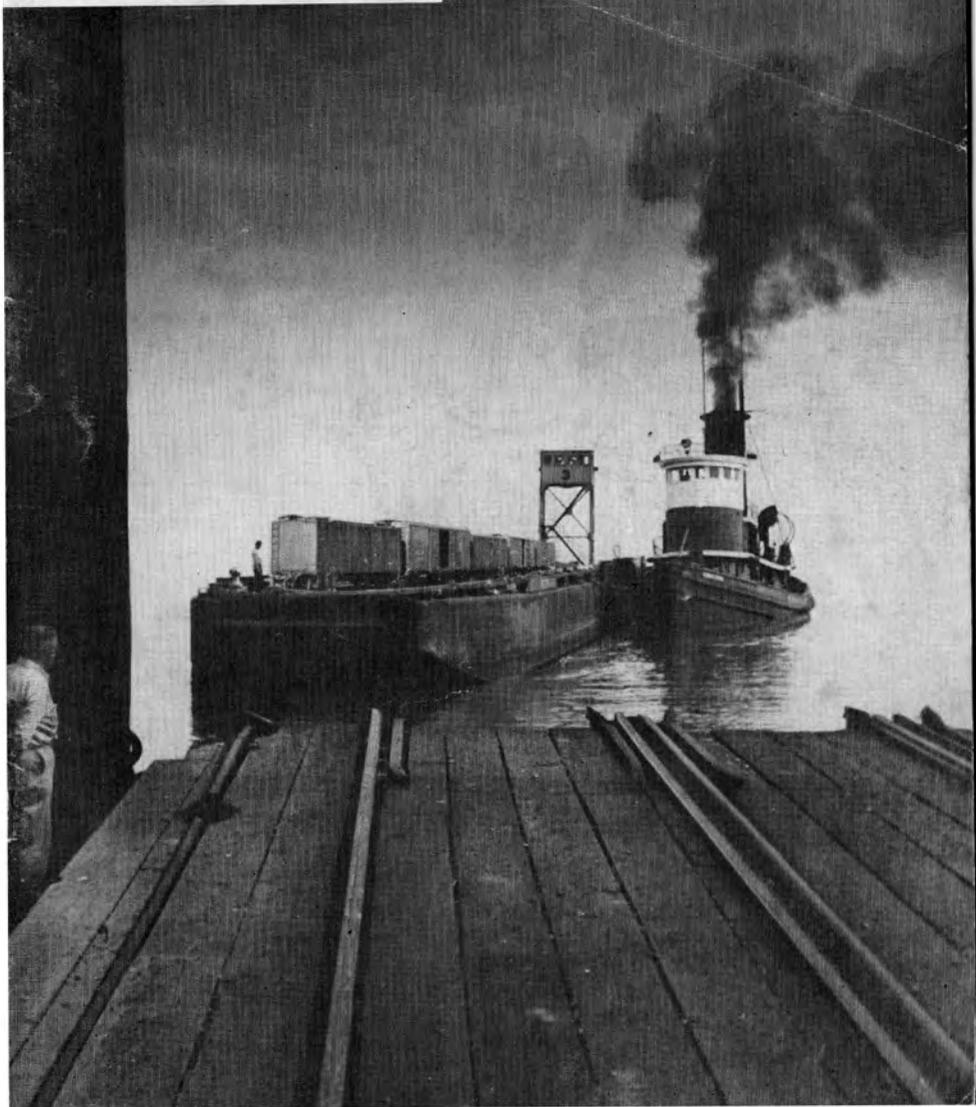


WESTERN PACIFIC  
*Mileposts*  
SEPTEMBER 1954



# WESTERN PACIFIC Mileposts



Vol. VI. No. 2

SEPTEMBER, 1954

\*Milepost No. 62

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 62: Taken from the rear observation dome of the California Zephyr after passing through a cut not shown to the right of the picture, Milepost sign 62 may just be seen on the first pole at the left.

## COVER

A Western Pacific tug skillfully eases a barge into 25th Street slip at San Francisco after bringing a string of freight cars across San Francisco Bay from Western Pacific's mole at Oakland.



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MILEPOSTS

## WOULD YOU LIKE TO OWN A RAILROAD?

**D**id you ever think it would be nice to run your own railroad —be the "big boss" yourself? Sounds wonderful, doesn't it?

Just for fun, let's see how it would be. Suppose the Western Pacific, at the beginning of 1954 had been divided in equal shares among the 5,233 employees of the railroad. On this basis, dividing the total number of employees into 1,193 miles of railroad, your share would have been about a quarter of a mile, worth \$35,175 on the basis of the road's valuation in 1953.

Your share of the Western Pacific's total revenues for 1953 turned out to be \$11,454. Of this, hauling freight gave your "Quarter Of A Mile Railroad" revenues totaling \$10,498; your passenger revenue amounted to \$568; while incidental revenue—including rental of buildings and other properties, demurrage charges on freight cars, dining car services, station and



train revenues and other income—amounted to \$388. Not bad; in fact it sounds pretty good. But, how about expenses?

Well, your expenses amounted to \$9,976, which didn't leave you too much. How come? The No. 1 item of expense was for wages (including pensions paid to retired employees). This amounted to \$4,504, or 39 per cent of your total income.

Materials, supplies, and services such as ties, rail, other track material, other classes of material, office supplies such as typewriters, stationery, desks, etc., as well as light, telephone and other services, cost you \$2,154, your second largest item of expense.

Your next largest expense was for taxes, about 16 per cent of your total income. You had to pay your Federal income tax and a payroll tax of six and one-quarter per cent to provide pensions for your employees, another half-of-one per cent to provide them with



SEPTEMBER, 1954

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unemployment benefits, not to mention property and franchise taxes to state and local governments. You will probably get a few gray hairs from knowing that a portion of these same taxes will be used to help support competitors in other forms of transportation through government subsidies, while the cost for any construction, maintenance and operation of your own property must come wholly from out of your own pocket. Your railroad has no "gray trains." All together your tax bill came to \$1,793, and this does not include a substantial sum for sales and use taxes which you will find added to the bottom of invoices you receive with the purchase of equipment and materials.

For fuel to operate your locomotives, you spent another \$430.

In railroad accounting practices—as in all sound accounting procedures—there's an item for depreciation. The portion of revenues allocated to cover depreciation is available for any purpose for which they may be needed, but quite likely you will apply the funds against the replacement of locomotives, cars and other property when

the old equipment wears out. There is also a retirement charge to income to cover operating costs incurred in the disposal of equipment or structures after they have been retired. These two items together represent another charge of \$537 against your income account.

In the interchange of freight carried by all railroads, your "Quarter Of A Mile Railroad" had to make use of freight cars owned by other railroads and they, in turn, had the use of your freight cars when on their lines. By agreement, a daily charge of \$2.40 is assessed on each railroad for every day that freight cars owned by another line remain on its road. In addition to these foreign line railroad cars which are inter-changed on a per diem basis, a railroad handles so-called "private line" cars, owned by companies who make a business of renting freight cars, and in a lesser number, cars owned by various industries. These cars are rented to the railroads on a mileage basis. Unfortunately, you had a larger percentage of foreign-owned cars on



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your line than you were able to provide of your own cars for use on foreign lines. You also shared expenses for the joint use of some tracks and stations with other railroads. So, as a result, your net costs for this use of equipment and other property used jointly with other railroads amounted to \$297.

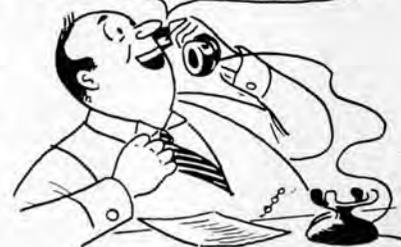
You also found it necessary to buy some new locomotives, freight cars, and passenger cars, and not having sufficient cash to meet such large expenditures, you bought them on a conditional sales or time payment plan, just like an automobile. So you had to make regular interest payments to the bank that loaned you the money to buy the equipment. These interest payments, plus fixed interest charges on your mortgage bonds and rental costs for tracks leased by your railroad, totaled \$261.

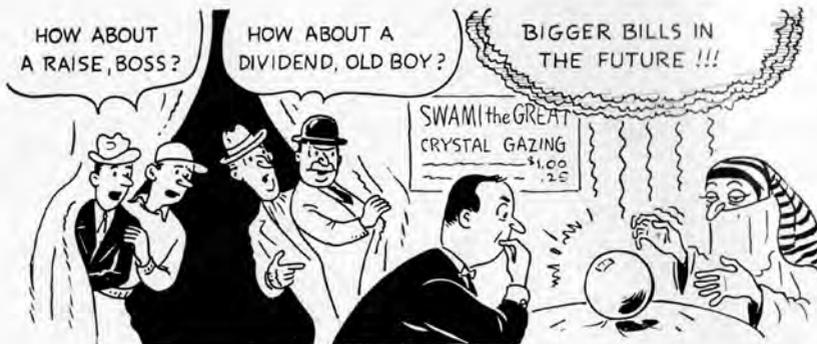
Your "Quarter Of A Mile Railroad" was able to meet all its operating costs, tax assessments and other current charges, had enough left to meet its

interest payments, and still had a net income of \$1,478, a return of about 4.2 per cent on your investment of \$35,175 in your railroad.

**S**OUNDS pretty good. Why not phone "the little woman" and celebrate a night out for dinner and let her buy that new dress she's been wanting? Well, maybe, but first some of your friends who invested their savings in your "Quarter Of A

THAT'S RIGHT— GET A NEW HAT, A NEW PERMANENT AND WE'LL EAT OUT TONIGHT!





"Mile Railroad" should be entitled to some return on their investments. You could afford to pay dividends of \$602, a return of 1.7 per cent on the stockholders' investment.

The year's business made it possible for your railroad to also pay \$379 towards the retirement of mortgage bonds and the reduction of debt on equipment purchased under conditional sales agreements, and you ended the year with \$497 retained in the business for future needs.

These figures mean exactly the same to your "Quarter Of A Mile Railroad" as \$59,900,000 gross revenue and \$2,-600,000 retained in the business means to the Western Pacific.

The operating results described for your "Quarter Of A Mile Railroad" are shown below in Income Statement form:

INCOME	Year 1953
Freight .....	\$10,498
Passenger .....	568
Incidental .....	388
<b>TOTAL INCOME .....</b>	<b>\$11,454</b>

#### EXPENSES

Wages, salaries, pensions .....	\$ 4,504
Materials and supplies .....	2,154
Taxes .....	1,793
Fuel .....	430
Depreciation and retire- ments .....	537
Equipment and joint facility rents .....	297
Interest .....	261
<b>TOTAL EXPENSES .....</b>	<b>\$ 9,976</b>
Net Income .....	\$ 1,478
Dividends .....	\$ 602
Reduction of debt .....	\$ 379
Retained in business .....	\$ 497

1953 was a pretty good year, but things do not always turn out so well. Following is the way your "Quarter Of A Mile Railroad" would look for the first six months of 1954, compared with the same period of 1953:

INCOME	6-Month Period	
	1954	1953
Freight .....	\$4,099	\$5,299
Passenger .....	228	306
Incidental .....	161	197
<b>TOTAL INCOME .....</b>	<b>\$4,488</b>	<b>\$5,802</b>

#### EXPENSES

	6-Month Period	
	1954	1953
Wages, salaries, pensions .....	\$1,986	\$2,202
Material and supplies .....	1,028	1,127
Taxes .....	446	959
Fuel .....	188	208
Depreciation and retirements .....	290	253
Equipment and joint facility rents .....	60	204
Interest .....	134	120
<b>TOTAL EXPENSES .....</b>	<b>\$4,132</b>	<b>\$5,073</b>
Net income .....	\$ 356	\$ 729
Dividends .....	\$ 299	\$ 303
Reduction of debt .....	\$ 200	\$ 188
Retained in business .....	\$ 143	\$ 238

(Italics denote red figures)

1954 isn't starting out so good, is it? Of course, you had your salary out of your "Quarter Of A Mile Railroad" so you can keep the wolf from the door but that big profit you had expected, as the "owner" of a railroad, looks pretty small now, doesn't it? Looks as though "the little woman" will be able to have



dinner out but she is going to have to postpone buying that new dress she wanted.

**Y**ou are probably wondering how you can find ways to increase your income or curtail operations to stay within your income. You learned during your first year of railroad management that you can't spend more than you take in and your only income is from the sale of your railroad's services, the transportation of freight and passengers.

Before you can raise your rates for hauling freight and fares for transporting passengers you have to ask the Interstate Commerce Commission, and maybe they will let you and maybe they won't. If you do get an increase will it be enough to solve all your problems or will it drive some business to the truck lines who are already making it tough for you with their subsidized competition? And, if that happens, will you have to curtail your services to the public, which will mean a reduction in the number of your employees?



These are not pleasant facts for any business to face, but they are facts your "Quarter Of A Mile Railroad" has to face, just as does Western Pacific.

There are ways, however, in which every employee can help meet these problems and at the same time help to preserve their jobs!

One way is by cutting down on the heavy expenditures the company has to put out for claims on freight loss and damage, money wasted which might mean the difference between profit and loss this year, not to mention the fact that through careful handling of

freight you are winning friends for the railroad.

All of us can help by trying, day by day, to work more efficiently. More efficient production means more effort to win new freight and passenger business for the railroad and more effort to please and keep the customers we have.

By assuming a sense of individual responsibility for your "Quarter Of A Mile Railroad" that each job represents, we can all help to make Western Pacific a more efficient railroad and one our competition will find hard to beat!



Paul Jenner sez:

**"Don't Be HALF Safe!"**



Meeting once a month, the Sacramento Shops Safety Committee probably has a lot to do with the fine safety record shown on the signboard above. Each craft meets once each week for safety meeting.

Safety Committee members, from left to right, are: Blacksmith C. C.

Bennett, chairman; Machinist C. L. Jamieson; Lead Laborer H. Gibson; Sheet Metal Worker N. Anater; Boiler-maker E. Bromell; Write-up Man E. L. Tomlinson; R. Wolf, store department; Machinist R. R. Hare; Carman F. D. Ugrin; Painter J. D. Garris; and Electrician G. Ginbey.

## LOSS AND DAMAGE COST TO WP

	1954	1953
First Quarter .....	\$162,312.90	\$163,098.02
Second Quarter .....	<u>190,768.62</u>	<u>157,596.04</u>
First Six Months .....	\$353,081.52	\$320,694.06



## WESTERN PACIFIC'S SIXTH ANNUAL CIRCUS TRAIN

Joy came to the hearts of a record 1,296 Nevada youngsters who attended the annual Shrine Circus at Reno on August 4, thanks to Western Pacific and the Winnemucca Shrine Club who jointly sponsored the annual affair for the sixth consecutive year.

As in previous years, the kids enjoyed an opportunity to "let off a little steam" the day before by gaily decorating the 20 cars of the Circus Train Special with hundreds of drawings, names and faces, using washable poster paint.

For the first time the train ride, which began at Winnemucca and included stops to pick up kids at Jungo, Sulphur, Gerlach, Sand Pass, Herlong, and other desert way stations, and the circus were filmed by Pathe News and Universal International news reel cameramen for showing all over the United States and in thirty-seven foreign countries.

Another "first" for the Circus Special this year was the appearance of the Winnemucca grammar school band who led the procession from the train



## FROM THE GOVERNOR



THE STATE OF NEVADA  
EXECUTIVE CHAMBER  
CARSON CITY

April 7, 1954



Mr. Gilbert H. Kneiss  
Assistant to the President  
The Western Pacific Railroad Company  
526 Mission Street  
San Francisco, California

Dear Mr. Kneiss:

Enclosed you will find some copies of the recently published issue of "Nevada Highways and Parks", carrying the story of the annual Shrine trek for the children of Winnemucca to the Shrine Circus, in Reno.

The participation of the Western Pacific Railroad in this most worthwhile enterprise, certainly endears that Company to the children of the state and is deeply appreciated by me, personally, all residents of the state, and doubly so, I am sure, by members of Kerak Temple in Reno.

Sincerely yours,

Charles H. Russell  
Governor

Many are the letters, similar to the one above from Governor Charles H. Russell, received by Western Pacific commenting on the worthwhile enterprise of the annual Western Pacific-Winnemucca Shrine Club circus train. The event is looked forward to by thousands of Nevada youngsters, many having never ridden on a train or seen a circus.



Bill Danck

"... not yet, Mother. After I've been here a week or two will be time to ask for a raise!"

## PROMOTIONS AND TRANSFERS

Charles W. Dooling, general counsel, was elected to the newly created office of vice president and general counsel by Western Pacific's board of directors, effective September 1.



C. W. Dooling

A native of Hollister, California, Dooling is the son of the late federal judge, Maurice T. Dooling and Ida M. Dooling, who passed away just last year at the age of 93. He completed grammar and high schools in Hollister, and is a graduate of Santa Clara and Stanford University law school, receiving his law degree in 1914.

Following a period of private and commercial practice, Dooling became a member of the company's law department on January 1, 1922. He was appointed general counsel in 1949.

The new vice president lives in Redwood City with his wife, Faye, whom he married in 1917. They have two children, Katherine Faye Lacey and Patrick Dooling, both married, and eight grandchildren.

He is well respected by members of WP's bowling teams, being one of the consistently high-average bowlers.

Also effective September 1, Mrs. Harriet P. Tyler, general attorney, is appointed general solicitor; and E. L.

Van Dellen, commerce attorney, is appointed general attorney. Otis J. Gibson, attorney, will take on new duties that date as general attorney and commerce counsel with new headquarters



R. B. Ritchie

at 80 East Jackson Boulevard, Chicago.

R. B. Ritchie, traffic representative at Minneapolis, is promoted to position as general agent at Cincinnati, effective September 1, succeeding L. F. Gartner, retired.

A 49-year-old native of Minneapolis, where he attended school, Ritchie first worked in the traffic department of the Commander-Larabee Corporation from 1923 to 1927. After a short period with the Nickel Plate in that city, he went to work for the Pere Marquette in the fall of 1929 as city freight agent, and first entered WP service at Minneapolis in November, 1939.

Ritchie was married July 25, 1928, and has two sons, John, a senior in high school, and Bob, MM/3, assigned to the *U. S. S. Rodman*, DSM-21, based at Charleston, South Carolina.

He is a past vice president of the Minneapolis Traffic Club and past president of the Off-Line Agents As-



U. F. Bohne

sociation of that organization. He likes golf, hunting, and fishing.

Ursul F. Bohne, traffic representative at St. Louis, succeeds Ritchie as traffic representative at Minneapolis, effective September 1.

Bohne was born at Hillsboro, Missouri, on December 21, 1915. His railroad career began with the Southwestern Freight Bureau in April, 1937. He remained with that organization until August 28, 1950, when he joined the WP organization as chief clerk at St. Louis, and became traffic representative on October 1, 1952. He spent the years 1943-1945 in the U. S. Merchant Marine as purser aboard ships of Cities Service Oil Company and American West African Line.

Organizations in which he has membership include the Traffic Club of St. Louis, Passenger Club of St. Louis, City Passenger Agents Association of St. Louis, and the Arkansas Passenger and Freight Association.

His hobbies include woodworking, gardening and fishing.

Other changes in the traffic department as a result of the above promotions include the appointments of Neil M. Tuckett, from chief clerk to traffic representative, succeeding Bohne, John W. Hoppenjans from chief clerk to traffic representative at Cincinnati, and Charles J. Hudgins, stenographer-clerk at New York to chief clerk at Cincinnati.

## NEW SETTING FOR AUTUMN DANCE



WP's Annual Autumn Informal Dance will be held at a new location this year on October 9—the Surf Club, located just below San Francisco's famous Cliff House at 660 Great Highway. Howard Frederic and his band and vocalist Judy Blair will

furnish music for dancing in this beautiful room following cocktails and a full course dinner served by WP's commissary department. All tables must be reserved and tickets may be obtained through usual channels. Watch for further announcements!

## 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:

Robert J. Brown, brakeman, Portola.

George T. Fevrier, marine engineer, Oakland.

Norval E. Ham, telegrapher, Sacramento.

Edward W. Keller, locomotive engineer, Salt Lake City.

Stamatios A. Keramiotis, section laborer, Oroville.

Marie C. Libbe, secretary, Chicago.

Harry E. Messer, billing and record clerk, Sacramento.

John Mirosevich, laborer, Sacramento Shops.

Van R. Tuttle, extra gang laborer, Western Division.

\* \* \*

L. F. Gartner, general agent at Cincinnati, retired August 31, after 49 years of railroad service, more than 26 years of which were with Western Pacific.

Len was born August 15, 1889, and began his railroad career at the age of 16 as steno-clerk in the office of engineer of maintenance of way for the Pennsylvania Railroad. Between 1906 and 1911 he worked for the Missouri Pacific, Cincinnati, Hamilton & Dayton (now B&O), Milwaukee, and Chicago, Rock Island & Pacific railroads.

In January, 1918, he went to New York as secretary to the assistant to president of the El Paso & Southwestern (now Southern Pacific). When the

government took over the railroads in June of that year, he transferred to Phelps Dodge Corporation as chief clerk of their New York traffic department which he helped organize with George W. Feakins, that company's first traffic manager.

He returned to Cincinnati in January, 1926, and was appointed city freight agent for the Santa Fe, which position he held until March of 1928. In April of that year he organized Western Pacific's Cincinnati agency and has been general agent there since that time.

Gartner was married on November 25, 1913, and is the father of four children and grandfather to fifteen. He has no lodge affiliations or hobbies, but enjoys putting around his yard trying to make it a show place for the neighborhood. Other than hiring out as a baby sitter for his grandchildren, he has no plans for retirement.

In leaving Western Pacific, Len said: "It was a pleasure to have worked for the company and I want to thank the management, general office and all the agencies for the hearty support and co-operation I received which helped very materially in our efforts to secure business for our railroad."

\* \* \*

Miss Irene Schuepbach, secretary to General Agent J. F. McKenzie, St. Louis, retired July 30, terminating 26 years of loyal and faithful service.

Irene's start in the railroad industry began with the Frisco Lines in October, 1915, extended to the International Great Northern at Houston in March,

1923, and concluded with her present position except for one year in industrial work in St. Louis during 1926-27.

Miss Schuepbach contributed much of her spare time to the welfare of the United Service Organization in the city of her birth. She served as a Red Cross surgical bandage worker during World War I, and issued blood donor certificates, did home nursing, first aid and nutrition work, and issued Red Cross certificates for making dressings sent to England, all during World War

II. In addition, Irene took a course in the care of polio patients at St. Anthony's Hospital and was active in membership work for the Women's Traffic Club and the Railway Business Women's Association of St. Louis.

Her plans for the future include a short stay at her cottage just outside St. Louis, then a long-awaited trip to California to visit her many friends.

At a WP dinner party in her honor, she was presented with a portable radio and a check for \$100.



Present at the retirement party for Irene Schuepbach were, front row, left to right: Mrs. Mary Slattery; U. F. Bohne, traffic representative; Mrs. Ina Lund; J. F. McKenzie, general agent; Miss Schuepbach; A. H. Lund, traffic manager—Central Region; Mrs. Kathleen McKenzie; J. F. Slattery, traffic representative; Mildred McManus, secretary; and N. M. Tuckett, chief clerk.

Back row, left to right: R. E. Witts, traffic representative; Mrs. Carrie Warren; J. B. Warren, assistant traffic manager—Central Region; Mrs. Pauline Witts; Mrs. Rea Bohne; Sam Valenti,

clerk; Lynn Munger, stenographer; E. C. Richardson, traffic representative; Louise Gauchat, traffic manager, Balsano Produce Co.; Hugo Waninger, general traffic manager, Anheuser Busch, Inc.; Ida Schuepbach; Mrs. Norma Waninger; and Mrs. Audrey Tuckett.

The dinner was given at the Statler Hotel in St. Louis. Outside guests were restricted to Irene's sister, Ida Schuepbach, Louise Gauchat, president of the Women's Traffic Club of Metropolitan St. Louis, and Hugo Waninger, former employee, and wife.

*Two Life cameramen were overheard talking in a bar.*

*"I was walking in the Bois de Boulogne," Dimitri Kessel said to Tom MacAvoy, "when I saw a bundle of rags on a park bench. I went over and discovered it was a woman.*

*"When I spoke to her, she said she was once a countess, one of the most beautiful*

*women in Paris. But she lost all her money and now was forced to sleep on a bench in the Bois de Boulogne."*

*"The poor thing," MacAvoy said. "What did you give her?"*

*"Well, it was sunny, so I gave her f.11 at 100."*

*—Editor & Publisher, Aug. 14, 1954.*

## WP "COP" AVERTS DISASTER

Two fortunate circumstances, a knowledge of railroading, and an eagle eye trained from long experience as a railroad "cop," averted what might have been a serious derailment for a fast-rolling Southern Pacific freight.

While driving adjacent to the SP's Modoc line en route to Oak Ridge, Oregon, on a company assignment August 12, the attention of Elmer H. Carleton, assistant chief special agent and claim agent, was momentarily attracted to a large cloud of dust some 1,200 feet above the highway a short distance ahead. Slowing his car for better vision, he found he was witnessing what he later stated appeared to be "the finest job of handling a huge carryall he had ever watched." What he didn't know at that split second was that the lumbering giant was careening straight down the bank out of control without an operator!

It didn't take the many-tonned piece of construction equipment long to cover the next 700 feet down Canby Hill to go crashing over the SP roadbed, knocking out 39 feet of rail and ties, which did little, if nothing, to halt its plunge down the remaining 500 feet. It made its final lunge across a borrow pit to where it back-slided after being halted on the up-grade bank leading to the highway.

After witnessing this race down the mountainside, Elmer's first thoughts were to return three miles to the town of Canby to inform SP workers. It was then that one of the two fortunate circumstances occurred.

Bill Killen, a Fuller Brush Company representative and his wife of Alturas,



who arrived at the scene from the opposite direction, also witnessed the catastrophe and informed Elmer they had just passed an SP freight a short distance back. With instructions to Killen to stand by, Carleton took off up the highway to meet the oncoming train. A third of a mile farther he heard the roaring diesel engines, made a hasty exit from his car and with a white handkerchief began giving the railroader's "washout" signal. Not getting an immediate response to his signaling, he turned his car and madly dashed down the highway to another open clearance and again burst out of his car to repeat his "washout" signaling. This he followed with a "bad order" signal which took the attention of the crew and they brought the 5,000-ton loaded train to a halt on the downhill two per cent grade.

"You've built quite a sharp turnout around the corner at Mile Post 479!" said Elmer after climbing the bank and presenting his card to the crew. After



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 W. Cruikshank*, conductor, June 4, 1954.

*Michael J. Curry*, retired vice-president, assistant secretary and assistant treasurer, July 20, 1954.

*Amos F. Fortune*, retired extra gang foreman, July 9, 1954.

*Daisy M. Jackson*, retired telegrapher, May 22, 1954.

*Curtis E. Jacobs*, retired switchman, July 23, 1954.

*John L. Johnson*, retired boiler-maker helper, July 22, 1954.

*Peter M. Johnson*, retired B&B miner, June 3, 1954.

*James Marr*, retired Tidewater Southern engineer, May 17, 1954.

*Santiago Martinez*, retired track laborer, July 31, 1954.

*Lon Mills*, retired boilermaker, July 30, 1954.

*John Neal*, retired extra gang laborer, April 9, 1954.

*Veloy L. Orr*, track laborer, July 26, 1954.

*Jesse J. Parker*, retired telegrapher, June 2, 1954.

*Edgar C. Pettibone*, retired locomotive engineer, July 28, 1954.

*Daniel D. Sabala*, carman, May 1, 1954.

*Madeline J. Shicker*, comptometer operator, July 22, 1954.

*William E. Son*, retired extra gang timekeeper, June 5, 1954.

*Julius S. Swanson*, retired section foreman, June 2, 1954.

*James W. Wright*, per diem clerk, July 31, 1954.

talking over the incident with the crew, who expressed their appreciation for having been warned in time from what might have been most disastrous, Elmer continued his trip to Oak Ridge, stopping to advise the SP special agent in Klamath Falls.

There is usually a coincidence in any such happening as this, and Elmer learned that among the train and engine crews, which included Engineer Applegate, Fireman Koehler and Conductor Harry Briggs, was Brakeman Leland L. Robinson, a former WP rail-

roader who once worked out of Portola.

The Turnapull-Carryall, Model C Roadster, was operated by Ronald Loveness, 18, an employee of the Loveness Logging Company, who escaped with a slightly sprained ankle when he leaped from the out-of-control machine.

The other fortunate circumstance, oddly enough, occurred the day before, when Carleton was forced to delay his trip to visit a doctor at Sacramento for removal of a tiny piece of steel from his eye!

# MILEPOSTS



# IN GOLD

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

<b>40-YEAR PIN</b>		
John J. McNally.....	Assistant Superintendent.....	Western Division
<b>35-YEAR PINS</b>		
Walter M. Bryant.....	Clerk.....	Western Division
Merrill J. Butler.....	Clerk.....	Western Division
<b>30-YEAR PINS</b>		
Sixto Garcia.....	Track Laborer.....	Western Division
Carl R. Nipper.....	General Agent.....	San Jose
Gilbert R. Patterson.....	Locomotive Engineer.....	Western Division
Leo L. Sillineri.....	Assistant Agent.....	Western Division
Nick Surjan.....	Blacksmith Helper.....	Mechanical Dept.
Lillian Swartzburg.....	Clerk, Auditor of Revenues Dept.....	San Francisco
Almus E. Sweeney.....	Machinist Helper.....	Mechanical Dept.
Robert R. Taylor.....	General Agent.....	Stockton
<b>25-YEAR PINS</b>		
Kyle H. Calvin.....	Locomotive Engineer.....	Eastern Division
Adrian A. Herrick.....	Machinist Helper.....	Mechanical Dept.
Joe G. McCallon.....	Locomotive Engineer.....	Western Division
Harry D. Mortensen.....	Clerk.....	Eastern Division
Ray W. Rich.....	Yardmaster (Vice-President RYA).....	Western Division
Floyd D. Seaton.....	Conductor.....	Western Division
William F. Sieckman.....	Locomotive Engineer.....	Eastern Division
Hans M. Teichman.....	Clerk.....	Eastern Division
<b>20-YEAR PINS</b>		
Grant S. Allen.....	Superintendent of Transportation.....	San Francisco
Garrett A. Galbraith.....	Conductor.....	Western Division
John H. Pinkham.....	Store Helper.....	Store Department
<b>15-YEAR PINS</b>		
Philip L. Cameron.....	Conductor.....	Eastern Division
Edward W. Holmes.....	Section Foreman.....	Eastern Division
<b>10-YEAR PINS</b>		
Leslie E. Boone.....	Fireman.....	Western Division
Harold F. Burnett.....	Hostler Helper.....	Mechanical Dept.
Ernest E. Cole.....	Carman.....	Mechanical Dept.
Fremont M. Goll'her.....	Fireman.....	Eastern Division
Rogers T. Harmston.....	Fireman.....	Eastern Division
Richard L. Hussey.....	Fireman.....	Western Division
Joseph D. Locati.....	Brakeman.....	Western Division
Bernadette McHugh, Miss.....	Ticket Clerk, Passenger Dept.....	San Francisco
Jack A. McPherson.....	Picker-Stower-Janitor.....	Western Division
Larry E. Moe.....	Traffic Representative.....	Eugene, Oregon
John Moran.....	Brakeman.....	Western Division
Theda L. Mueller.....	Secretary to Superintendent.....	Eastern Division
Herbert C. Rose.....	Fireman.....	Western Division
Catherine R. Rossi, Mrs.....	Sec'y. to Asst. to Gen. Mgr.....	San Francisco
James A. Rossiter.....	Brakeman.....	Western Division
Harry E. Rush.....	Carman.....	Mechanical Dept.
Clifford I. Taylor.....	Fireman.....	Western Division
Jessie Wheeler, Miss.....	Telegrapher.....	Western Division

Because of the reduction in Federal tax on jewelry, lost Western Pacific service pins may now be replaced at a cost of \$4.40.

## Eastern Division Picnic

At least 750 WP railroaders, their families and friends attended the Eastern Division picnic held at Elko City Park on July 31, many coming from Salt Lake City on the east and from as far west as San Francisco.

Preparations for the old-fashioned barbecued beef lunch began the day before under the supervision of "Ham" Bolton, who for the past 17 years has been barbecue chef for "Bing" Crosby and many Elks' picnics.

A pit was dug and lined with rocks, in which a fire was started late in the evening of the day prior to the picnic. Reduced to a bed of glowing coals by 1 a. m., 583 pounds of burlap-wrapped beef were then placed in the pit and left to cook until noon that day. When the

picnickers left the serving line, their plates were heaped with meat, chili beans, hot rolls, coffee and ice cream.

Swimming and a ball game between Sacramento Shops and Commercial Hotel rounded out the day's activities, with the Shops scoring a 9 to 6 victory.

Co-chairmen for the picnic were Bill Smales and John Murphy, who were assisted by J. V. Moan Commissary Co. employee Jack Cadman, who arranged for the meat and other supplies and assisted "Ham" in preparation and serving, as did Pat Samon, Bill Breiner, Jack Ford and Jay Kump.

Free rooms at the Commercial Hotel were furnished the Sacramento ball team by "Newt" Crumley, Jr., owner, and assistant Lee Frankovich.





## What Daddy Does

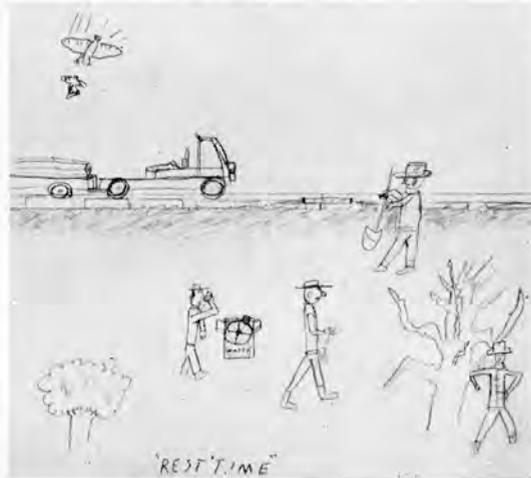
Two more new one-dollar bills were sent to children of WP railroaders, this time to Mary Alice Phelan and Robin Rhodes.

Mary, 6½, will enter second grade at Portola Elementary School this year. Her dad is Ernest I. Phelan, locomotive engineer. Mary drew her picture of dad on the job by looking at the cover

on the August issue of MILEPOSTS.

A real Westerner is 9-year old Robin, and a fine artist. His dad, E. F. Rhodes, is section foreman at Palisade, Nevada, where Robin attends school.

MILEPOSTS has a stack of new one-dollar bills for other grade children of WP employees who send in their pictures and drawings.



## SACRAMENTO SHOPS

Marcella Schultze

Sgt. Kenneth R. Kelleher, son of Carman and Mrs. ROSS KELLEHER, was recently honored by the award of a commendation ribbon for meritorious service in Korea. From March through September of last year, the Army reported, Sgt. Kelleher was responsible for the preparation and transmission of highly sensitive intelligence information at 8th Army Headquarters.

One of our really "old-timers" (as far as employment is concerned) retired July 30. From September 14, 1910 until that date, Machinist Inspector JACK STRATTON was in service with the WP; but we know Jack's not going to have too much time to miss his work, for he's already made many plans for his retirement, including plenty of traveling. Jack's co-workers presented him with a wrist watch and a wallet, complete with what a wallet should hold.

Our condolences to S. GRECH, sheet metal worker helper, O. E. HECOX, carman, and A. E. STAFFORD, blacksmith, who each lost members of their families in July. We were also very sorry to hear of the deaths of two of our retired boilermakers, H. R. STRING and "SHORTY" MILLS.

But, congratulations to Sheet Metal Apprentice J. LYKINS, Laborer P. GARCIA, and Carman G. LYNCH, who

became fathers of sons in July—and to Sheet Metal Worker "RED" MAHLIN upon becoming a "grandpa" for the second time—another boy! But the machinists, of course are again in the limelight with the announcement of twin girls at the home of GEORGE NYE—both so tiny they are still in incubators, but doing fine!

Believe it or not—as Ripley would say—your correspondent and her husband, HERMAN, were able to get TV Channel 32 to come through just once on our set—and guess what we saw? None other than the *California Zephyr* show! The channel has never come through again.

Machinist R. R. HARE and his wife were out exploring recently about 20 miles from Downieville, Sierra County, traveling one of the old pack train trails when they spotted an old, old cemetery. Upon investigating, they discovered it was the Morris Town Cemetery; the town being no longer in existence. One tombstone that particularly attracted their attention was a Masonic altar with open Bible, Square and Compass, with the engraving "John McGrath, April 25, 1864, Died Aged 31."

Speaking about old times, gone are the days of the power house at Sacramento Shops! It's now been remodeled into a welding shop; and the welders and equipment have already moved in.



"Tex, here, will handle the Vista-Domes."

## WENDOVER

Esther Witt

Wings are over Wendover again for a month at least. The Air Force has moved 500 men to Wendover Air Base while they are making enlargements at Hill Field Air Base. The citizens of the town got a first-hand view of many of the Army's planes on July 9 when the Base held open house.

Mr. and Mrs. DANIEL F. MATTHEWS are being congratulated on the birth of a daughter, Judith Ann, July 2. The proud grandparents of the little miss are Agent and Mrs. LEO P. WATERS.

Yard Clerk FRANCIS K. "KENNY" BYRNE is wished a speedy recovery from an operation at Elko Hospital on July 29.

Switchman and Telegrapher, DAN W. and SHIRLEY F. LEE, spent their vacation visiting relatives in Ely and

Elko, Nev., and Salt Lake City, while daughter Shirley Ann vacationed with General Clerk and Mrs. HARVEY J. NAYLOR at Grantsville, Utah, and then spent some time at Girl Scout Camp at Lamoille.

Cashier and Mrs. PRESTON A. NUFFER and family have returned from Seattle, where they spent their vacation visiting relatives. Preston says his only regret was that "I couldn't bring the cool breeze back to Wendover."

Out to bankrupt the City of Las Vegas, but unsuccessful were Yardmaster and Mrs. HARLAN C. "BOOMER" FORD, and son. They did have a wonderful time, though.

Mrs. HELEN FORST has gone to Herlong, California, to be with her husband, Telegrapher JAMES A. FORST, who is doing relief at Herlong and Doyle.

A belated welcome to Yard Clerk Mrs. MARIAN E. HOAG. Sorry to have previously omitted you before, Marian. We also welcome Switchman NOEL C. COLLIER, Roadmaster's Clerk GEORGE R. NORQUIST, and Relief Clerk KENT LOWERY.

Our deepest and most sincere sympathy is extended to Engineer HOMER G. BIRDSALL and family on the death of Mrs. Birdsall on July 8.

## KEDDIE

Elsie Hagen

Quincy, Plumas County, celebrated 100 years of good living combined with the County Fair during August. The story goes that a crazy prospector who came looking for a lake lined with gold and ringed with nugget boulders brought men from all over to the upper branches of the Feather River seeking the precious metal. But along with these men came also women and children who, finding good soil and plenty of good water and pure, clean air, settled in the upper valleys. They built towns in nearly every mountain valley and by 1854 the need for a government and schools brought official recognition in the founding of Plumas County.

In celebrating the Centennial and Annual Fair this year, prizes were given the women for the oldest and most appropriate costumes of a century ago, and to the men for the most unique whiskers.

CURTIS EDWIN JACOBS passed away at the age of 72 after a very short illness following a heart attack. A retired WP employee, he moved to Keddie from Portola when he left service, where he was a very enthusiastic fisherman and was known to always

get his limit. He is survived by his widow and two daughters, Mrs. Dorothy Rose of South Gate, and Mrs. Winnifred Jones of Keddie.

Conductor J. L. WILKINSON is a patient at Industrial Hospital in Quincy, and on last report was getting along fairly well.

FIREMAN CHAPMAN and family and ENGINEER BENZ and his wife spent vacations in Oregon.

GORDON GARDNER, his wife and family have moved to Sunol and is working with the bridge gang at Niles.

## SACRAMENTO STORE

Irene Burton

DALE ROBINSON off to Camp Liggett with the National Guard.

WALLACE R. SMITH and family are domiciled in their new home at Thirty-fourth and Jay Streets.

MARGARET WESTLAKE on stork leave, and LAVON ROBINSON received the bid for Margaret's desk as invoice clerk.

A welcome is extended to MARY ECKSTEIN, working on the 213 requisition desk, as WILBURTA DOYLE took over the duties on the assistant price clerk's desk.

CHARLES MARCHAND received as a parting gift from his fellow employees an electric razor, electric clock, an Osterizer, and a \$20 bill.

Wee little Miss Karen Dawn, weighing seven pounds seven ounces, arrived July 17, her mother being MARY LOU STOCKARD, who was comptometer operator on the 213 requisition desk.

HENRY J. MADISON and son, Jim, as members of the Sacramento Post 61 Band participated in the American Legion State Convention parade in San Francisco during July and then ballyhooed at the hotels Whitcomb,



Harry Messer, billing and receiving clerk, retired July 30 after 27 years service. Co-workers presented chair and ottoman at farewell party.

Mark Hopkins, St. Francis, and Fairmont. Henry will also play at the State Fair, September 4.

CLAUD CRAIN attended a family reunion at the home of his parents in Rutherford, Tennessee. It was the first time in 14 years that their 14 children have been together. Among those present were also 24 grandchildren, which included one great grandchild.

The GEORGE LUTJEMEIJERS spent their vacation making short trips and fishing, and "CHICO" HERNANDEZ' vacation consisted of driving over many old dirt roads en route to Brownsville, Texas, so many of the bridges on the main highways having been washed out because of floods.

There's probably not another group

of individuals who enjoy salt-water taffy the way we do, so while on vacation, what did EVELYN RICHARDSON and AL MADAN do but send us two boxes of the delicacy from Santa Cruz and Boston. Ummm, really good!

THURMAN MOZINGA and his wife swear that they saw a hound chasing a jackrabbit down the main street of Kansas City and because of the 105 to 112 degree temperature they were both walking! St. Joseph was no better, said Thurman.

GEORGIA CHINDAHL and family returned from a trip which took them across the continent. While going through Kansas (must not have been the same day the MOZINGAS were there) Georgia claims the hail they encountered resembled ice cubes which halted all traffic for 15 minutes, and pitted the paint on their car. Grain fields in that vicinity were laid low by the impact. Georgia also brought us a box of candy!

HARRY MESSER retired July 30 after 27 years' service which began in 1927 at Sacramento. After later working as storekeeper at Keddie, Harry returned to Sacramento and held the position of billing and receiving clerk. Just about the time he gets accustomed to the platform rocker and ottoman presented to him by his co-workers he will accompany Mrs. Messer for a visit with relatives in Iowa.

Replacing Harry as billing and receiving clerk is JASPER J. GUARANO.

## ELKO

Theda Mueller

ALBERT HACHQUET, assistant special agent, and wife, BETH, secretary to Chief Clerk LOREN AMES, enjoyed a vacation at Lake Tahoe, accompanied

by their three-year-old daughter, Jackie. PATTY SAMON, university student, substituted for Mrs. Hachquet during her absence.

ROSALIE ENKE, former Elkoan and now with the signal department at general office, returned home for her vacation and visited with all of us. It was nice seeing her again.

O. W. TERRY, assistant to division engineer, and wife motored to Winnemucca on August 22 for the wedding of their daughter, Margaret Kay, to James Milton Polkinghorne of that city. Margaret Kay is an English teacher in the high school and James is attending university.

Trainmaster COLIN ELDRIDGE and family passed through Elko on their way to the West Coast for their vacation.

We are happy to report that Mrs. Wesolowski, wife of YARDMASTER WESOLOWSKI, is much improved and has returned home from St. Joseph's Hospital in San Francisco.

Mrs. LURAIN WILSON, wife of Coach



J. Kump, Elko roundhouse employee, escorted 40 Elko Boy Scouts to Oakland to visit WP's coach yard August 12, shown here on the Zephyrette.

Wilson of Owyhee, Nevada, is relieving stenos in the office during vacation period. Her husband is employed as carpenter in the new housing unit during the summer months.

Mrs. ELSIE HART, telegrapher, resigned from WP the first of August to take on the rôle of housewife as her future assignment. She has been employed at various locations on the eastern division for the past ten years, and is the wife of Engineer CLYDE HART.

Elko recently played host to 237 Foreign Exchange Students who were returning home after having attended various schools in the United States during the past year. Mr. and Mrs. LEO REDANT, carman and stenographer, had Moinque Vondamme from Nice, France, and Simone Wurth from Liege, Belgium, as their overnight guests. "FRENCHIE" ETCHEBEHERE, retired stationary fireman, and his wife opened their home to Andre Michel, Paris, and Jose Riviera, Madrid, during their stay in Elko.

Carman JOE PAOLETTI and his wife spent their vacation in Livingston, Montana, visiting HARRY ROBERTSON, former roundhouse employee, and his wife.

## SACRAMENTO FREIGHT STATION

Nancy De Riso

Cashier FRED E. PETERS, and wife, Ruth, enjoyed a week-end camping and fishing with friends above Uncle Tom's Cabin.

CLAUDE E. FINLEY, train desk clerk, and his wife spent their vacation sight-seeing along the California Coast and driving through the giant Redwoods.

CATHERINE M. LYONS has replaced Stenographer-Clerk Evelyn P. Bergin, who is now working in the dispatcher's office.

ELIZABETH BERGER, stenographer-clerk, and KENNETH R. VAN SKIKE, warehouse foreman, celebrated August birthdays on the 5th and 19th.

## TIDEWATER SOUTHERN

Betty Rand

DORA MONROE, former stenographer and MILEPOSTS correspondent, announced the birth of an eight pound four ounce daughter on July 12. The young Miss has been named Kristin Lynn.

BILL STEWART, Turlock bill clerk, recently returned from a two-week encampment with the National Guard's 164th Field Artillery at Camp Hunter Liggett.



Roadmaster WILLIAM ST. JEOR and his wife vacationed at Lake Almanor. Bill reports the fishing was excellent, as evidenced by the accompanying picture.

ART TIBBETTS, Escalon agent, and wife are the proud owners of a new home at Santa Cruz.

LES FLINDERS, section foreman, reports that his wife is well on the mend from a broken back suffered in a recent fall.

Superintendent JACK KENADY took life easy during vacation, enjoying a nice rest at home.

## OAKLAND

Hazel Petersen

From our traffic department we learn that JIM DUYN, recently transferred from Portland agency, has discovered a new way to solicit traffic. He dates the gal secretaries in shippers' offices!

We haven't heard any bragging about the golf score SHELDON GLATT shot in the recent WP golf tournament. Maybe he had too much rest sitting around home and sleeping away his vacation!

Understand the Oakland cops are watching for a new '54 Ford with twin pipes which has been seen "roaring" down Fourteenth Street. Reports are DICK HOCKER is the owner.

JOHN KAFFUN and his wife celebrated an anniversary recently, and inasmuch as they have a 14-year-old son we wish them at least a happy fifteenth anniversary.

AL PENZEL's wife dropped into the office one recent day loaded down with packages. Smart woman; she came in from her shopping tour while Al was out on business so he couldn't make her take 'em back.

FRANK SCHMALENERGER is building a hobby-horse for his kids, plans for which were supplied by one of the gals in the office. How about a model WP train, Frank, the kids would love to watch you run it!



"... says he'll just keep time his own way!"

## NEW YORK CITY

Alan Hudson

Those railroad emblems which are included as a premium in Post's Sugar Crisp cereal boxes have started something hereabouts with many of the New York staff vying with one another to be the first to achieve a full set of 28. Duplicates are being used for swaps to mutual advantage.

ART POTVIN's young son, Gregory, was the first here to come up with best emblem of 'em all—the one with the Red Feather.

Owner of the greatest number—eleven, all different—is your correspondent. 'Course, my rivals feel I have unfair advantage, considering the swarms of Sugar Crisp eaters that call me Daddy! They're threatening to put their kids on a three-times-a-day routine to balance the odds.

BOB MORACE and wife, Helen, are expecting a blessed event any day now.

There is a terrible factional dispute in the office over whether Bob and Helen should call their son (Oh, yes, they know!) Horace Morace, as one group would have it, or Maurice Morace, as t'other would. Maybe King Features' Columnist E. V. Durling could lend a hand in his readable "names that rhyme" column.

## WINNEMUCCA

Doris Cavanagh

September ushers in both autumn and National Indian Day. Winnemucca was named for the Piute chief who roamed and reigned around Humboldt County before his death in the early 1880s.

One of his tribal descendants, GLENN DAVE, was the first Indian boy to be graduated from HCHS here. Upon finishing high school in 1944, he became a WP car apprentice, working in Winnemucca until 1953. Transferring to Sacramento as a car inspector, he preferred Nevada, being a true son of the sagebrush. Currently he is connected with another railway 35 miles west of Winnemucca.

Among 1,400 cadets assigned to the 1954 ROTC summer camp at Fort Lewis, Washington, was M/Sgt. Kenneth Duck, a University of Nevada senior and son of Agent and Mrs. C. C. Duck.

Cpl. John T. Smith, supervisor of heavy equipment mechanics in Korea, is looking forward to December, when he will be released. His parents, Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH, are grandparents. Their daughter, Mrs. Don Webber, Sierraville, California, has a baby girl, Lin Kay, born in July.

Inducted into the Women's Air Force



# DOINGS IN WINNEMUCCA



A \$30 reward went into the savings account of Fireman Fred Elwell's daughter, Kathleen, for returning a lost wallet and \$440 to owner Joe Davis.

\* \* \*

Completing a motorcar accident investigation, Assistant Superintendent Howell and Trainmaster Breiner play back a disc recording for Roadmaster Laughlin and Clerk Ethel Owen.

\* \* \*

Afternoon yard men, Engineer Jackson, Switchmen Locke, Watts, Fireman Dunston wait 3:30 p.m. shift change in Yardmaster Hamilton's office. They were joined by Brakeman Louie Ambrose, Portola.

Section Foreman Bingham, laborers Mariano Rod, Art Shields, Henry Enox, John Cogut, and Al Gregg, burro crane operator, leave on motor trip.

\* \* \*

After the investigation, involved-relief foreman Grant Kay and Duke O'Lin, grievor, chat with Roadmaster and Mrs. Laughlin in Mary Camack's snack bar.

\* \* \*

Four o'clock cash count is made by 1st Trick Operator Bill Stephenson, while his father visiting from New Mexico and Bill's wife wait for a ride home. Working in and out of ticket office were Agent Duck, Cashier Mentaberry, 2nd and 3rd Trick Operators Ollie and Mary Evans.

for three years, Georgina Rutherford, daughter of Conductor and Mrs. PAUL RUTHERFORD, is receiving Texas basic training.

Kathleen Elwell, thirteen-year-old daughter of Fireman and Mrs. FRED ELWELL, was rewarded with \$30 for returning a wallet containing \$440 owned by Joe Davis, police radioman.

What a name for a fishing spot—Catnip dam! HAROLD AUL, signal maintainer at Golconda tried his luck there in the Sheldon game refuge.

Wedding bells chimed for Miss Gloria Ainsworth and Chris Casalez. His father, INOCENCIO CASALIZ, was a former roundhouse employee.

JIM HARDY, former extra gang and Bliss section foreman, died in Salt Lake City during June.

While JUAN PEDROZA, roundhouse laborer, was on vacation JOHN G. MIMS served as relief.

Vacationers included Brakemen ALBERT JONES and DON WATTS, and Fireman ARTHUR BIGGS, who preferred the Texas prizefights to scenery from Denver to Dallas.

Barely escaping forest fire-fighting duty at Susanville, Yard Clerk BILL BROWN returned with a new fire-engine-red Willys truck.

Sage Way say: *Great men always have time; small men are always too busy!*

Forty-five years ago in September a special train left the WP material yard here for the end of the line, about 40 miles west of Gerlach, in charge of Conductor JAMES SMITH and ENGINEER MARR. The Winnemucca roundhouse and machine shops were about finished. Both east and west of Winnemucca the roadbed was being ballasted and put in shape for regular service.

## OROVILLE

Helen R. Small

Congratulations are in order to AL KASPER, promoted from storekeeper here to material supervisor at San Francisco, and to B. L. GREEN, now storekeeper.

Agent W. W. LANG is a grandpa again, this time a baby girl born to his daughter, Mrs. Vernon Uren on July 29, which just happened to be W. W.'s birthday!

We enjoyed a little chat with Clerk ETHEL OWENS of Winnemucca while she was en route home following a vacation at Medford, Oregon.

Car Foreman W. I. MARSH and family spent their vacation in Colorado visiting Bill's father.



Mr. and Mrs. R. C. Lavey observed their 50th Wedding Anniversary at the home of their daughter and son-in-law, Mr. and Mrs. Frank James, general chairman, Brotherhood of Railway Clerks. Lavey worked on construction work before being employed as locomotive carpenter from which he retired after 20 years service. The couple also have two sons and seven grandchildren. Photo was taken by Lawrence James, son of Frank James.

"Bill" Fisher, son of Conductor C. E. FISHER, is home on a 30-day leave from Smoky Hill Air Base in Kansas. Bill didn't mind our mild 100-degree heat after experiencing temperatures up around 127 in the Middle West.

Retired Engineer O. M. POINDEXTER and wife from Salem, Oregon, called on old friends here recently and reported a visit while at home from Retired Conductor DON SEGUR of Hillsboro, Oregon.

July 18 was the wedding date of Delmas Whittier, son of Switchman NORMAN A. WHITTIER and wife, and Beverly Ruth Meyer, daughter of C. G. MEYER and wife. The young couple left for Yosemite and Santa Cruz for a honeymoon trip and will return to live in Oroville while attending Yuba College this fall.

J. L. "JACK" JOHNSON, retired boiler-maker, passed away July 27 at the age of 62. He is survived by a sister, Mrs. Anna Bailey of Arizona and a brother, George J. Johnson of Compton, California. The Elks Lodge members were in charge of the chapel service and members of the Disabled American Veterans conducted graveside rites.

Retired Engineer EDGAR C. PETTIBONE passed away at a local hospital July 28 at the age of 75. He was an engineer for 30 years before retiring, and is survived by a sister, Mrs. Lois Capwell, and two brothers, Ernest and Arthur Pettibone, all of Batavia, New York.

Prof: "Have you been through calculus?"  
Freshman: "Not unless I passed through it at night on my way here. I'm from Kansas, you know."

\* \* \*

"Did you have a good time with the Siamese twins?"  
"Well, yes and no."

## SALT LAKE CITY

J. B. Price

Conductor and Mrs. THOMAS E. CROSLY and family spent their vacation in San Francisco. Nice for the family, but not so nice for Tom, who had all his teeth removed while there.

Brakeman and Mrs. WALLACE H. REESE were also in that city on vacation, spent visiting with friends.

Brakeman and Mrs. JOSEPH C. PARKER and family went to Yellowstone, while Conductors WILLIAM C. THOMPSON and JOE A. COOK remained at home making repairs and redecorating their homes, and Conductor and Mrs. EUGENE H. BEITEL and family indulged in a vacation of fishing.

Sorry to report that Conductor ORVAL F. HAYS is again on the sick list. According to latest reports from son Larry, his dad is progressing nicely and we hope to see him back soon on 17 and 18.

Conductor and Mrs. GUY PARRY while on vacation went to Cleveland to see the All-Star baseball game and attend several other games while East.

Brakeman and Mrs. CHARLES SERVIA and family traveled East, with stops at Cleveland, Pittsburgh, Washington, and, most important, Atlanta Georgia, home of Mrs. Servia. They also took in the Major League games.

Conductor and Mrs. C. R. THOMAS went to Los Angeles and while there attended the Elks Convention, followed by a leisurely auto trip to various points of interest.

Conductor and Mrs. O. S. THOMAS and family spent their vacation at Bear Lake, Utah.

GEORGE M. LORENZ, road foreman of engines, left Salt Lake City the end

of June for a trip down through Nevada to Riverside, California, to visit with friends, then visited with more friends in Los Angeles and Inglewood, and on up the coast to Morro Bay, where they took State Highway 1 to Carmel and vicinity. From there over to Merced and into Yosemite and out over Tioga Pass to Carson City, Lovelock, and home. George and his family recommend the trip, being particularly scenic and picturesque, with a good change of scenery and fun for all members of the family while en route.

HARRY W. GIBSON, retired Western Pacific conductor, and now field agent for the Masonic Service Association, Hospital Visitation Service, Salt Lake City, is mighty proud—and he well should be—of his son, Brigadier General Kenneth H. Gibson.

In command of the first airborne early warning control division in the United States Air Force, activated at

McClellan Air Force Base, Sacramento, in May, General Gibson is responsible for the building of a fleet of "flying radar stations." These latest designed planes, bulging with electronic detection devices, are capable of extending the early warning range far beyond the present fixed radar sites on shore and of directing interceptor planes to their targets.

General Gibson's command will eventually expand to the point where it will operate squadrons out of McClelland Air Force Base to patrol the Pacific, and other squadrons based in Massachusetts to patrol the Atlantic approaches to the United States, with headquarters for the entire operation remaining at McClellan Field, according to the Public Information Officer, Eighth Air Division, McClellan Field.

## 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.

Major Roland L. Gohmert, son of Freight Claim Agent and Mrs. R. L. GOHMERT, recently returned to his unit in Stuttgart, Germany, after taking part in a command post exercise near the Czechoslovakian border. He is a veteran of 16 years' army duty. The Major served in the European theater during World War II and holds the Bronze Star Medal and Purple Heart. His wife, Margaret, and two children live in Germany.

ARRETTA ALEXANDER, formerly in purchasing department, is now secretary for the research department in the president's office.

We're glad to hear that DAVE SPWART, auditor of equipment service accounts, is well on the way to recovery following an operation at St. Joseph's.



SEPTEMBER, 1954



Tony Quill, assistant chief clerk, auditor of equipment service accounts, snapped this little beggar while on a recent camping trip in Marin County.

GERRY NORWOOD, former file clerk, signal department, announced the arrival of a son, Mark William, born on July 28. Weight, six pounds one ounce.

And a "glamour girl" arrived at the home of LORRAINE KOEL on May 15. Little Cheryl Ann scaled an even eight pounds. Her mother is on leave from auditor of equipment service accounts.

FRANK THOMPSON, manifest, and wife, Frances, recently returned from a three weeks' motor trip, visiting Vancouver, Victoria, Widby Island, and other scenic points. Both proved their ability with a camera, returning with outstanding color pictures.

Jennifer Lynn arrived at the home of CLAUDE STARKEY on July 4, and Barbara Ann arrived at the home of WALT BASTEDO on July 15.

HERB SPENCER, traffic representative, is on the mend after confinement in St. Joseph's after having been struck down and seriously injured by a hit-run driver on June 17.

There are now three boys in the

home of GENE MACOMBER, traffic representative, the third having arrived on June 10.

From the general agent's office we learn that CARRIE GRAVITT and her three-year-old son, Billy, returned to her home town, New York City, to attend her sister's wedding and reception and a reunion with relatives and friends; MELBA DAVIS and her husband enjoyed Southern California; LEO BAKER and wife visited friends and relatives in Portland; and MARION FRANKLIN and her spouse went to Reno for vacations. LES STOLTZMAN spent one week with a Boy Scout troop at Cazadero and the second at Reno; JACK GORE and wife, RUBY, general office, migrated to their cabin in Southern Oregon; CLAIRE POSTEL and husband enjoyed a stay on the Russian River, as did JOHN DULLEA and family; and HOWARD JAEGER, his wife and two children attended Family Week Conference of the Presbyterian Church at Lake Tahoe.



Toscanini, seal-point Siamese, and Pogo, wirehaired fox terrier, pets of Guy Nesmith, assistant price clerk, purchasing department, snapped recently while watching the California Zephyr on TV.



"I couldn't have picked a better company to work for than WP," says David Thomson, signal draftsman, who plans to make signal work a career. Born in Kinglassie Fife, Scotland, April 11, 1929, he emigrated to this country in April, 1947, became signal helper in July, and later assistant signalman and signalman. Dave served in the Pacific with the Armed Forces, and was naturalized on the morning of July 26, 1954, at San Francisco.

## LEAGUE CHAMPS

Don Carman's Little League champs, the "Wasps" are real baseballers. Don, manager, is standing at the left, and his sons, Bob, bat boy on the right in the front row, and Stevie, directly behind Bob, are members of the team.



## MECHANICAL DEPARTMENT

Norma Joseph

Welcome back to MRS. HELEN SPENCER from maternity leave. It was a boy!

Welcome to our new employees, DORIS SMITH and ODIUS EAGLE. DORIS is temporarily taking over JUNE BELEW's desk while June is on leave of absence, and Odius is E. E. GLEASON's secretary since CHARLES JERRAULD has transferred to Seattle.

The Little League season ended July 27 for Accountant DON CARMAN's baseball team. It was a very successful season for the "Wasps," who won the championship of the League with 13 wins and five losses. At the end of the season an All-Star team was selected from the League to play in the Little League Tournament. Six Wasps made the team and Don was selected as manager. The byword of the youngsters is now "On to Pennsylvania" to play in the Little League World Series. Don's son, Stephen, developed into an excellent shortstop and was one chosen for the All-Stars.

# SPORTS

Maurice Notter  
Sports Editor

## SOFTBALL

Western Pacific's softball team got off to a bad start by losing their first two games, but boosted their standing in the San Francisco Recreation League by winning the next two.



Ray Santiago legs it for home which he managed to beat out on a close throw from the infield.

## BASKETBALL

WP hoopsters began practice during August for entry in the San Francisco Recreational Department's industrial division men's basketball tournament. League play gets under way on September 20.

Anyone interested in the game is requested to contact either Cliff Gerstner, phone local 294, or John Summerfield, local 475.

Driver of midget auto: "I want a pint of gas and a teaspoon of oil, please."  
Service station man: "And shall I cough into the tires, sir?"

## BOWLING

The twelfth week of Western Pacific's mixed doubles San Francisco summer league found the going still nip and tuck with the keglers. Both Lenore Studt and Barbara Green turned in a high series of 419 pins for the fairer sex and John Graser topped the men with a 486-pin series.

League standings are:

	WON	LOST
Silver Palm .....	23	13
Silver Range .....	21	15
Silver Canyon .....	18	18
Silver Dollar .....	17	19
Silver Arroyo .....	17	19
Silver Bay .....	17	19
Silver Feather .....	17	19
Silver Thistle .....	14	22

\* \* \*

The WP Men's Bowling League of San Francisco begins regular winter league play September 9 at the Downtown Bowl, San Francisco. Anyone interested in the sport should contact either Horace Lohmeyer, phone local 211, or Spen Lewis, phone local 206.

\* \* \*

MILEPOSTS is anxious to include sports activities of Western Pacific employees along the entire railroad. If your team manager will send scores of your games, or any other sports information, to Maurice Notter, Sports Editor, MILEPOSTS, 526 Mission Street, San Francisco he will see that they get in the magazine. He would also like to receive any pictures of WP sportsmen in action.

## SALT-WATER FISHING

During the last week of July the year's first big run of large redbait perch hit the beaches, and anglers lucky enough to be on hand at the time reaped a harvest of these fine fish. Fortunately, I live but a few moments' drive from the ocean and when rumors of the run reached me, I threw my surf tackle into the car and headed for the breakers. In less than three hours I bagged 14 of these lively gamesters, weighing all the way from one and one-half to two and one-half pounds each. And that run is only the start. From now until the latter part of February these fish will be found in ever-increasing numbers in the surf, providing some of the finest salt-water fishing there is to be had.

Although considered a lesser game fish, redbait perch hit with a jarring strike and will give a good account of themselves if taken on suitable tackle. Because of their willingness to fight, many surf fishermen have switched to light outfits such as the salt-water spinning gear and long, slender, live bait rods when casting for them. Personally, I prefer an eight and one-half or nine-foot rod with plenty of action and a light salt-water reel equipped with free-spool throw-off lever and star drag. Such an outfit can be readily adjusted to provide maximum sport when playing a hooked fish. However, the use of light tackle isn't absolutely necessary for taking these fish. As a matter of fact, almost any type of casting outfit will do. And, believe it or not, some of the old-timers still use the throw line.

On the other hand, the selection of bait is an important factor when surf

fishing for perch. While these husky scrappers are voracious feeders, they are quite particular in their choice of food, preferring natural baits such as sand worms, blood worms, and sand crabs to any other kind. In digging for sand worms, look for small elliptical indentations in the sand and, remember, they are found only at low tide. Blood worms are also found at low tide in the mud along the edge of shallow bays and inlets. Sand crabs may be dug by hand at any time along the beaches. Other good baits are small fillets of fresh sardine, shrimp, and mussel.

Terminal tackle is largely a matter of choice, but the lighter the better. For best results and a better percentage of hooked fish, use at least a size 1/0 hook, preferably of the bait-holder type. These hooks are slashed along the shank to prevent the bait from slipping down or completely off.

In casting for perch, long throws aren't necessary and it is my belief that many anglers actually overcast the fish in many instances. As a rule, ocean perch are found in close where the surf is churning up the sand. A good system to follow is to wait until the last series of big breakers have crashed, then cast into the flat, frothy water just before it subsides. This is the time the fish rush in to snatch what food the waves have churned up.

\* \* \*

Al Wall, signal department draftsman, also reports fair bluegill fishing at Shasta Lake. Using red worms, Al, his father and his uncle, all took their share of these scrappy little panfish while fishing out of O'Brien's Resort on the Pit River section.

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• • •

Southern Pacific begins second installation of centralized traffic control on its Portland Division in 95.4-mile territory between Crescent Lake and Eugene, Oregon.

• • •

Railway & Locomotive and California-Nevada Railroad historical societies sponsoring October 9 and 10 excursion using WP's steam engine No. 94 and Feather River Railway's shay-gear locomotive on trip to Feather Falls.