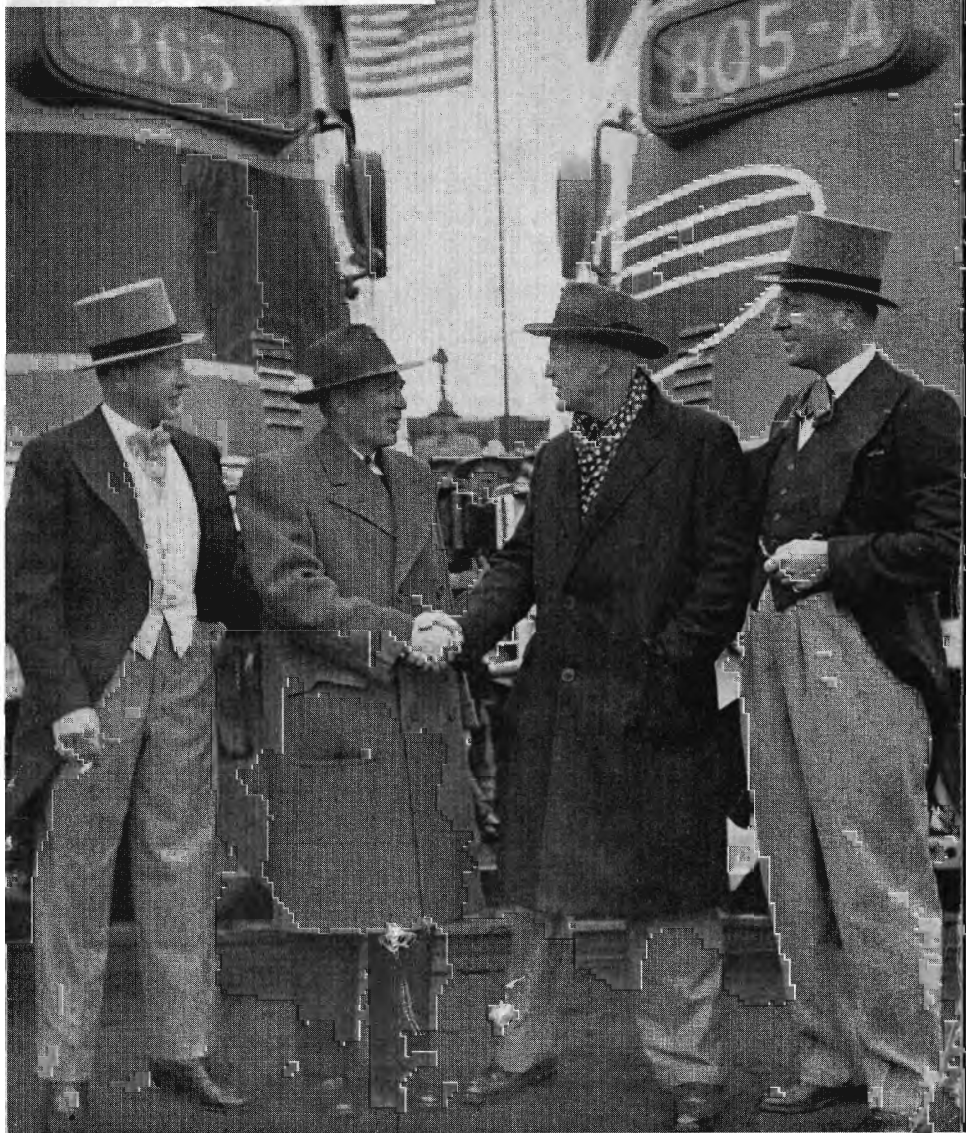
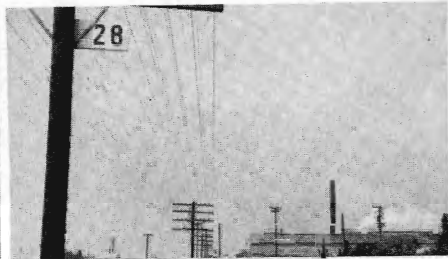
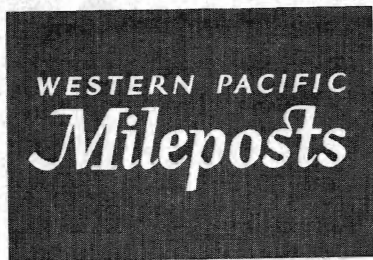


WESTERN PACIFIC
Mileposts
NOVEMBER 1951





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Milepost No. 28

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY **TIDEWATER SOUTHERN RAILWAY**
 526 Mission Street, San Francisco 5
 Lee "Flash" Sherwood, Editor Arthur Lloyd, Jr., Associate Editor
 Member American Railway Magazine Editors' Association
 Member Northern California Industrial Editors' Association

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RENO BRANCH

Reno, Nevada, the "Biggest Little City in the World," is better known for its gambling palaces and marital couplings and uncouplings than as an industrial center. Behind all its glamour and clinking of silver dollars, however, Reno is much like any other American city. Situated in the Washoe Valley at the eastern base of the Sierra Nevada and divided by the Truckee River, it is a place of many fine homes, stores and hotels, the beautiful University of Nevada, growing industries and friendly people.

For industrial development, a city requires good transportation, and Western Pacific has been able to contribute greatly to Reno's needs through its 33-mile Reno Branch, which connects with the main line at Reno Junction. The history of this link goes back many years.

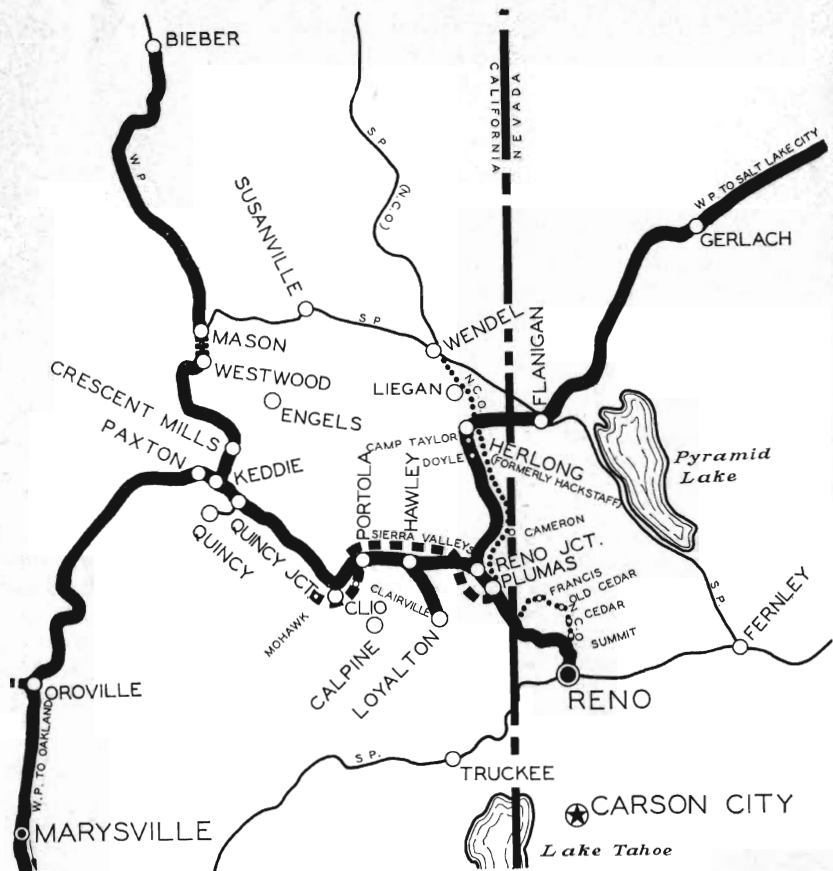
Way back in 1882, the Nevada and Oregon Railroad Company put into operation its 70-mile line from Reno to Liegan (near Honey Lake), California. The road did not prosper and was sold under foreclosure to the note holders in 1884. Now owned by a private concern, Moran Bros., there was

neither stock, bonds, nor debt, and all expenses were paid monthly in cash.

A 50-mile extension was built from Honey Lake to Madelain Plain, California. The extended road was incorporated March 31, 1888, as the Nevada-California-Oregon Railway (referred to by many as the "Narrow, Crooked and Ornerly"). Later, the road from Madelain (formerly Madelain Plain) to Likely, California, was built, extended to Alturas, California, and finally on to Lakeview, Oregon, in January of 1912.

In 1900, a branch line had been built from Plumas Junction to Mohawk, California, and this was named the Sierra Valleys Railway Company. Towns on this line from east to west were Plumas Junction, Chilcoot, Vinton, Beckwith, Band Mill, N & R Mill, Clairville, and Mohawk. From Mohawk tracks spread all over the woods in a 10-mile area to serve the logging operations then in full swing.

When the Western Pacific was built (1905-1908), some of the Sierra Valleys Railway was purchased by it and the remainder was rechristened Sierra



& Mohawk Railway. On January 1, 1915, that line was merged with the Nevada-California-Oregon Railway.

In 1917, the N-C-O—tracks, land and buildings—between Reno and Hackstaff (now Herlong) was purchased by Western Pacific, including what tracks were left of the old Sierra Valleys Railway. The rail on the N-C-O was removed between Plumas

Junction and Hackstaff by WP and sold for scrap during World War I.

The line from Plumas Junction to Reno was rebuilt as the Western Pacific Reno Branch. Grading began in June 1917 and was completed in December of that year by the Utah Construction Company. The actual connection with WP's main line was at Rainbow (now Reno Junction), Cali-



WP's new line straightened out many NCO curves.

foria. The Reno Branch, between Mile Posts 0.00 and 3.25, was entirely new location, as was the stretch between Mile Posts 11.0 and 25.32. Between Mile Posts 3.25 and 11.00, and between Mile Posts 25.00 and 33.00, the track was widened out from narrow to standard gauge. However, during construction the narrow gauge was

in operation between the rails of the standard gauge roadbed, and it was not until 1918 that the narrow gauge rails were removed.

Passenger service was started over the new branch line on Monday, February 4, 1918. According to the timetable, operation was to have started on Sunday, but final details of construc-

NCO's narrow gauge tracks ran between new standard gauge rails. Photos on this page from collection of A. A. Kramm, assistant engineer. "Gus" was in charge of the Reno Branch construction.





WP's staff at Reno includes, front row, left to right: Raymond S. Davis, general clerk; Ervin A. Webb, chief clerk; Frank M. Rowe, general agent; Martin H. Buckley, agent; Frank E. Biedent, traffic representative. Back row, from left: C. C. Duck, traffic representative, Elko; John Elkins, cashier; Edna Stackhouse, operator; Phillip Hazlett, warehouseman.

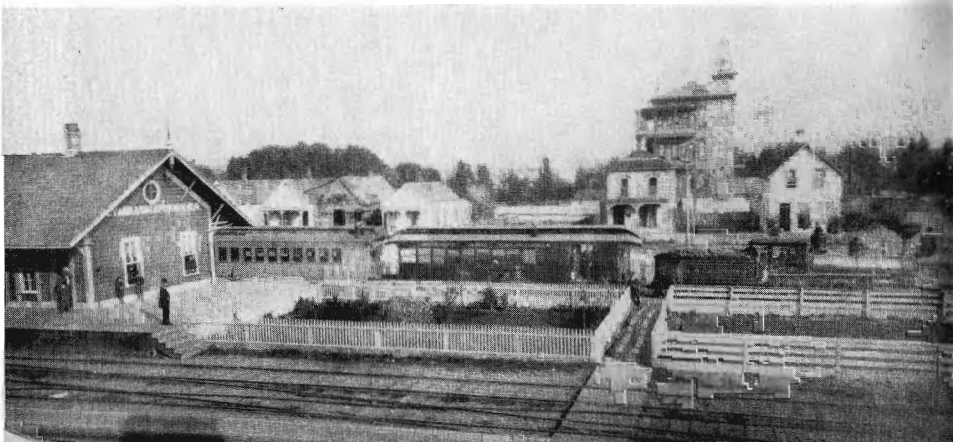
tion had not been completed, necessitating a one-day delay.

Consisting of a combination baggage, mail and express car and one combination day coach and smoking car, the train pulled out of Reno station at 7:00 a. m. with Engineer Moriarity at the controls and Fireman Rutherford working the boilers. Conductor Corrigan collected fares from the passengers and, with the assistance of Brake-man Bryden, looked after their comfort.

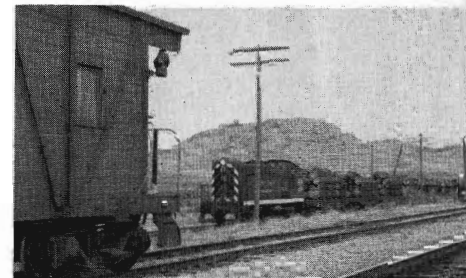
Connections were made at Reno Junction with WP's eastbound "Pacific Express" at 9:05 a. m., and the local returned to Reno, arriving on schedule at 10:35 a. m. Departing again from Reno on the 33-mile trip at 4:25 p. m., the local connected with the westbound "Pacific Express" and returned to Reno at 7:45 p. m. No connections were made with the "Scenic Limited."

Regular passenger trains were discontinued in 1932 and a mixed train

Original Reno station of the narrow gauge. From the collection of David Myrick.



The Reno local heads for Portola after circling the Vaughn Tract and stops near Peavine to pick up a load of logs.



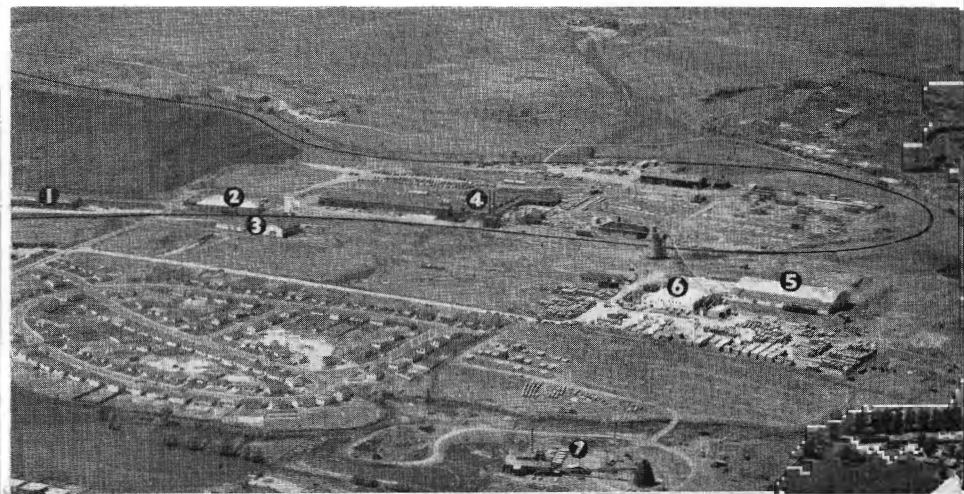
service substituted. Later this was discontinued for the present freight only service, which operates daily except Sunday between Reno and Portola.

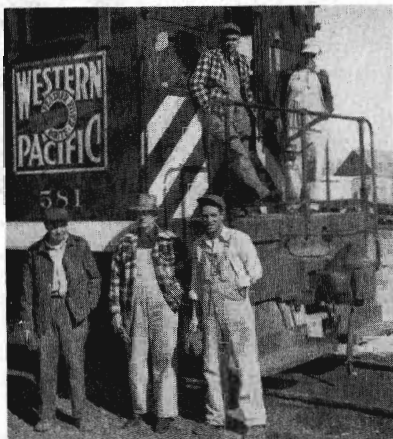
Until a few years ago, there was little industrial activity along the Reno Branch. During recent years, however, there has been considerable development along the line, particularly just north of Reno in what is known as the Vaughn Tract. Many industries have located in this new industrial district, including those engaged in busi-

ness of millworking, sash and door manufacturing, prefabricated homes, warehousing and distribution, and a sausage factory. A Western Pacific drill track has been constructed from which these industries are served by spurs. Adjacent to the Vaughn Tract, another industrial area is now under development by C. J. Catron, which will also be served by Western Pacific.

With the national trend toward decentralization of industry, an increasing interest is being shown by indus-

Air view of the Vaughn Tract showing: (1) Sanford Tractor Co.; (2) Beacon Distributing Co.; (3) Fratex Co.; (4) Vaughn Millwork Co.; (5) Nevada Air Products; (6) E. R. Johnson Box Co.; (7) W. S. Watkins Mill No. 2.





The Reno crew and switcher 581, left to right: Fred Stogsdill, brakeman; George Wayman, conductor; Spike Thraikill, brakeman; Bill Conant, fireman; and Joe Guffra, engineer.

try in the territory served by our Reno Branch. At Mile Post 21.3, the Stead Airfield Base is now being reactivated, and this will result in considerable additional business both for the railroad and for the community of Reno.

Nevada has what is known as a free port law, which permits outside manufacturers to warehouse their products in that state tax free for re-shipment to ultimate buyers outside the state. This privilege has not yet been used to any great extent as the law was passed only two years ago, but when it comes into full effect there will be an increased demand for warehouse space in the Reno area.

There is also to be considered the very rapid growth of the City of Reno, which in itself has resulted in large expansion of warehousing and distribution facilities.

Reno station handled nearly as much tonnage in the first nine months of

1951 as it did for the entire year 1950, and with the present trend of business from that area, total carloads for the year 1951 should be well above the 1950 figure.

The Vaughn Millwork Company, whose annual payroll of over \$1 million includes an average of 260 men and women the year round, is the largest individual source of traffic on the Reno Branch. Petroleum products, coal, food products, autos, scrap, liquor, building materials, etc., are also handled in sizeable volume. The Reno yard is spacious and offers excellent team track facilities, including a 20-ton electric crane, six-car capacity auto dock, end unloading ramp, and house platform also with six-car capacity. The yard is centrally located downtown and is easily accessible from three streets.

Good industrial sites are scarce in Reno and Western Pacific is fortunate in having a large proportion of those available in and close to the city along the right of way to the north. With close connections at Portola, Western Pacific's Reno Branch offers fast trans-continental service east, to the Northwest over the Keddie - Bieber line, south to the Bay Area and Southern California.

The "Biggest Little City in the World," with all its glamour and glitter, bids fair to come up soon with a new attraction—an industrial jackpot!

(Date concerning construction of the Nevada and Oregon, Nevada-California-Oregon, Sierra Valleys railroads in the foregoing article were taken from the files of the Golden State Transportation Historical Society.)

He: "Pardon me, but you look like Helen Green."
She: "So what? I look worse in pink."
—Great Northern Goat.

WP WILL REMEMBER

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

Now retired, after serving Western Pacific well, are:

Harold A. Chalmers, conductor, Sacramento Northern, Stockton.

Charles E. Gaffney, switchman, Oroville.

Marvin V. Hickman, agent-telegrapher, Hayward.

Serapio C. Lemos, section laborer, Oakland.

Martin F. Majestic, switchman, Sacramento.

Jack E. McKnight, coal chute operator, Eastern Division.

Bernard E. Mooney, locomotive fireman, Oakland.

John Pelzman, carman, Sacramento.

Joseph F. Roderick, blacksmith, Sacramento.

William H. Sanford, ditcher engineer, System.

Halbert L. Sargent, coach painter, Sacramento.

Thomas Smith, conductor, Portola.

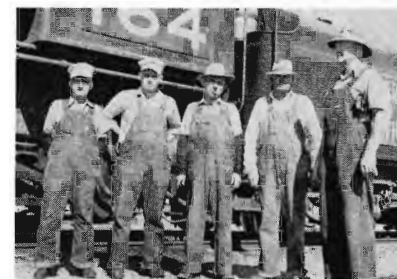
Alfred Thompson, blacksmith helper, Portola.

Engineer Harvey A. Mullen stepped down from a switch engine in Stockton yard on October 17 and called it a day—and a career—after more than 44 years with Western Pacific.

A native of Felton, Santa Cruz County, Mullen joined WP on June 15, 1907, when the railroad was under construction. He signed on as brakeman and was promoted to engineer several years later.

On hand at the conclusion of his last shift were his wife, Mamie, and grandson, Tommy Young. Members of the B. of L. F. & E. and their auxiliary honored the Mullens with a dinner on October 26.

Fond of hunting and fishing, Harvey plans to spend much of his time doing just that and enjoying life in his cottage at Aukum, El Dorado County.



Left to right: Harvey Mullen, engineer; Joe Blackmore, fireman; Mace Ford, Lloyd J. Hughes and Amos Calhoun, switchmen, on the day of Hughes' retirement, September 9, at Stockton Yard. After 31 years' service, Lloyd intends to spend much time listening to football games and plans a trip with the Mrs. through the New England states next spring.

When W. T. Van Cleave retired to his garden on September 30, he completed 31 years of "just the regular routine of railroading" with Sacramento Northern Railway.

A little closer check, however, reveals that the "regular routine" goes way back to 1905 when he started work with the Union Pacific in Rawlins, Wyoming. He also worked for the Southern Pacific before his service with SN, and can look back on numerous jobs, among them switchman, brakeman, conductor, and yardmaster at the Seventh Street and Capitol



Victor Adame, Sr., section laborer on the eastern division, died October 16, 1951. Mr. Adame entered company service in April 1946. He is survived by a son, Victor Adame, Jr., of Stockton.

J. D. Brown, 73, who retired in 1944 as a conductor after 40 years' service with Western Pacific, passed away at the Oroville-Curran Hospital on September 30, 1951. He is survived by his wife, Catherine, of Oroville; a son, D. S. Brown, of Portola; a daughter, Mrs. Ethel E. Munea, of Chico; four sisters, four grandchildren and one great-grandchild.

Carl W. Ellis, who retired from his position as signal engineer for WP on July 31, 1950, passed away at his home in Oakland on November 20, 1951.

Born at Clinton Junction, Iowa, in 1889, Carl first entered railroad work in 1910 with the Southern Pacific. Following a short period with the Key System, he went East in 1912 to work for the General Railway Signal Company. He returned West to work for the Oakland, Antioch & Eastern Railway (now Sacramento Northern) and re-entered the employ of SP in July, 1913, and left the company as office engineer in 1922 to join Western Pacific, where he remained until his retirement.

Charles W. Enke, 65, died at his Elko home on May 17, 1951, following a long illness. He joined Western Pacific in 1917, following a four-year tour of duty with the Marine Corps in the

Philippine Islands, China and Japan, and retired in the early part of 1950 because of ill health. Mr. Enke is survived by his widow; a son, Gordon; three daughters, Lillian, Lucille and Rosalie; a sister and three grandchildren.

James D. Finn, retired steel gang worker, passed away on September 25, 1951. Mr. Finn entered service in June 1946 and last worked for the company on February 14, 1948.

G. A. Bergman, captain of the tug "Hummaconna," reports that John E. Jamison, retired bargeman, passed away at the Marine Hospital in San Francisco on November 11, 1951. Born in Latvia, Mr. Jamison lived for many years in New Zealand before coming to this country. He entered Western Pacific service October 28, 1943, and retired on April 11, 1949.

James N. Koseris, 68, retired car inspector, died October 14, 1951. Mr. Koseris began working for the company on March 1, 1924 and retired June 30, 1949. Born in Greece in 1883, he came to the United States in 1906 and moved to Winnemucca 18 years later, where he made his home. Besides his wife, Catherine, Mr. Koseris is survived by a daughter, a son, three grandchildren, two great-grandchildren, two brothers and a sister.

George G. Leis, 64, died at Elko general hospital June 23, 1951, following a long illness. A native of Kalamata, Crete, he came to Elko in 1912 and

worked for the company both at that point and at Wendover for 38 years. Mr. Leis is survived by two brothers.

Charles F. Rinehart, brakeman for Western Pacific, died November 7, 1951. Mr. Rinehart entered service August 19, 1945, and last worked for the company in August of this year. He is survived by his widow, Mrs. Selma Rinehart, of Stockton.

Daniel C. Simpson, Sacramento Northern carman, died October 23, 1951. Mr. Simpson entered service on May 14, 1923, and retired from service on June 30, 1946.

William L. White, general manager for the Central California Traction Company at Stockton, died November 17 following an illness of several months.

Born in December, 1886, White worked for a number of railroads between 1905 and 1920, working up through the ranks with the Rock Island, Northern Pacific, Union Pacific, Southern Pacific, Sierra Railway and the Salt Lake & Utah Railway. He joined the Yosemite Valley Railroad in 1920 as assistant general manager, became general manager, and vice-president and general manager, before leaving that road in 1943 to join the CCT as general manager, which post he held since July 1 of that year.

He served as president for the American Short Line Railroad Association from July 1933 to May 1935.

Following a checkup on his health several months ago, he returned to San Francisco for an operation, and after convalescing returned to work. His death occurred following a return of his illness.



In the Armed Forces

In addition to the 80 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

KENNETH C. DOUGHERTY, brakeman, Eastern Division.

JULIUS V. LOGINOFF, vault clerk, Auditor's office.

FRANK MICHELI, ice laborer, Carlin.

JAMES LEROY SALLS, diesel shovel operator,

E. L. SAUVAIN, store helper, Oakland.

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

BLOOD DONORS WANTED

Two other railroads have announced inauguration of traveling blood procurement cars. On November 29, Southern Pacific dedicated "the Life Line" at their Third and Townsend depot in San Francisco, and turned the car over to the Irwin Memorial Blood Bank. The car will operate over their lines in the Western states.

A few weeks ago, Union Pacific announced dedication of a similar car for collection of blood along its lines.

MILEPOSTS congratulates these two railroads for following the lead of Western Pacific in this worthy cause. (See article on Page 15.)

KOREAN CASUALTY

John D. Krause, Jr., 19-year-old son of Fireman and Mrs. John D. Krause, has been in the Army since the age of 14. A freshman at Quincy Junior-Senior High School when he enlisted, he served 15 months in Japan during peacetime and was present at the trial



which saw Tojo convicted and sentenced.

In action on the Korean front, he was less seriously wounded last June and subsequently returned to active duty on the battlefield, participating in the Battle of Bloody Ridge. As a member of the 9th regimental combat team, 2nd battalion, Sgt. Krause's job was to detect mines. While inspecting a mined area in preparation for an advance by infantry forces, he stepped on a shoe mine and the resulting blast not only took off his right foot, but scattered mine fragments in his left leg, arm and hand.

He recently arrived at Fairfield Air Base for transfer to Letterman Hospital in San Francisco.

A letter written to his parents just a few days before he was wounded, said in part:

"I hope that the blood banks on trucks collect a lot of blood. Over here the situation with plasma is difficult. The medics can't take it as far up front as they'd like to. The North Koreans have a grudge against the medics, making it hot for them in rough terrain, and when the terrain is level the enemy can always see them. If they

HOME AGAIN

Bill Gordon, assistant payroll clerk, came back to his desk last September from the Philippine Islands, where he had been serving as radio operator in the U. S. Navy, having been recalled to active duty in April of this year.

While overseas, Bill was privileged in sending the first communique to the Communist Headquarters in Korea during preparation for the Peace Treaty negotiations.

A veteran with three years' overseas duty in the South Pacific during World War II, Bill served one year as a radio operator with the First Marine Division and later, one year as radio operator on an LST. He joined Western Pacific on May 13, 1947.

Married, the Gordons have a 3-year-old son and a 5-year-old daughter.

Father: "You can ask a question, but make it short."

Son: "Well, when a doctor gets sick and another doctor doctors him, does the doctor doing the doctoring have to doctor the doctor the way the doctor being doctored wants to be doctored, or does the doctor doing the doctoring of the doctor doctor as he wants to doctor?"—American Eagle Fun Mill.

catch a medic treating a man in the open field, they'll kill him. So the only place over here for the precious plasma is in the rear. But even though it is in the rear, they can still use all you can send them."



Presentation of the Certificate of Achievement for outstanding public relations achievement was made to Mr. Munson by Paul H. Nolton, executive vice president, National Association of Wholesalers (left), and Dr. Paul F. Douglass, president, American University (right).



Weston Smith (right), executive vice president, Financial World Magazine, and originator of the annual report surveys, presented Mr. Munson with the "Oscar" before more than 1,300 business and financial executives from all over the United States and Canada.

"OSCARS"

Western Pacific recently added two "Oscars" to its growing collection of awards by annexing a Certificate of Achievement given at Philadelphia by the American Public Relations Association, and a bronze "Oscar of Industry" awarded at New York by the *Financial World Magazine*. Both presentations were accepted by H. C. Munson, vice-president and general manager, who is at present in the East.

The APRA award was given Western Pacific for aiding the Armed Forces Blood Campaign through providing the Military Blood Procurement Car "Charles O. Sweetwood." This car was turned over to the American Red Cross by the railroad last January, and has been in constant service on the WP and other railroads since, serving cities and towns where no other blood facilities exist. In connection with the award, it was brought out that during the first nine months of service, this one car had accounted for almost 2 per cent of the total blood collected in the entire national campaign. A few weeks ago the Union Pacific followed Western Pacific's example by providing a car for similar service in the middle west.

Western Pacific won the bronze "Oscar" for the best annual report of the railroads in the southwestern district. A total of 5,000 annual reports were considered this year in the international competition, the eleventh in the series of surveys. These were judged in 100 classifications for the "Best of Industry" awards.

The Last Gold Spike

On November 10, 1931, Arthur Curtiss James removed his overcoat and jacket, rolled up his shirt sleeves and, brandishing a silver spike maul, drove home a gold spike at Bieber, California, amid the thunderous cheers of six trainloads of guests. The "Inside Gateway" was open! Two massive locomotives, Western Pacific No. 204 and Great Northern No. 3352, drew slowly together until Harry M. Adams and Ralph Budd, respective presidents of the two railroads, standing on their pilots, could clasp hands. The engines then speedily backed away, for traffic was already waiting to use the new railroad.

"The Inside Gateway" was the conception of Mr. James, chairman of the board of Western Pacific from 1926 to 1939, and a dominant factor in the management of 40,000 miles of American railroads, including the Great Northern. James saw how the construction of only 200 miles of new trackage joining the GN would establish a completely new railroad route of tremendous importance as a north-south trade artery linking the entire Pacific Coast from Canada to Mexico. It proved to be an absolute strategic necessity during World War II.

Twenty years after the driving of this "last gold spike," a Western Pacific special pulled away from Oakland on Friday evening, November 9, 1951, carrying officials of the railroad and invited guests, and ran through to Klamath Falls. There the party was met the following morning by a similar group from the Northwest who ar-

rived by Great Northern special for a joint breakfast at the Hotel Willard. Following a welcome to that city by its mayor, Robert A. Thompson, responses by Presidents John Budd, of the Great Northern, and F. B. Whitman, of the Western Pacific, and a eulogy of Arthur Curtiss James by GN's vice-president, Thomas Balmer, the two specials combined and headed southward for Bieber.

The day was not unlike that 20 years ago, when snow whirled around the crowd gathered for the ceremonies—a cold rain fell and later turned to snow. The Last Gold Spike anniversary program started with the raising of the flag by Miss Jessie Lee Long, Queen of Oregon Technical Institute, while the Bieber High School Band played "The Star Spangled Banner," then a welcome to Bieber by Judge A. C. Bieber and brief talks on the "Importance of Inside Gateway" by the two presidents. A spike driving "duel" was held between the two presidents for possession of the gold spike. Lucius Beebe and Charles Clegg, famed for their writings on railroad history, acted as seconds. Held in custody of WP since 1931, possession of the gold spike changed hands with President Budd being declared winner of the contest, and then GN's locomotive 365 and WP's locomotive 805-A met, as had their predecessors in 1931. While the Bieber High School Band blared forth, the joint special departed for Greenville, 97 miles south. Here a dinner was held at the Hideaway Lodge, after which the two specials

NEW HOME FOR S. N.

The general offices of the Sacramento Northern Railway were moved to new headquarters in Western Pacific's division office building at 1025 Nineteenth Street, Sacramento, on November 1.

Prior to the move, Sacramento Northern offices were located at 1121 Terminal Way, in the half block between 11th, 12th, "H" Streets and Terminal Way. The building was constructed in 1925 to serve as a Union Passenger Station for the Sacramento Northern, the San Francisco-Sacramento Railroad Co. (later merged with the SN), and the Central California Traction Company. The three railroads operated frequent passenger train service to many nearby points, including San Francisco, Oakland, Pittsburg, Woodland, Chico, Oroville, Colusa, Yuba City, Marysville, Stockton and Lodi.

In 1932, the Traction Company discontinued its interurban service and on October 31, 1940, the last Sacra-



The Old

mento Northern passenger train left the Union Station for Marysville and Chico, thus ending a passenger service which commenced in 1906. Just two months prior to that time, passenger service had been discontinued to Oakland and San Francisco.

Since discontinuance of service, the former passenger station portion on the ground floor has been occupied by a grocery concern. The upper floor, now vacated, will be leased to the Fort Sutter Company.

. The New

Last Gold Spike . . .

left for their respective headquarters.

Slightly over a year ago the presidents of the Great Northern, Western Pacific and Santa Fe made an inspection trip with their staffs over the entire route from Seattle to Los Angeles (MILEPOSTS, January 1950). This joint study developed a means by which the service was materially speeded and more desirable schedules established. With diesel power, longer and longer freight manifests are speeding up and down the Inside Gateway route. The anniversary of the Last Gold Spike saw a dream come true!



Mother (in train): "Tommy, if you are not a good boy, I shall smack you!"

Tommy: "You slap me, and I'll tell the conductor my real age!"

—Locomotive Engineers' Journal.

THE WESTERN PACIFIC
RAILROAD COMPANY
U.S. FOREST SERVICE
ANNUAL DINNER



1951



Shown holding the sign are E. L. McCann (left), WP Division special agent and claim agent, and Bill Peterson, supervisor, Plumas National Forest. The other pictures need no captions.

The eighth annual WP-Forest Service dinner officially got under way November 2 when the last arrivals stormed into "The Hideaway," picturesque restaurant in Greenville, shouting "We're here—when do we eat?" Before they could seat themselves, however, WP's genial host for the evening, E. L. McCann, division special agent and claim agent, steered the boys around to renew past acquaintances and join the early arrivals in a "couple of beers." It wasn't long, though, before seventy-nine hungry appetites sat themselves before a royal spread and awaited delivery of sizzling hot steaks.

The fun began before the last steak was consumed, led by Master of Ceremonies C. L. Peckinpah, of the Plumas National Forest, and accompanied on the piano by C. C. "Red" Cox, assistant special agent. Before the evening was over the entire gathering had added much to their repertoires of fine stories, developed slight cases of laryngitis brought about by community singing, and witnessed a flow of "appropriate" gifts, nothing short of fuses, rope-handled shovels and a portion of an equestrian's support.



Caboosing

Los Angeles

BERNIECE HOPKINS, clerk, beat a hasty retreat from the Bay Area (Brrr!) to enjoy the remainder of her vacation at home under sunny Southern California skies.

"MILTY" MITTELBERG presided over the Pacific Railway Club meeting at San Bernardino last month and General Agent WILKENS, Traffic Representative W. B. COOK and your correspondent will have to admit he did his usual fine job.

Vice-President POULTERER represented the transportation field in panel discussion before the recent meeting here of the California Manufacturers Association in a very swellegant manner.

Seen around the office lately from GO, were R. L. GOHMERT and W. F. PADEN, freight claim department; A. L. ROUNDTREE, chief baggage clerk; and C. E. WARNER, auditor of disbursements.

Into every life some rain must fall department: Recent efforts of our local football teams affecting the mental well-being of Bay Area denizens can hardly go unnoticed by the sympathetic members of this agency. To our associates in our northern province—our sincere condolences. [Editor's Note: Before Stanford, that was!]

Oakland

Edward Wuelfing, 14-year-old son

of ED WUELFING, clerk at WP mole, is so enthused about the *California Zephyr*, he wrote the following poem:

"THE CALIFORNIA ZEPHYR"

*Along in the morning
In the clear blue sky
Along comes the Zephyr
Rocketing by.*

*It travels so fast
It is soon out of sight
And all you can see
Is the oscillating light.*

*It goes through tunnels
And over some hills
And gives all the passengers
Plenty of thrills.*

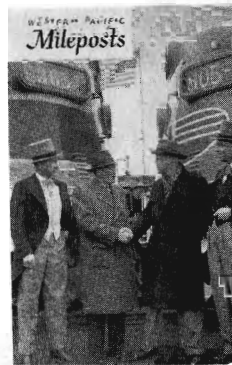
*Now along about five
I rush down to the track
And see the big Zephyr
Come rocketing back.*

*The route it takes is gorgeous,
It simply can't be beat;
So try the California Zephyr
And you'll sure enjoy a treat.*

DIXIE GIBB ULISSE, car department, has taken an extended leave of absence to prepare for the long-legged

NOVEMBER COVER

Presidents John Budd and F. B. Whitman clasp hands as locomotives of GN and WP meet at Bieber, reenacting a similar event 20 years ago when the former's father, Ralph Budd, and H. M. Adams of Western Pacific joined hands after the driving of the Last Gold Spike. Charles Clegg and Lucius Beebe witness the event. (See story on page 16.)



bird. Carry your bundle gently, my fine feathered friend.

BILL BERGMAN and **BARBARA TAYLOR** went to Reno to say their "I do's" and found all the necessary establishments closed for the night. They didn't let a little thing like that bother them, however, and rushed right down to Carson City. Our best wishes to Mr. and Mrs. William Bergman!

GUS GARCIA, roadmaster's clerk, just got back from a nice two-week vacation, but the guy won't talk and we can't find out where he went!

AL PENZEL, traffic, recently returned from a vacation up the Redwood Highway to parts unknown. He pulled a trailer house and boat, so it must have been good.

AL ROWLAND caught Al Saroni, the sugar king, greasing up his shotgun preparatory to bagging a few ducks. Al, and we quote, "hopes Mr. Saroni is more successful duck hunting than he is deer hunting, as all he shot was hoot owls."

Sacramento

MARIE KISTLE, social security clerk, has a new boarder at her home—none other than a miniature dachshund by the name of "Hansie."

MILDRED WINGATE, assistant accountant, is all a-dither over purchasing a new home and furniture. We know Mildred will enjoy the freedom of a home and yard after having lived in an apartment for the past ten years.

KAY NORRIS, transportation clerk, and her husband, Clifford, spent a week-end trying to bag a deer. A couple of near misses (does ain't legal) was the best they could do, but they enjoyed the outing even though they returned home empty handed.

JEAN SMITH, PBX operator, and **CLARISSE DOHERTY**, stenographer, spent several days of their vacations moving to new residences and are still in the stage of getting settled.

FRANKLIN MARNETTE, displaced by **JIM TAYLOR** as I.C.C. clerk, has taken a leave of absence and is engaged in a grocery store venture. He stopped in for a chat the other day and informs us he is doing very well.

FRED KRUGER, secretary to superintendent, celebrated his second anniversary with WP on October 17 over a dainty coconut frosted cake (cup size) adorned with two pink candles, presented by his co-workers.

GORDON "BUZZ-BOMB" SWITZER, assistant division engineer (another Jack Benny who insists it was his 39th) was surprised by employees in that office October 18 and presented with a novel card and a gooey frosted birthday cake. Only difference between "Buzz-Bomb" and Benny is that Jackson has a Maxwell.

JOE ANDERSON, assistant chief clerk, spent a few days of his vacation re-decorating his home while his wife was away tending a sick relative. Joe welcomed wifey home with open arms, dishpan hands, and a kitchen full of tin cans.

GENE GOODRUM, personal record clerk, has been spending a great deal of time building and refinishing boats and manages to enjoy splashing up and down the river on week-ends.

ELANIE SCHMIDT, stenographer, attended an old-fashioned Halloween party. The men came dressed as girls and vice versa; there was a great deal of fun during the apple-dunking contest, as well as pin-the-tail-on-the-donkey game.

ED HENNESSY, assistant chief clerk, is back at his desk after returning from Oakland where he relieved on position of chief clerk in Assistant Superintendent H. E. STAPP's office due to retirement of **HARRY GLATT**.

Traveling Auditor **J. V. WRAGG**, and Roadway Clerk **ED LINDLEY**, enjoyed their trip on the motor car while taking inventory between San Francisco and Portola and on the NCE. They were accompanied by Roadmasters **J. P. CONNELLY**, **B. L. MCNEILL**, **C. R. BARRY**, and **R. J. MOUNKES** over their respective districts. Ed says that while on the NCE they saw more hunters than deer on opening day.

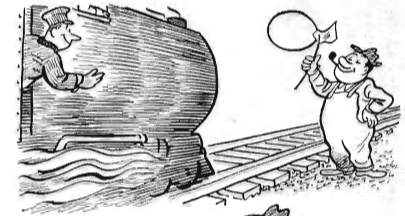
MARY NALLY, stenographer, rode the *California Zephyr* to Winnemucca where she had a nice visit with her friend, **ETHEL OWEN**, roadmaster's clerk.

ELTON McDONALD, assistant superintendent, joined the "200" WP Bowling Club, rolling a 205 game recently.

We congratulate the following on their promotions: **S. F. BURMEISTER** to assistant roadmaster, Keddie; **J. J. MARTIN** to assistant roadmaster, Oakland; **HAZEL PETERSEN**, to chief clerk to assistant superintendent, Oakland.

Birthday greetings to **ELAINE SCHMIDT**, stenographer, November 2; **ALICE MARR**, secretary, November 8; **VAN DAVISON**, first assistant timekeeper, November 21; and **MARY NALLY**, stenographer, November 22.

We welcome the following Sacramento Northern and Central California Traction Company employees who moved into our office building November 1. We hope they will enjoy their association with our happy WP family: **R. T. KEARNEY**, president and general manager; **H. J. MULFORD**, acting



superintendent; **R. GOULD**, superintendent of power; **MILTON ZIEHN**, secretary; **W. R. ANDERSON**, chief clerk; **W. A. BLYE**, personal record clerk; **NELDA DEL PONTE**, T&E timekeeper; **MOLLY NEWINGTON**, general clerk; **PEARL COOK**, division accountant; **BETTY HAMILTON** and **RUTH CRANE**, stenographers; **J. E. CHAPMAN**, chief dispatcher; **J. W. JONES**, **F. R. JUSTIS**, **E. L. COKER**, **C. J. DAVIS** and **R. M. LOCHRIDGE**, dispatchers; **C. A. MOSER**, B&B supervisor; **E. N. CHURCH** and **JACK KELLY**, roadmasters; **A. E. FIPPIN**, valuation engineer, and **SHIRLEY BICE**, assistant valuation engineer. **OTTO KLITGAARD**, CTC traffic representative, and **MAVIS MANNERS**, stenographer.

Thought for Today: "If you put off until tomorrow what you should do today, there probably will be a higher tax on it."

San Jose

RALPH A. MEDLEY is the new clerk in the traffic office here, replacing **HARRY C. STOCKDALE**, who has left for other fields of endeavor. Formerly with the

Hotel Montgomery in San Jose, Ralph is well known in this area and fits nicely into our "sales department." He is married, has a 3-year-old daughter, and is a U. S. Navy veteran.

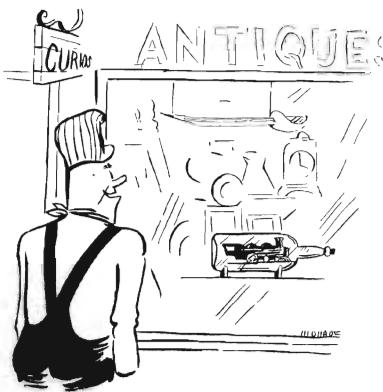
CARL NIPPER, genial general agent, was by unanimous vote elected president of the Transportation Club of Santa Clara County at a meeting held in Lou's Village on November 8. This honor followed his recent election as a member of the Board of Directors of the Santa Clara County Chamber of Commerce.

MADELINE G. MILLER, freight office, has just recovered from a case of hives—much to the relief of the rest of the office force. Her comment, "Heavenly days!"

ROY WHEELHOUSE, same office, is back at work after a six-day battle with the flu. Roy claims it was tough going, but he lost no weight.

BUD SOULE, yard clerk, has forsaken San Jose to take up his residence at Terminous as cashier. Likewise, BOB PRATT, who becomes bill clerk there.

Succeeding BUD at San Jose yard is



HANCE MURDOCH, down out of the Portola hills.

Stockton

FRANK LINDEE, traffic representative, has been appointed editor of the newly formed Stockton Traffic Club's paper. Understand they haven't decided on a name for the paper as yet and Frank would probably appreciate any suggestions offered.

ALTHEA EVANS has taken over her new duties as ticket clerk at Stockton passenger station and seems to be enjoying the work very much.

We wish a speedy recovery for Brakeman C. F. RINEHART, who has been reported on the sick list.

SAMMIE CRAIG, clerk, is the proud father of another baby girl. This makes four girls and one boy. Congratulations, Sammie!

After three attempts, W. L. OBENSHAIN, seal clerk, is still determined to bag a deer some day. Maybe we'll get a steak next year, Obe.

ALIENE MEYERS, cashier, has returned from a two-week vacation, having visited Las Vegas, Victorville, Pasadena and San Francisco. Her stay in Las Vegas was very pleasant, said Aliene, but not all profitable.

Elko

Chief Clerk LOREN and Mrs. AMES spent a most enjoyable vacation visiting relatives at Reno, and Capitola, California, and touring the Pacific Northwest. Mrs. Ames spent most of the summer with an arm in a sling as the result of a fall while shopping but is happily using the injured member again.

Fireman and Mrs. HARRY HURST returned from a trip to Washington and Oregon to find their son, Marine Cor-

poral David Hurst, awaiting them. Wounded in Korea, David returned to the United States for medical care.

Mary Contri, 18-year-old daughter of LARRY CONTRI, power coordinator at Sacramento, is attending college there, after her graduation from Elko High with the Class of '51.

Brakeman and Mrs. JIM HERRON spent their vacation visiting their son who is stationed in the Armed Forces near Kansas City.

Assistant Division Engineer HOBART ELLIOTT, B&B Inspector GLEN HUTCHINSON, and Roadmaster WILLARD ZENT represented the Eastern Division at the annual convention of roadmasters and B&B supervisors in Chicago.

E. L. and Mrs. CARLETON report a wonderful vacation in New York City, visiting friends and seeing sights. Their biggest thrill—watching the Queen Elizabeth dock. Plans for next year—El's birthplace, Hawaii!

Good luck to FRANK MICHELI, son of Emilio and Mrs. Micheli of Carlin, and CARL ANDREOZZI of Beowawe, who left their jobs in the icing department at Carlin for duty with the Armed Forces.

Congratulations to Brakeman and Mrs. FRED OWENBY, and Roadmaster and Mrs. DAVE CHARLEBOIS, who have brand new babies in their homes. We have not learned the name of the Owenbys' boy, but the Charlebois have named their daughter Wendy. Congratulations to the babies, too, for selecting such nice parents.

Speaking of names, you probably have been addressed at one time or another as "Hey, you!" Next time, don't answer. The call will be for our new employee, JOE HAYOU!

'Twas nice of AL and Marguerite GLENN to drop in for a little chat. Al



Jill Carleton, four-year-old daughter of Special Agent Elmer and Mrs. Carleton, went to Oakland and returned to Elko all by herself after spending ten days with her grandmother while mother and dad vacationed in New York. Jill is pictured wearing an emerald green velvet formal and carrying an old-fashioned nosegay, the outfit she wore when she was a flower girl at a church wedding in Elko recently.

was confined to the hospital for several weeks prior to and following an operation, spent some time recuperating in Susanville and is taking his vacation before returning to work.

Congratulations to Marlene Moldenhauer, "MOLDY's" oldest daughter. Selected from 1600 Waves for officers recruiting service after only nine days at Great Lakes Naval Training Station, New York, she is now receiving technical air training at Jacksonville, Florida.

If JIMMY, Elsie and Butch LYNCH are seen wearing fur coats this winter, we'll know they came from son, Ensign Bob, transferred from the Hawaiian Islands to Alaska, home of the Kodiak bear.

Bob and Shirley STENOVICH have re-

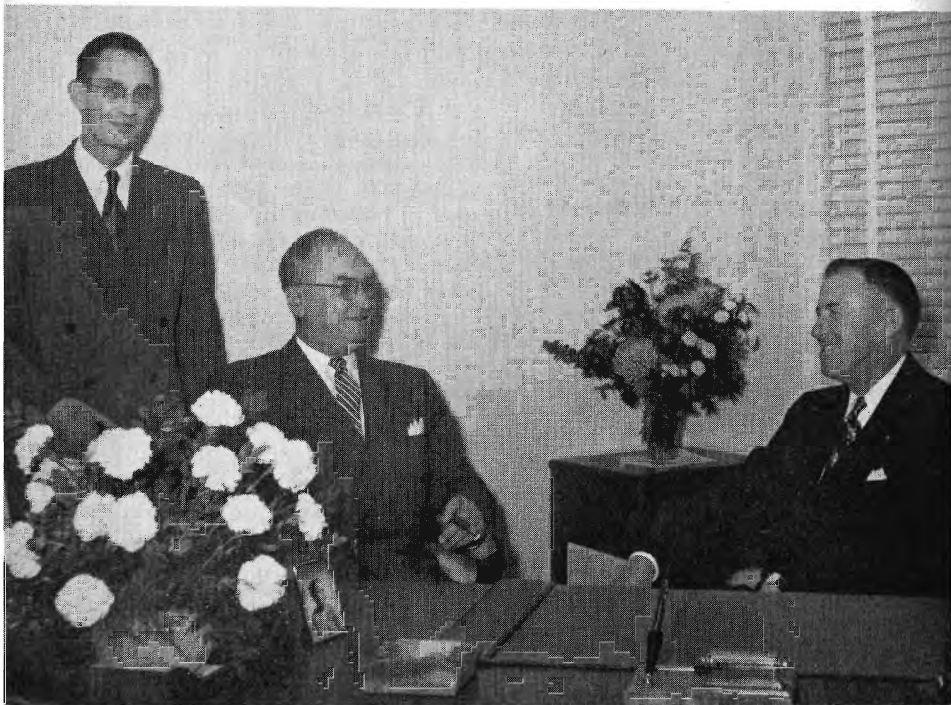
WP OPENS NEW OFFICE

Western Pacific's new traffic office in Washington, D. C., opened for business November 1, amid a host of visitors and floral gifts. General Agent J. P. Conger received a beautiful thermos desk set from his wife and Southern Railway's Washington GPA, Davis and Mrs. Beck, to adorn the new office furniture. Messrs. Ferrari and Wilson, of the Port of Stockton, dropped in before the official opening, as did Mr. and Mrs. H. R. Fegley and Mr. and Mrs. R. E. Larson, from general office.

The office is equipped with a two-trunk and inter-com phone system, as well as teletype service, being tied in with the eastern circuit for direct contact, and through Chicago, to the West Coast, offering government and commercial trade, as well as rail travelers, a fast and efficient service second to none in the District of Columbia.

The offices are located in the Shoreham Building and visitors are most welcome.

Other visitors on opening day included Eastern Traffic Manager P. E. and Mrs. White, from New York City. Mr. White is shown below, center, with Joseph E. Moore and John P. Conger in their new office.



turned from San Francisco where Bob went to show off his young son "Chan" to his many friends.

Engineer and Mrs. CHARLES PERRY visited daughter Betty at her ranch home in Edgemont, South Dakota, near the Black Hills.

We could name some of the stronger sex, among the many WP successful deer hunters, who had to be content with two-pointers, and some — well, one anyway — who shamefacedly returned home with a doe, but we won't. Instead, one of the weaker sex gets the space for bagging a four-pointer. Nice huntin', DORIS THORNE!

New York

PERL WHITE, eastern traffic manager, must have thought the ride along Merritt Parkway each week-end from his apartment at Rye to that hideaway at Candlewood Lake in Connecticut could be made much more enjoyable, stylish, and quickly with the acquisition of a snappy, ultra-ultra Buick 1951 convertible roadster. From the snapshots passed around by the boss and his enthused description, it must be a vehicle! Buttons for everything except the procreation of a baby Buick. (Say, that's an idea! Get my patent attorney on the phone, please . . .)

In the interests of fraternal solidarity, we'uns are contributing each pay day to a fund which should by February be sufficient to finance an evening at the theater and a fine supper. We are leaving the selection of the drama part of the evening more or less to our eminent "First Nighter" — the J. T. PEGNIM. As to the selection of a good restaurant, that's another story. We're all experts on eating!

We hear that Claire and RAY GREVE

will become parents next spring. Another WP rooster in the offing.

We had the pleasure of the following visitors to this office recently: President WHITMAN; J. B. WARREN and HAL NORDBERG, the perishable gentlemen from Chicago; and CHARLES K. FAYE, manager perishable freight service, and his wife, who were en route home from a tour of Europe.

Chicago

Thanks to WP's many good friends, all those new box cars rolling off Pullman Standard production lines are heading west loaded by shippers in the Chicago area.

Have heard that HAL NORDBERG spent considerable time on week-ends since our first frost, cleaning and oiling old faithful (shotgun to you), anxiously awaiting the day—November 11. Hal says he signed no armistice with cottontails and pheasants.

CHARLIE MATHENY, our North woodsman, expressed his apologies for not coming through with any tall fish tales. Being in a new territory, he excused himself by saying that most of his spare time on Sundays the past summer was spent studying maps and preparing his itinerary for the following week. That may not be a fish story, Charlie, but it has merits!

Understand FREDDIE ROBBINS had a narrow escape while vacationing recently down in the Ozarks. Out for a morning stroll on a winding rocky trail through his estate, he rounded a sharp bend and froze — staring him in the face was a vicious diamond-back rattlesnake. He successfully used his boyhood training and killed the rattler, which measured 40 inches, carried eight rattles and three buttons. Freddie would like to know the age of his

kill and would appreciate some of you Westerners advising the method of computation.

JAKE EPHRAIM spent most of his two weeks at home relaxing. Jake says, "No desire to travel any more this year."

Since moving back to the sticks (114th Street, South Side), FREDDIE ROBBINS bought a new Chevy—Power Glide, too!

GERRY COFFEY, pinch-hitting for KEN RANK, chief clerk, says "Problems, problems, problems — no wonder the guy got sick." First time Ken has been sick in years, and we're all glad to see him back at his desk again.

Congratulations to Rita and BILL McGRATH, out S. F. way. Understand their second son, Terry John, made his debut into this world at 11:13 a. m., October 18, tipping the scales at 8 pounds and 6 ounces. The cigars haven't arrived yet, Bill!

Oroville

Fireman F. C. ANDERSON, who has been nursing a broken foot since July, has returned to work again.

Switchman E. BALMER has had to make several trips to the medical department in San Francisco because of ear trouble.

Carman JACK DUDLEY was away for nearly a month, but is back on the job again following surgery at the Oroville-Curran hospital. The Dudleys' son, Delbert, wife and infant son were home for a visit from Salt Lake City, where Delbert is a junior at the University of Utah. His brother, Bob, is receiving Marine training at San Diego.

Lineman F. O. HARVEY is on the sick list, being unable to work for a few weeks because of an injury to his back.

Late vacations were enjoyed by Car Foreman E. C. EAGER and his wife, Yard Clerk S. E. McVEAN, who spent most of his time putting in a lawn and improving the grounds around his new home; Brakeman WARREN C. DELANEY, on a trip to Denver; and retired Conductor NEAL CAMPBELL and wife, who have returned from an extensive trip through the Middle West and the East, spending some time in Nashville, Tennessee, visiting their grandson.

A seven-pound daughter was born to W. F. MITCHELL and wife on October 2, making Conductor W. L. LEBEOUF and his wife proud grandparents.

Among those present at the funeral services of J. D. "BROCKY" BROWN, retired conductor, were retired Conductor FRED HUFFMAN and wife, from Stockton. They called on many old friends while here.

General clerk-Warehouseman W. B. LEWIS, the lucky guy, returned from a grand hunting trip in Tehama County. He GOT his deer.

Another lucky guy is D. W. "DAVE" GRIFFIN, baggageman-caller, whose wife held the lucky ticket on a "Ton of Food" given away at the Fall Festival of the St. Thomas Guild. Dave says plenty of ham, bacon, eggs, potatoes, etc., now.

Lineman BUD BURRIS and his wife were called to Los Angeles on October 26 because of the serious illness of her father.

Lavenia Zoe Fosdick has been home for a short visit with her parents, Clerk W. M. FOSDICK and wife. Lavenia is employed in Auburn, Washington.

Mrs. P. F. Prentiss, wife of Trainmaster PRENTISS, has returned from attending the Grand Lodge of Order of Eastern Star at Long Beach.

Keddie

Agent AUSTIN OELS and wife of Greenville, have twice become grandparents this summer. Their son, GEORGE, fireman, of Portola, and wife had a son, and their daughter, Mrs. Mel Collins, of San Lorenzo also presented them with a grandson. Grandmother also got her buck the first day of the season.

Brakeman and Mrs. L. C. ADAMS vacationed in Illinois and vicinity for a couple of weeks, and Engineer and Mrs. JACK DeCOSTA visited in San Francisco. Brakemen VIRGIL SIMPSON, RAYMOND TIDD, and MEL STRANG spent most of their vacation time deer hunting and all were successful.

Mrs. Dave Whitehead, of Stockton, widow of the late Engineer DAVE WHITEHEAD, was a Keddie visitor with the DeCOSTAS.

Four of our men have left here and gone into the Canyon to work. Brakemen CLAUDE STRAHAN, THOMAS and CRUZON and Conductor BAUST.

Conductor NELSON JONES was called to Sweetwater, Texas, because of a death in the family.

We're glad that Fireman RAYMOND WILLIAMS' wife is getting along fine at home now after spending a few days in the hospital recovering from a nervous breakdown.

Conductor BERT CHAPMAN, wife and young daughter, Diane, have moved to Oroville. Bert is working in the Canyon.

Visitors from the Valley, and all former residents of Keddie, were Fireman FINLEY and family from Stockton, Engineer JONES and wife from Berkeley, and Engineer HARRY HILTON and wife from Richmond.

Brakeman DICK BEAM, in the hospi-

tal for several weeks recovering from an eye operation is back at work and getting along fine, and Engineer CARL HAGEN, off work for the past two months recovering from an operation, returned to work the first part of November.

An attack of pneumonia put Operator CHARLEY FORD in the hospital for over a week, but reports are that he is improving rapidly.

Engineer GEORGE WHITLOCK of Portola visited here on his vacation, which he started out by wrenching his back.

Sacramento Store

LUCIUS REAVES had something to crow about last month. He received his thirty-year pin on the 20th and celebrated his birthday on the 21st.

MARTIN and Mrs. COUGHLIN were recent visitors to Reno where they entered their Great Dane "Miko" in the dog show. Miko walked off with a second prize ribbon!

ROY and Mrs. FALQUIST spent the second week of Roy's vacation resting and basking in the sunshine (we hope) at Ben Lomond.

Mrs. EVELYN RICHARDSON received the bid for steno-clerk, which desk was recently vacated by ANN FRENCH. We welcome Evelyn, who hails from the signal department.

Little Norman Milford Vizina, Jr., will soon be making his home with his parents, Mr. and Mrs. NORMAN M. VIZINA, after having made a seven-pound six-ounce appearance at Sutter Maternity Hospital on September 27. A. L. VIZINA, storekeeper at Elko, is the proud granddaddy.

We hope CARLOS PRIETO will not be laid up too long at the hospital with his serious back ailment.



Although Welton Lee, auditor of revenues department, is young in years, he has already distinguished himself in many outstanding performances. He gave his first violin solo recital at the age of ten, entered the Juilliard School of Music in New York in 1948, and in 1949 was awarded a scholarship to the Music Academy of the West in Santa Barbara. His latest recital was given November 18 at San Francisco College for Women, where he gave a series of three recitals last year. In addition, he gave two recitals at the Century Club and his first of school programs on television in February. He joined WP in March of this year and continues practicing from four to five hours each day after work. He hopes to eventually do composing, concert and recital work.

San Francisco

When his wife presented him with an eight-pound six-ounce boy, Terry, October 18, BILL McGRATH, traffic, said: "I am at least keeping up with that Los Angelino, BOB MUNCE, this year."

ED DEMOTTE, assistant auditor miscellaneous accounts, spent a week up in the hills near Bieber last month hunting for deer. Didn't even get a chance to fire his gun.

Friends of KARL WRAGG, traveling accountant, will be happy to learn that

he is coming along fine after his unfortunate accident.

C. B. "PAPPY" RUSHMER, designing engineer, reports that RUDY KLOTZ, formerly assistant division engineer, is superintendent for contractor J. R. Reeves on the Greenback Home highway project between Orangevale and Folsom in Sacramento County.

ELIZABETH BERGER, stenographer, who assists BARBARA JOHNSTON in the personnel, safety training, and rules departments (whew!) of the vice-president and general manager's office, was formerly a professional pianist before coming to WP.

FRANCIS HANKEY, T&T operator, is getting his first experience in railroad relay work. Learning fast, too.

BILL MANNING, back from the Army as a full-fledged Lt. Colonel in the Signal Corps. Glad to have you back on the job, Bill.

GAYL NESS bid in third trick clerk's position in the telegraph office and together with ED DELAND, on the swing job, are busy in their spare time attending University of California. "What spare time?" they ask.

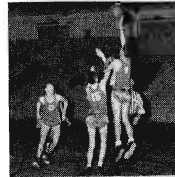
We welcome back ROBERT ROY, temporarily at least. Bob left us two or three years ago to preach the gospel in Texas and is back to finish his theological studies in San Francisco. He bid in the night ditto clerk's job in the manifest department.

NORMAN MENZIES, superintendent of telegraph, looking fit as a fiddle after a three-week trip to New York, Quebec and way points.

JIMMIE COTTER, system wire chief, also back from a month spent in the East studying the teletype and I.B.M.

(Continued on Page 30)

SPORTS



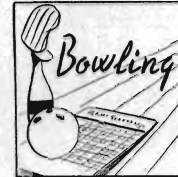
Following their 33 to 27 win over an aggressive *Call-Bulletin* five, Western Pacific's basketball team dropped their sixth game to Pacific States Employees Association (PG&E), 34 to 50, on November 2.

The rails were unable to overcome their opponents' early lead in the sixth game, and though Captain Cliff Gerstner made his usually good showing in scoring most of the points for Western Pacific, his teammates had trouble finding the hoop for additional tallies.

In their seventh and final game, the railroaders lost a heartbreaker to the Bank of California team on November 5. The competition was nip and tuck all the way, with neither team able to break in for setups, which accounted for the low scoring. Both teams rallied in the second half and found the basket in the closing minutes of play, with the lead changing hands several times. When the final gun sounded, the bankers had earned a one-point victory, 33 to 32. Gerstner again led the scoring.

Final Class "C" standings in the Sixteenth Annual Industrial Men's Basketball Tournament were:

	Won	Lost
Pacific Gas & Electric.....	7	0
Crocker Bank.....	5	2
Meyberg.....	3	4
Bank of California.....	4	3
Call-Bulletin.....	4	3
Western Pacific.....	3	4
California Physicians' Service.....	2	5
Premier Insurance.....	0	7



Paced by three 500 series, the Zephyrs climbed into a tie for second place by virtue of a three-game sweep over the Traffickers, to end the eleventh week of Western Pacific's bowling league. Johnson rolled 537 and Casey 536 for the night's high series. Backing them were Sillineri with 501 and Donnelly and Williams with 454. This gave the Zephyrs a team series of 2,554, high for the league this year. The first-place Feather River team took two from Valuation, as did Oakland Carmen from the Auditors and Freight Claims from the Signal bowlers.

The standings now find Feather River enjoying a five-game lead over second-place Zephyrs and Traffickers. However, Feather River lost its high man and spark plug with Tony Palladino's entry into the U. S. Air Force.

Dooling still leads the average parade with 171. Next are Prise and Stoney with 168. The two high games are Dooling's 242 and Dutcher's 235. High series thus far are Pope's 599, Prise's 591, and Dooling's 581.

Team standings follow:

	Won	Lost
Feather River.....	22	8
Traffickers.....	17	13
California Zephyrs.....	17	13
Freight Accounts.....	16	11
Oakland Carmen.....	15	15
Auditors.....	12	18
Signal.....	12	18
Freight Claims.....	12	18
Valuation.....	9	18

20-UPPERS

To Engineer George F. Williams goes the honor of becoming the first member of the proud and haughty 20-UP Club, bass fishing fraternity for Western Pacific employees and their families. George landed a



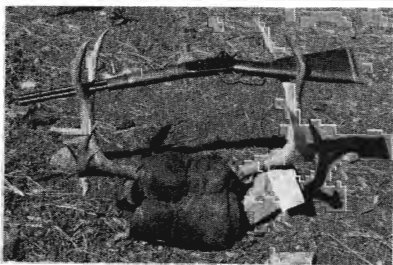
24-pound bass November 2 on Old River.

First fisherwoman to gain membership to the club is Mrs. C. G. Spoon, wife of Engineer C. G. Spoon of Stockton. She checked in her catch of November 16 and the striped beauty weighed 27½ pounds.

Second member of the coveted 20-UP Club is Switchman Ed Hardy who checked in a 21-pounder caught in the South Fork of the Mokelumne on November 2, just two hours after Engineer Williams reeled in his catch.

To become a member of the club, you must be, or have been, a contestant in the annual 20-UP Club Bass Derby, and lucky enough to hook onto a bass weighing 20 or more pounds.

The contest closes December 18 at midnight, and winners will divide the jackpot.



Caboosing . . .

(Continued from Page 28)

installations on the New York, New Haven & Hartford.

MARY MCFADDEN is back from leave of absence and has resumed her duties as secretary to Norman Menzies. JEAN BRODNEY, who pinch-hit for Mary, bid in the clerk's position in the telegraph office, vacated by MARY TRICKETT, who resigned to care for her baby daughter.

Late vacations for Mrs. A. C. PUMPHREY, second trick wire chief, and GEORGE DALTON, T&T operator, who are visiting in Los Angeles and Oklahoma, respectively.

KAY BRADFORD, southern belle of auditor of revenues department, was married to Abraham Andonie in a civil ceremony at Reno, October 13. Kay hails from Texas.

Beautiful SONYA PETROPOULOS, stenographer in auditor of miscellaneous accounts department, met Tyrie B. Carellas at the altar of the Greek Orthodox Church in Oakland to consummate their marriage last month. Sonya and Tyrie are from Georgia. Congratulations!

CLAIRE HICKEY, passenger department, daughter of General Passenger Agent JAMES HICKEY, was married September 22 to A. BEAZELL POSTEL, formerly an employee of that department.

This fine gun rack came from a four-point 180-pound buck (dressed weight), killed by Maurice Notter, signal department, on Mt. Ingalls, between Beckwourth and Doyle, on September 24. One shot from a 30-30 Winchester at 45 yards made the kill. The horns measure 27 inches between the closest points.



Western Pacific, Southern Pacific, and Santa Fe joined forces November 2, in cooperation with the San Francisco Chamber of Commerce and the San Francisco Board of Education, as hosts to fifty San Francisco public school teachers on Business-Education Day.

The tour of the railroads began at Santa Fe's passenger terminal in San Francisco and included a visit to their tug and freight car barge operation at China Basin. They then traveled to Oakland Pier on an SP ferry, from where they rode to Oakland yard aboard the "Zephyrette" for an inspection of WP's facilities (see photo). After luncheon there in two dining cars, they visited SP's large diesel locomotive shops, inspected the streamliner "City of San Francisco," and returned to SP's general offices in San Francisco for a panel discussion with officials of the three railroads. Each teacher was then presented with a packet of informative railroad material.

Representing Western Pacific were F. B. Whitman, president; H. E. Poulterer, vice president-traffic; L. J. Gosney, comptroller and general auditor; E. Gommer, assistant to passenger traffic manager; and G. H. Kneiss, assistant to president-public relations.

PACIFIC RAILWAY CLUB

The Elks' Club in Los Angeles will be the scene of Pacific Railway Club's big Christmas party, to be held December 14, under the auspices of the Club's associate members.

The big show will feature six acts of vaudeville as well as other entertainment principally for the children of the members.

* * *

Max K. Ruppert, first vice-president, Poor & Company, and president, The

P & M Company, Chicago, will address Pacific Railway Club members on January 17 at San Francisco's Sir Francis Drake Hotel. His subject will deal with maintenance of way and, in addition, brief commentaries will be offered by W. T. Richards, maintenance of way engineer for Western Pacific as well as by maintenance of way representatives from the Southern Pacific and Santa Fe.

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Railroad Lines

In the first seven months of 1951, the Class 1 railroads installed 1,483 new locomotives, of which 1,471 were diesels, 10 were steam, and 2 were electric.

Railroads are spending well over a billion dollars a year for improvements to their properties.

Hallmark, manufacturer of greeting cards and gift wrapping paper, has employed the train motif for one of its series of wrapping papers.

Southern Pacific has added a snack-lounge car to its "Hustler" operating between Houston and Dallas.

Erie Railroad experiments with new type of plastic tie plate.

Boston & Maine steps forward toward full dieselization with recent orders for 39 new Alco-GE and EMD units.

British railroads experimenting with a diesel-mechanical locomotive developing 2,000 horsepower.

Jersey Central announced new pick-up and delivery service out of Elizabethport, New Jersey.

Long Island Railway announced a \$14 million improvement program.

When there is a real hauling job to do, the nation turns to its railroads.

An average of 35 new locomotives a week were placed in service by the Class 1 railroads in the first eight months of 1951.