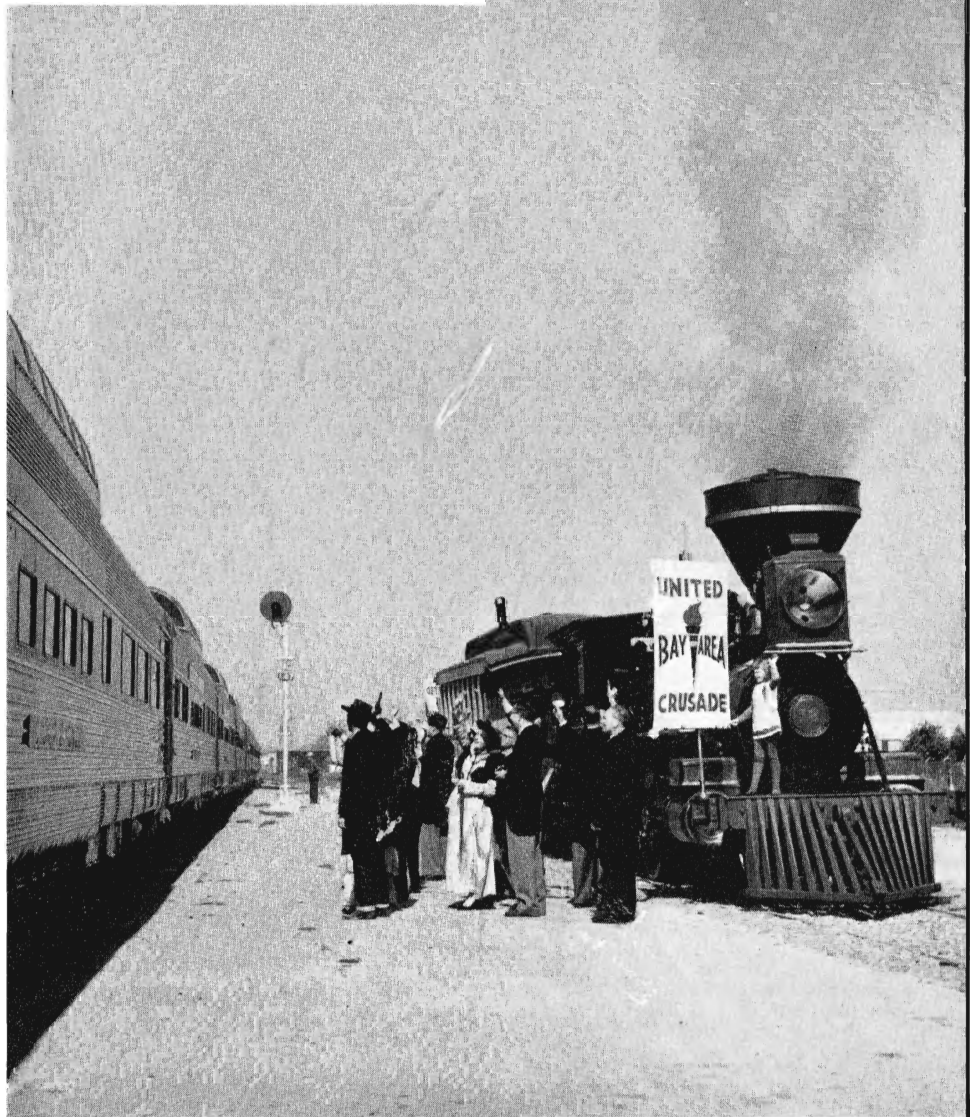


WESTERN PACIFIC  
*Mileposts*

NOVEMBER 1955



# WESTERN PACIFIC Mileposts

Vol. VII, No. 4

NOVEMBER, 1955

\*Milepost No. 76

Department of Public Relations

## WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor • Arthur Lloyd, Jr., Associate Editor

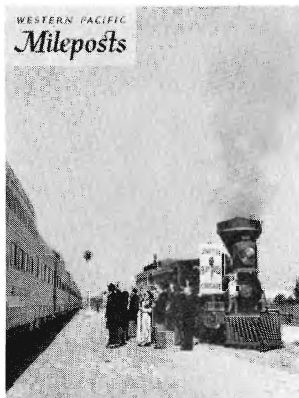
Member

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

\* Milepost No. 76: Western Pacific's main line by-passes Tracy not far from here.

## COVER

From the front of the "Genoa," Cathy MacDonald, one of United Crusade's "Torchy" girls, joins representatives from the United Bay Area Crusade in waving to the California Zephyr at San Leandro.

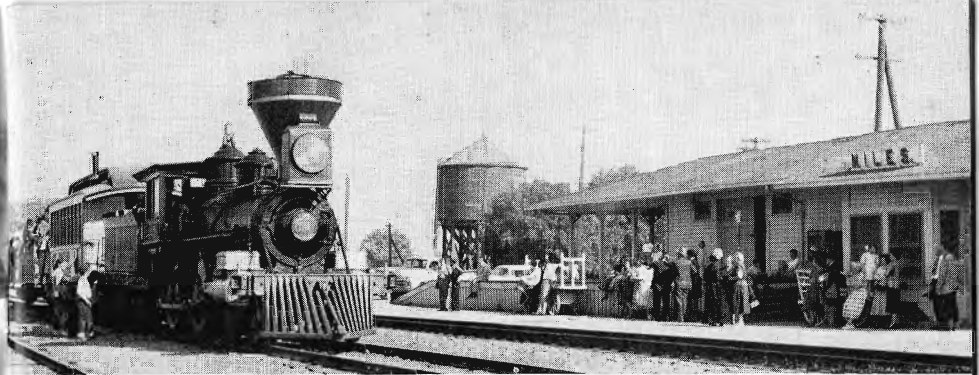
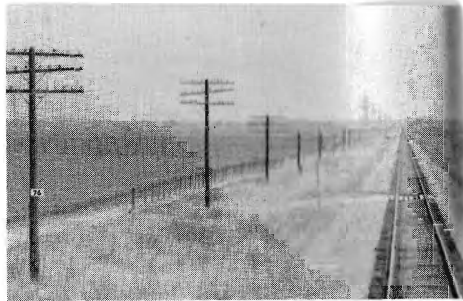


## CONTENTS

	Page
Railroading for 288 Causes.....	3
Directors Meet in Reno.....	6
Promotions and Transfers.....	7
BLE Extends Carrier-Union PR Activity.....	9
Mileposts in Gold.....	10
What Daddy Does.....	11
Dear Editor:.....	14
There's Nothing Like a Hobby.....	16
1954 Annual Report Wins First Award.....	17
Caboosing.....	18
Sports.....	28
Tips on Benefit Claims.....	30
In The Good Old Days.....	31
Railroad Lines.....	32



MILEPOSTS



# Railroading for 288 Causes

THERE was a bit of nostalgia among many old-time townfolk of Oakland, San Leandro, Hayward and Niles on October 13. And there was also a tug at their hearts.

For their children and grandchildren, brought up with modern things, there was an air of wonder, which likewise brings a tug at the heartstrings.

And it was for these reasons — an appeal to the hearts of old and young — that Western Pacific, at the request of the United Crusade, turned railroading back 83 years to bring attention to another appeal to the hearts — support for the 1955 United Crusade drive.

There was a warm spot, too, in the boiler of the "Genoa," a colorful little engine built in 1872 and once the pride of the now abandoned Virginia & Truckee Railroad. Full of steam she did herself proud at the head end of an old Sierra Railroad coach built in 1902 and a 1918 WP gondola. Aboard were colorfully costumed representatives of the East Bay United Fund, whose job was to publicize this year's

campaign slogan — "Your ONE Big Give for 288 Causes."

Those who came, saw and listened, and others who heard about it in the daily press and over radio and TV,



This little fellow missed the special at San Leandro, and with his mother rushed all the way to Hayward just so he could donate \$5 to the Crusade.

learned that "It's ONE big give because in five counties almost all of the voluntary community service needs can be met through Crusade's single drive. It's BIG because five former Crusade organizations have merged and are asking for \$10,691,640 to meet their minimum needs. And it's YOURS because it serves every man, woman and child in the area. Crusade is not 'charity' in the sense of a generation ago. All of us, whether penniless or well-to-do, have an urgent personal interest in the search for cures for disease which are supported by much of the money that will be solicited."

Community leaders from all of the areas are giving freely of their time, their talent, and their energy, and through efforts such as these and the response from people in every walk of life, United Bay Area Crusade is now the third largest of some 600 united funds in the U.S. United Community Campaigns are conducted in every state in the Union and in 64 Canadian communities and other countries who also conduct "united way" campaigns for their welfare services.

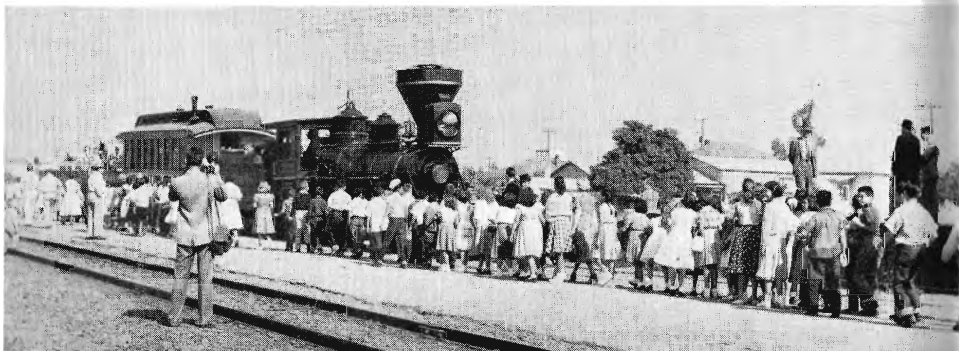
It is largely because of the efforts of our president, F. B. Whitman, that five Bay Area counties—San Francisco, Marin United Crusade, Campaigns

United of Richmond-West Contra Costa, San Mateo United Crusade and East Bay United Crusade—have been combined to form one United Bay Area Crusade.

Heading up the drive for WP personnel solicitations are I. M. Ferguson, company chairman, assisted by F. J. Rauwolf. They will be assisted at Sacramento, Salt Lake City, San Jose, and Stockton by Chairmen Frank Nott, Ray Coulam and George Lorenz, Charles Myers and Ivan McAtee, respectively. Other WP railroaders serving this year are G. H. Kneiss, publicity committee, and S. W. Fordyce and Harold Klein as loaned executives to assist local firms in going all out in this year's campaign. In addition, the many departmental chairmen are making every effort to better last year's contributions. As in past years contributions may be made through a company payroll deduction plan. This may be arranged through your supervisor.

Because of increased expense in conducting the campaign this year and because the needs of each agency is greater than ever before, your support is urgently requested. Behind "Big Give" theme is the thought that every donor can support 288 community services with a single gift once a year.

One of the schools which visited the special during its stop for a program at San Leandro.



Old 334, one of seven steam locomotives now owned by WP, returned to service in September as a stationary boiler for the American Home Foods Co. in Oakland. Retired Engineer Pat Cronin took over the controls, assisted by Fireman Carl Workman. She'll return to Stockton for future calls.

## Old and New in WP Service

One of WP's newest 1,750-horsepower general purpose (GP-9) single-unit road locomotives delivered recently, and now in service. Eight were purchased at a cost of approximately \$1½ million.



## Directors Meet in Reno

Nine Western Pacific directors, accompanied by several WP officials, boarded a special train at Oakland on October 3 to attend a regular meeting of the company's board of directors at Reno, Nevada, on October 4.

The meeting took place in the board room of the First National Bank. The group then left for Virginia City where they were guests at a luncheon given by Lucius Beebe, publisher, and Charles Clegg, editor, co-partners of the *Territorial Enterprise*, Nevada's first newspaper.

Returning to Reno, they were joined by Governor Russell of Nevada, Mayor

Len Harris of Reno, shippers and business men of Reno and other dignitaries for cocktails and dinner at the Prospector's Club. The party departed from Reno late that evening for Oakland.

Principal items voted upon by the directors were approval of the 1956 roadway and equipment modernization budget of six million dollars. Major items of the budget were \$2¼ million for new rail renewals and slightly less than \$1¼ million for concrete lining of five main line tunnels. A quarterly dividend of 75 cents per share on the common stock was also approved.

## Promotions and Transfers

At the last meeting of the Medical Board Roger L. Randall was appointed business manager of the Western Pacific medical department, to succeed Anne H. Crowder who is retiring on November 30 after 32 years of service.

Randall, who has represented the WP unlicensed marine personnel along with others for the past six years, is a native of Portland, Oregon. He is married and the father of four sons.

In addition to his union background here and in the Columbia River area with the towboatmen, Roger is a graduate of Reed College and has done graduate study, research and writing in the field of labor economics at both Johns Hopkins University and University of California. During and directly after World War II, he served consecutively with the Regional War Labor Board in Seattle and in personnel work with the Bonneville Power Administration in Portland. In 1947 he returned to organization work with his own union and was transferred to the San Francisco division in 1949 where he spent the next three terms of office.

His interest in the problems of group medical-hospital plans developed out of the successful launching of the health and welfare plan by the non-railroad towboat and bargemen in the Bay Area, jointly administered by the employers and the IBU and thus is



R. L. Randall

familiar with the problems of health and welfare plans.

\* \* \*

A. L. Herbert, former assistant signal engineer, is appointed signal engineer for Western Pacific effective October 1, succeeding F. A. Tegeler who has been assigned to other engineering duties.

Herbert was born May 25, 1908, at Somerset, Pennsylvania, and was

On the opposite page, grouped in front of the Territorial Enterprise are: Directors Albert J. Hettinger, Jr., and Theodore Wiseman; President Whitman; C. K. Faye; Directors Benjamin C. Carter, Benjamin Graham, W. P. Fuller III, Lindsey W. Cochran and Peter Cook, Jr. Next are F. B. Stratton; H. R. Coulam (head just appearing); Lucius Beebe; F. R. Woolford; C. W. Dooling; G. H. Kneiss; H. C. Munson; G. W. Curtis; Charles Clegg; J. F. Lynch; E. T. Cuyler; C. L. Droit; and F. M. Rowe. Lucius Beebe's "T-Bone Towser," front center, was honored to be included in the picture with this group.





A. L. Herbert

graduated from Waite High School, Toledo, Ohio, in 1926. He began railroad service in that year with the Pennsylvania Railroad as assistant signalman, advancing to signal foreman. He joined Western Pacific in 1943 as a signalman at Keddie and after serving in several signal positions became assistant signal engineer on July 1, 1952.

Herbert lives in San Rafael with his wife, the former Frances Duffy.

His headquarters will be in San Francisco.

\* \* \*

A newly created position of assistant to signal engineer has been assigned to B. L. McNeill, Jr., effective Oct. 1.

Bruce was born at Yuma, Arizona, on January 29, 1920. He received his

education at Elko and in 1938 hired out on a WP survey party as chainman. He served as a telegraph operator on the Western Division from 1940 until he entered the Army in January of 1942, and until his discharge in January, 1946, served as master sergeant instructor of communications.

Returning to the railroad in February, 1946, he served as train dispatcher on the Western Division until the Spring of 1948 when he entered the signal department as assistant signalman. After advancing through various positions on line he came to general office as junior draftsman, served as draftsman, junior assistant engineer, senior assistant engineer and office engineer until the time of his present appointment.

(Continued on Page 9)



B. L. McNeill, Jr., and W. J. Pearson

## BLE Extends Carrier-Union PR Activity

Arthur B. Shenefelt, director of public relations for the Brotherhood of Locomotive Engineers, Cleveland, has "hired out" as a locomotive fireman on the Great Northern Railroad at Minneapolis, according to Guy L. Brown, grand chief engineer of the nation's senior rail union.

An arrangement was worked out between GN management officials and the union, Brown revealed, to give the former *New York Times* and Associated Press newsman "practical operating experience."

Shenefelt, who has served nearly four years with the BLE in his present capacity, was presented to the division members by GN General Chairman H. W. Haskins of St. Paul, and the Local BLE Division 150 at St. Paul acted on Shenefelt's application.

The union's chief executive, Brown, said the action was taken as part of "a broad program under way to extend coordinated public relations activity between carrier managements and the rail union.

"We have differences with management, and with other unions," Brown admitted. "But our similarity of purposes and areas of fundamental agreement extend far beyond these matters. . . . Because the Great Northern operates both steam and diesel power over all types of terrain, I asked this road to cooperate in providing Shenefelt's initial experience.

"Maybe it wouldn't be a bad idea one of these days to invite management public relations people in to get a closer look at union problems," the labor chief added.

### Promotions and Transfers . . .

McNeill lives in San Francisco with his wife, Llewellyn, and son, Mark, 4. He was a "ham" operator during the 1936-1948 period, and while in Elko Bruce had his own radio repair shop and hired out as a motion picture projectionist.

\* \* \*

W. J. Pearson is assigned to the newly created position of office and estimating engineer-signals, effective October 1. His former position as estimating engineer is abolished.

A native of England, where Bill was born on February 12, 1898, he came to the United States at the age of 16. He soon returned to England to serve with the Canadian army during World War I after which he returned to the

States to enter the U. S. Air Service.

His first railroad experience was with the Canadian Pacific and the Grand Trunk. He came west in 1923 and worked with a signal gang for the Southern Pacific at Oakland. Five years later he was sent to their general office as draftsman, later became chief draftsman working on circuit design. He left SP in 1947 as a CTC engineer.

He hired out as a circuit designer and estimating engineer with the WP that year, became draftsman, and then estimating engineer, which position he has held for the past five years.

Bill lives in Alameda with his wife, Ina Elizabeth, an Oklahoma girl he married while in the air service. The couple have three children and eight grandchildren.



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

<b>35-YEAR PINS</b>		
Louis Evans.....	Carman.....	Mechanical Dept.
George Vedder.....	General Bookkeeper.....	San Francisco
<b>30-YEAR PINS</b>		
Edward M. Hansen.....	Chief Ticket Clerk.....	San Francisco
Robert A. Henderson.....	Trainmaster.....	Keddie
Jose Hernandez.....	Laborer.....	Mechanical Dept.
Harry Main, Jr.....	Locomotive Engineer.....	Western Division
Carl W. Mangum.....	General Agent.....	Oakland
Fred McMullin.....	General Agent.....	Portland
<b>25-YEAR PINS</b>		
Nick Hirbish.....	Engine Watchman.....	Mechanical Dept.
Arthur H. Lund.....	Traffic Manager—Central Region.....	Chicago
Edward C. Richardson.....	Traffic Representative.....	Kansas City
Charles C. Story.....	Assistant Engineer.....	San Francisco
<b>20-YEAR PINS</b>		
Kenneth D. Lewis.....	Secretary-Clerk, President's Office.....	San Francisco
Bill J. Lindley.....	Locomotive Engineer.....	Western Division
Thomas Plesko.....	Traffic Representative.....	Seattle
<b>15-YEAR PINS</b>		
William D. Eyre.....	Locomotive Engineer.....	Eastern Division
Robert W. Harlan.....	Industrial Agent.....	San Francisco
Anthony W. Quill.....	Assistant Chief Clerk.....	San Francisco
<b>AESA Machine Bureau</b>		
<b>10-YEAR PINS</b>		
Joseph A. Anderson.....	Clerk.....	Western Division
Abby A. Bagdasarian.....	Carman.....	Mechanical Dept.
Harold M. Barry.....	Carman.....	Mechanical Dept.
Charles E. Barton.....	Traffic Representative.....	Omaha
Walter V. Blecher.....	Clerk.....	Western Division
Jack W. Corbin.....	Machinist Helper.....	Mechanical Dept.
Edward N. Evans.....	Hostler Helper.....	Mechanical Dept.
Tom Gasones.....	Blacksmith Helper.....	Mechanical Dept.
Ellen Hamilton, Mrs.....	Supervisor—Slip Bureau.....	San Francisco
Calvin F. House.....	Clerk.....	Western Division
Stanley A. Johnson.....	Carman.....	Mechanical Dept.
Edward G. Kaufman.....	Machinist.....	Mechanical Dept.
Otto T. Klemp.....	Brakeman.....	Western Division
Alta Locke, Mrs.....	Statistical Clerk.....	San Francisco
Joe Mackey.....	Chair Car Porter.....	Dining Car Dept.
Robert F. Murray.....	Clerk.....	Western Division
Vincent A. Nusse.....	Brakeman.....	Eastern Division
Ezequiel Olmos.....	Laborer.....	Mechanical Dept.
Lela M. Paul, Mrs.....	Division Clerk.....	San Francisco
Luster Peters.....	Carman.....	Mechanical Dept.
Jesse R. Pittman.....	Brakeman.....	Western Division
Albert G. Poage.....	Switchman.....	Western Division
George Pollock.....	Fireman.....	Western Division
Maclobio C. Salaz.....	Yard Clerk.....	Eastern Division
David R. Schmidt.....	Carman.....	Mechanical Dept.
Oliver P. Sondree.....	Carman.....	Mechanical Dept.
Freeman J. Stephens.....	Brakeman.....	Eastern Division
John D. Still.....	General Agent.....	New York City
Wesley H. Williams.....	Clerk.....	Western Division
Harvey A. Wiltsey.....	Carman.....	Mechanical Dept.
Elizabeth Woosley, Mrs.....	Interline Clerk.....	San Francisco

## What Daddy Does

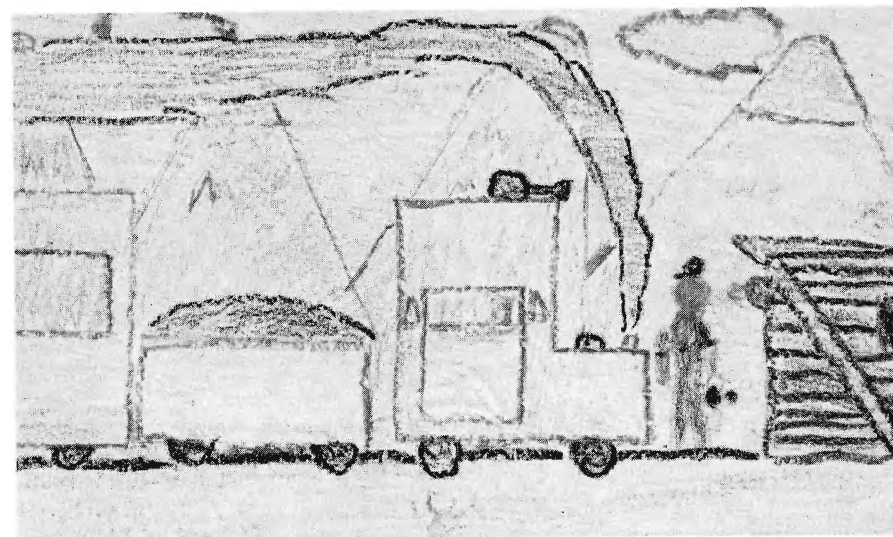
Ten-year-old Linda Marie Vizina is our artist this month and to Linda goes a new one dollar bill.

Linda's letter, which accompanied her drawing and picture, said: "My school is Joseph Bonnheim in Sacramento. This is my best picture and I'm holding my baby sister. My brother and sister are shown with me. My daddy used to work for the WP railroad; now he works for the Sacramento Northern as a car inspector."

Any children of Western Pacific, Sacramento Northern and Tidewater Southern railroaders can win a new one dollar bill by sending to the editor a drawing showing their daddy at work on the railroad. Don't forget to enclose a picture of yourself and tell the editor your age and name of your school!



Holding her baby sister, Linda is shown with her brother and sisters.



NOVEMBER, 1955



## 250 Rail Fans Take Excursion

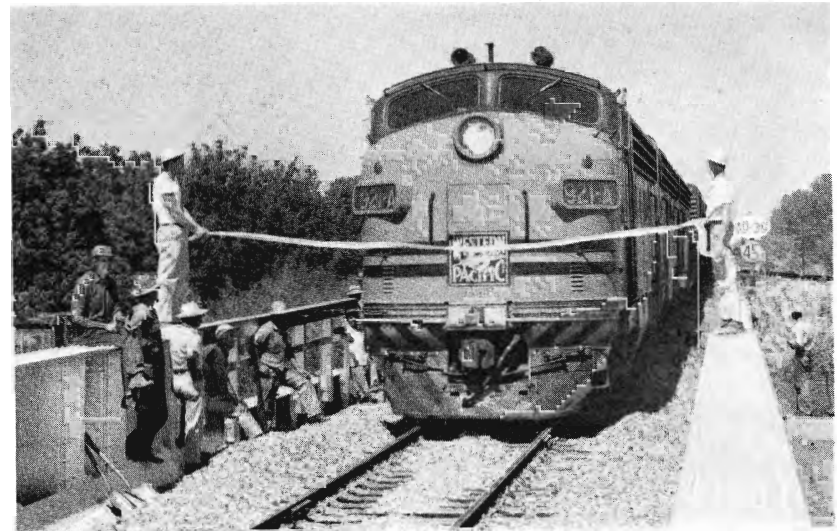
The California-Nevada Railroad Historical Society sponsored an excursion over Western Pacific from San Francisco to Reno on September 23, 24 and 25, with side trips to Loyalton and Bieber. At Loyalton, steam locomotives of the Clover Valley Lumber Company were spotted for picture taking purposes and Harold's Club in Reno hosted a party for the group during the stopover in

that city. Six members of WP's traffic department made the tour as an educational trip. The special is shown above on the Inside Gateway Route. Traffic employees who made the trip, shown below, were: Roy Garrison, Fresno; R. E. Searle, San Francisco; Lee Marshall, San Jose; Dean Dorsey, Fresno; Jim Duyn, Oakland; and Paul Forkgen, San Francisco.



The first WP train to cross over the new Linda overpass at Marysville broke the tape shortly before noon on August 24. The new structure will help to eliminate a dangerous grade crossing.

Oroville Mercury photo.



NOVEMBER, 1955

## Oldsmobile Special

A WP 14-car special brought a host of mixed glamour to Oakland during September, the first Oldsmobile new-car announcement trip to be made by rail since World War II. "Live" stars included Patricia Wilkes, Broadway, TV and radio actress, and Chita Rivera, sensational dancer who appeared in "Call Me Madam," "Can Can," and several TV shows. Along with other entertainers the girls helped publicize the 1956 Oldsmobiles in Bay Area showings. They were greeted at Oakland by Jeff Cowen, Berkeley Convention & Tourist Bureau, and Bob McKown, advertising representative.

Cecil Staley, dining car inspector, and C. P. Hactor, passenger traffic representative, accompanied the group from Salt Lake City.

# WESTERN PACIFIC TO ADD FEEDERS

## Construction Plans Said to Include 500 Miles of Branch Lines.

Special to The Tribune.

SAN FRANCISCO, Feb. 17.—Plans for important extensions of the Western Pacific railroad in California, as soon as the road reverts to private ownership on March 1, have been prepared in New York by leading stock and bondholders of the railroad in conference with its president, Charles M. Levey, of this city, according to advices reaching here today from New York.

According to these advices, which have created much interest in San Francisco railroad circles, one of the principal feeders to be constructed will tap the horn of the rich Santa Clara valley, running from Niles to San Jose and Los Gatos. It is proposed also, the advices state, to run a branch from Stockton as far south as Fresno.

There are other feeders contemplated as well, the New York report states. One of them is to run from Lodi to Isleton, twenty miles, tapping the rich Delta country. Another is to extend eighteen miles from Stockton to Byron into agricultural territory.

Still another extension is to run from Sacramento to New Castle by way of Fairbanks and Orangedale, a distance of twenty-eight miles, through one of the richest fruit belts in this part of the state.

The plans, according to the New York advices, proposes to enlarge the feeder system of the Western Pacific in such great proportions as to increase the mileage of the road by more than five hundred miles. This announcement is taken as indication that the Western Pacific, foreseeing the end of federal control, is preparing to enter into active competition and to fight more earnestly than ever before for its share of the freight and passenger business in California.

# Dear Editor:



Dear Sir:

I found this old paper in a Western Pacific building that was being moved. I thought you might like to see the piece about Western Pacific in a 1920 Salt Lake City paper.

George L. Nelson

Section Foreman  
Section 66  
Low, Utah

\* \* \*

Dear Sir:

Your picture of the 101 lying on its side (September MILEPOSTS) has prompted me to bring out the remainder of those pictures taken by photographer Jukes . . . and perhaps it isn't generally known at this late date but there were two lady passengers. These were the two sisters of the day hostler, Jimmy Leemhouse. They lived near the roundhouse and were just entering their yard when Hank hailed them for a little ride. The 101 had just been overhauled, with Johnny Younker, machinist, doing the rod work and a boilermaker, and myself as helper, the fire-box and staybolt work. The tender was only half full of water and oil and at the speed to which Bair was pushing her the splash plates would not hold the water still in the tank and over she went.



Deems and Car Foreman Patmore.

The wrecker engineer was Jim Bokus. The two men on top of the tender making a hitch are Bill Saunders and Johnny Garret. The two on the ground are Deems and Car Foreman Patmore. The latter was always the niftiest dresser on the job, wore better clothes to work than most of us did on Sundays.

In those days the passenger engineers had regular assigned engines and here are a few I can remember: the 101 was Karl Muhl's (he is now living in Los Gatos); Engine 86, Engineer Bresee; Engine 89, Henry Conerty; Engine 99, Bert Dyer; Engine 100, Jim Marr; Engine 102, Ed Bently. These were the Elko-Gerlach engines. With

Bill Saunders and Johnny Garret make a hitch.



the exception of Karl Muhl all of those mentioned above have departed this "vale of tears."

E. E. Christian

Storekeeper  
Stockton

\* \* \*

Dear Sir:

Just a flash from the Pacific Northwest. On September 15 Mrs. Hill and myself were surprised by a visit from retired Conductor W. D. Edgerton and wife. Not much new that would interest our old associates on the WP but fifteen-inch Rainbow trout interest us very much.

Please keep counting Mileposts.

Roy F. Hill

510 South 50th Street  
Tacoma 8, Washington

Two friends were on a train that was being held up. As the robbers came near, one of the men became nervous. He reached in his pocket, drew out a bill and held it toward his friend. "Here, Sam," he said, "here's the \$10 I owe you."

A staid gentleman was upset by the dress of the modern girls at the rodeo.

"Just look at that young person with the short hair and the blue jeans," he remarked to a bystander. "Is it a boy or a girl?"

"It's a girl; she's my daughter!"

"Oh, please forgive me, sir. I had no idea you were her father."

"I'm not. I'm her mother!"

Two dogs were having a chat, when one of them noticed the other was feeling awfully low.

"Why don't you go see a psychiatrist?" the second dog asked the first.

To which the other dog replied: "You know I'm not allowed on the couch!"

Teacher: "Johnny, can you tell me what a buccaner is?"

Johnny: "That's an awful lot of money to pay for corn!"

Are you working safely?





this locomotive engineer  
knows from experience

## There's Nothing Like a Hobby

Engines and music seem to be a part of Edward McGhauey's life, either as a hobby-machinist rebuilding ancient automobiles for members of the Horseless Carriage Club, creating master violins, or as an engineer running Western Pacific's big diesel locomotives over the western division.

Since he bought a 1922 Stanley Steamer in 1944, McGhauey has manufactured burners for 17 other Stanley owners in the United States and Canada. To his knowledge, there is no other place in the country where these burners may be obtained, although the American Steam Car Company in Newton, Massachusetts, still makes parts for converting gas-operated cars to steam. Ed has also made many burners for other makes of cars for people who like to own and drive ancient automobiles.

His latest steam car project involves a 30-horsepower White engine and boiler, with parts from a 1941 De Soto body and chassis. Future plans

include converting a 180 Packard to steam. Still, don't be surprised if one day you see Ed chug-chugging down Oroville's streets in a converted 1929 Franklin, complete with fancy paint job which HCC members seem to prefer.

Ed's love for music began in childhood when he studied the violin, later becoming a teacher of this instrument. Not satisfied with that, he recently spent 300 hours creating a new golden-brown Stradivarius-Mischa model violin, which experts have declared has a remarkable tone and carrying power. To get away from the usual high pitch of the violin, he incorporated some of the tones of a viola which gives the instrument a tone somewhere between that of a clarinet and flute. The top is one piece of Swiss spruce wood. Back and sides are of maple. Both woods were imported, cut about 1910 and since then aged. The color comprises 13 coats of varnish, one coat filler, two coats of size, followed by thorough hand rubbing. He took as his model one of the first violins ever created by the great master Stradivarius, made in 1716. Since that time eleven hundred have

been made, one of which was sold for \$140,000.

McGhauey entered engine service at Stockton on September 10, 1925. He now lives in Oroville where he moved from Portola in 1952. He credits his wife, Ellen, for helping him get started with his hobbies.

Oh yes, Ed is also a "ham" operator—call number W6HDE.



## 1954 Annual Report Wins First Award

Western Pacific's thirty-ninth annual report was judged the best in its class in the final ratings by an independent board of judges in the fifteenth annual survey of *Financial World*, a national weekly magazine.

The bronze "Oscar of Industry" was presented to M. M. Christy, assistant to the president, at the annual awards banquet in the grand ballroom of the Hotel Statler in New York on Monday evening, October 24. Weston Smith, originator and director of the annual report surveys, made the presentation, which attracted some 1,400 business and financial leaders from all over the U. S., Canada and Latin America.

A total of 5,000 annual reports were considered this year in this international competition and 1,895 qualified for the final screening. These were judged in 100 industrial classifications for bronze trophies. The Delaware & Hudson and the Chicago, Indianapolis and Louisville railroads placed second and third.

The chairman of the jury making the final selections was Dr. Pierre R. Bretey, editor of *The Analysts Journal*. He was assisted by Shelby Cullom Davis, president of The National Federation of Financial Analyst Societies; Kennard Woodward, president of the Massachusetts Hospital Life Insurance Company; and John Kanelous, distinguished artist. The screening of reports was under the direction of Nathan Bowen, president of the New York Society of Security Analysts, Inc., with the cooperation of six division chairmen and 16 investment specialists, all members of the Society.



## SALT LAKE CITY

J. B. Price

A recent passenger on the *California Zephyr* so appreciated the kindness and courtesy of Conductor GUY PARRY that the conductor and his wife were invited to the passenger's home in Philadelphia and given a sight-seeing trip around the city while on vacation.

Brakeman and Mrs. SAMUEL L. WAGSTAFF vacationed in New York City and after purchasing a new car enjoyed the sights in the middle-West. Conductor and Mrs. ORVAL F. HAYS, like "Ike," went to Colorado to enjoy a vacation spent in fishing.

Another vacationing fisherman was Engineer SHELBY J. PERRY who, with his wife, camped out in the scenic spots in Idaho.

After visiting with his folks in Montana, conductor JAMES W. DANIEL and his wife went prospecting for uranium.

Engineer and Mrs. ROLLA F. HOWELL had their vacation saddened by a death in the family. Our deepest sympathy is extended to the Howells.

That extra chest expansion displayed by Engineer VERN L. MECHLING is due to being the father of a son and heir. However, the odds are still against father and son, there being three daughters and the missus on the fairer sex side of the family.

Fireman A. E. BIGGS spent his vacation — of all places — in the hospital having his sinus trouble corrected.

Snow on the Canadian side of the

Pacific Northwest sent Engineer and Mrs. HARRY H. FULLER back to the states and down the sunny coast to California and thence home.

Agent and Mrs. JOHN W. NAYLOR and family enjoyed the spacious outdoors of Yellowstone National Park during vacation, while the cosmopolitan flavor of San Francisco fascinated Brakeman and Mrs. DON B. CROSBY.

Yard Clerk ESTHER WITT, Wendover, reported a wonderful vacation spent at Grandin, Missouri, in the heart of the Ozarks, which included a visit with her sister and two nephews.



Hans J. Larsen, Jr., son of Conductor and Mrs. Hans J. Larsen, recently received a bachelor of professional arts degree from Art Center School in Los Angeles. He will return to Los Angeles to engage in architectural work.

# Caboosing

We hope Engineer PAUL W. RUSSELL, Elko, will have a quick recovery from his recent illness and be back with us soon.

## SACRAMENTO FREIGHT STATION

Nancy De Riso

Welcome back to Stenographer-Clerk ELSIE GONSALVES, formerly from the superintendent's office. We certainly missed you.

A welcome also to A. E. ALLISON, stenographer-clerk, formerly employed in the signal department.

Best wishes to ODETTE M. GOUGH on her new job in the dispatcher's office. Odette was formerly a stenographer-clerk.

It was good to see former Stenographer-Clerk VIRGINIA THRONE who visited our office with her two sons, Martin, age 2, and Kurt Christopher, born June 29.

Head Demurrage Clerk BENJAMIN T. MAIER has been off on sick leave for several months and it was nice to see him recently.

Cashier and Mrs. FRED E. PETERS again participated in the Auburn-Georgetown "jeep caravan" and, if possible, stated they enjoyed it more than any previous year.

Train Desk Clerk and Mrs. CLAUDE E. FINLEY spent their vacation visiting various parts of Southern California.

## CHICAGO

Dan Dutkiewicz

September was the month of promotions. JERRY COFFEY is now chief clerk replacing JIM BAKER who was promoted to chief of sales and service at San Francisco. FRED SWEENEY, chief rate clerk, replaced JAKE EPHRAIM as



Jake Ephraim and Gerald Coffey above. Fred Sweeney at right.

traffic representative on the south side territory and Jake, in turn, took over FREDDIE ROBBINS' "Loop" territory. C. W. WILKIE comes from Washington, D. C., to replace Jerry Coffey on the north side territory.

JIM BAKER was in San Francisco only a few days when he received word that his wife underwent an emergency operation which obliged his immediate return to Chicago. Mrs. Baker is happily well on the road to recovery and will join Jim on the Coast in the near future.

JOHNNY REIGEL, traffic representative, recently returned from his vacation at Manatowisch Waters, Wisconsin, with a "tall one." He claims he had

a tussle with a "big one" which got away after a vicious 10 rounds of battling. Johnny, so he says, can't begin to guess its length nor its weight, and as he has no proof guess we'll just have to take his word for the near-catch.

Now JACK BOQUIST, chief export clerk, vacationed in Minocqua, Wisconsin, and says he has movies of a 27-lb., 42-inch muskie. If he had a still picture we'd like to see it as we doubt if we'll ever see the movies. All in all, both these stories sound fishy.

JIM WARREN, traffic representative, headed up Canada way for vacation. He and his wife were much enthused and planned to see as much as they possibly could.

DON BANKS is also on vacation which took place in the good old "back porch" of the USA.

## KEDDIE

Elsie Hagen

**With our railroaders anxiously awaiting the opening of deer season, a word of caution may now be appropriate. Be certain only a deer is in the line of your sights before firing, and be careful with fires and smoking. The fire hazard is still with us, and while early rains may help the situation, extreme care is urged for the prevention of forest fires.**

JACK SAPP, signal department, has been transferred to Elko. We're sorry Jack and his family couldn't have stayed with us longer.

Our deepest sympathy to Roadmaster CHET BARRY who lost his sister, Mrs. Rodrigues, in an auto accident over the Labor Day weekend.

Roadmaster RAY CHAPMAN was away recently attending a maintenance-of-way convention in Milwaukee.

Engineer HAROLD BASHFORD spent a vacation in Weed, where he and his wife enjoyed hunting for deer.

Bill Moore, son of Mr. and Mrs. JOHN MOORE, was home on Navy leave after boot training. He returned to San Diego to study electronics. Bill's brother, John, just returned to Great Lakes Training Station for further training.

Another of our boys is home. Alan Hanley, son of Agent PETE HANLEY, is home from overseas and after 30 days will return for another overseas assignment for completion of his time.

SAM OSBORNE and his wife have taken over the Keddie store, ARTHUR ABEL and his wife having had to give it up because of illness.

Trainmaster R. A. HENDERSON and Road Foreman BOB MCILVEEN supervised a recent breakfast safety meeting at the Quincy Hotel for train and engine men.

Yardmaster and Mrs. CHARLEY SELF went to Milwaukee to attend the convention of the 31st Engineers of World War I.

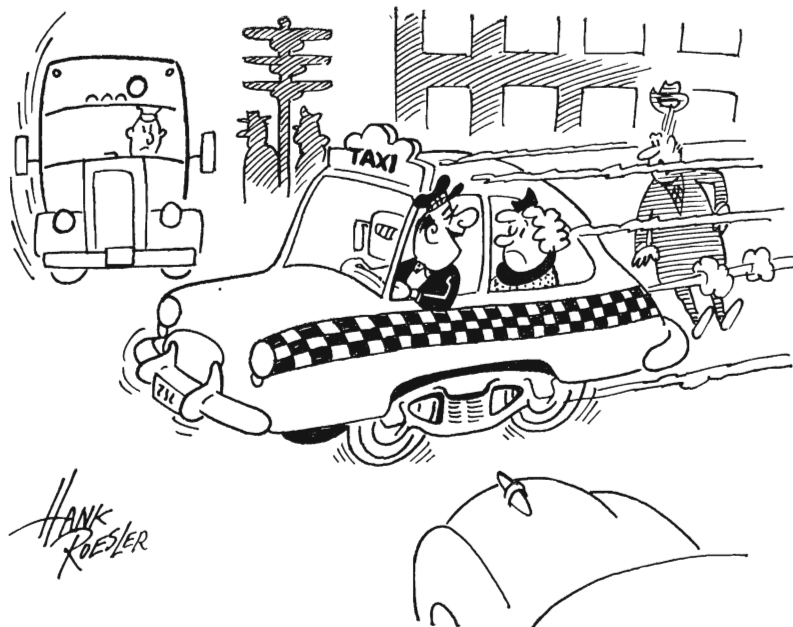
Our sincere sympathy to PAUL FERRELL, train desk clerk, whose father passed away in Hayward; also, to Mrs. PETE HANLEY, whose mother passed away recently.

Mrs. BILL STUBBLEFIELD served as postmistress during vacation period.

HARRY NELMS and his wife are vacationing in Missouri, visiting for about a month with relatives and friends.

We hope to see PAT SULLIVAN, building and bridge inspector, back on the job soon when he recovers from a strained leg injury.

**Be friendly with folks you know—if it wasn't for them you'd be a stranger.**



"Nothing to worry about, Ma'am—I haven't missed a train yet!"

## ELKO

Henry Wallock

Engineer W. J. NELSON passed away while at Wendover on September 5. He had worked in engine service since 1923.

A new shotgun was presented by WP employees at Elko and Winnemucca to NICK STENOVICH, car inspector, on his retirement August 31. Nick says he and his dog will be hard to find from now on.

D. A. DAVIS, night diesel foreman, is spending a vacation in California.

We have word that Fireman PAUL RUSSELL is getting along much better. Paul has been in St. Mark's Hospital

since the latter part of August for an operation, and we all hope his recovery is speedy.

Engineer BILL THOMPSON and Fireman AL WHEAT are off for the big Elk up in Idaho. Good shooting, fellows.

We hope by the time this is off the press Laborer ROY WOOLVERTON is out of Elko Hospital and ready for his try for a buck.

CHARLIE RHINES, assistant CTC maintainer, has been transferred to Winnemucca; E. L. WALL has been promoted to assistant CTC supervisor at Elko succeeding Rhines; and D. J. SAPP, general CTC maintainer, transferred here from Keddie.

## TIDEWATER SOUTHERN

Betty Rand

As usual, BOB THOMSON, Manteca agent, got his deer the first day of the season this year. This fellow never misses.

B&B Foreman NICK WESTFALL and his wife are enjoying a late vacation. At last report they hadn't bagged a deer but are still trying. Nick says they will take time out from hunting to visit Reno.

LINK HUPP, Turlock agent, is nursing a broken toe. Rumor has it that he kicked at a prowling animal and hit the fence instead.

Superintendent JACK KENADY is busy as can be serving as Cubmaster for a local cub scout pack.

## WENDOVER

Esther Witt

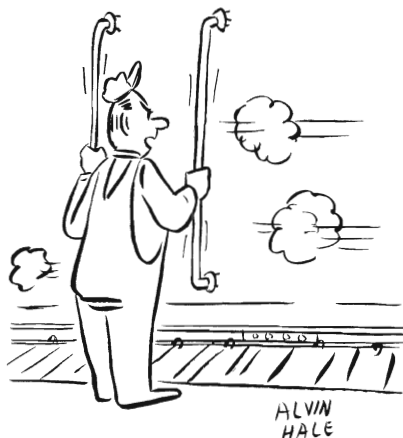
Just before the snowflakes we dream of now begin to fall, there are some of our employees still enjoying vacations in the Middle West.

Conductor and Mrs. GLEN W. JOHNSTON and family traveled through the state of Colorado visiting scenic spots and then on to Salina, Kansas, and Alliance, Nebraska, to visit with friends and relatives.

Conductor and Mrs. KIRBY L. RESER and family went to southwest Missouri to visit the home folks and take in the sights of the beautiful Ozarks.

Brakeman and Mrs. CHESTER R. BURNETT and family went to Montana and after visiting with their son, enjoyed the beauties of Glacier and Yellowstone National parks.

Telegrapher WILLIAM U. TATE, of Gerlach, went to San Francisco for medical treatment and during his ab-



"Alright, be in a hurry! See if I care."

sence, PAUL E. STOKES, of Wendover, has taken over Bill's duties.

Elizabeth Ann Worthy, daughter of Switchman and Mrs. HERBERT D. WORTHY, is attending Cypress High School in Magna, and Eugene Shea, son of T&T Lineman and Mrs. THOMAS SHEA, is attending Judge Memorial High School this year.

The J. B. PRICES took off September 25 for a three weeks' vacation, which will include Mexico City and Acapulco.

## MECHANICAL DEPARTMENT

Rod Rodriguez

Draftsman ROBERT CUNHA has an added touch to his ever present smile, and for good reason—his charming wife presented him with a bouncing 6½-pound daughter. Congratulations!

MARION EBBERT, assistant accountant, is back to normal again, his wife having presented him with a 6-lb. 11 oz. daughter. Marion's only problem now is to convince his 3-year old daughter that she has a baby sister instead of the

baby brother she has been expecting for some time.

PETER DEL MORO, our statistical clerk, is not much for conversation recently, having had an operation on his tongue. Although it was not a very serious operation, it was quite painful. We're all glad to know that he is recuperating nicely.

HELEN SPENCER, steno to Mechanical Engineer W. B. WOLVERTON, is back among us after three weeks' vacation, and with two very nice lines. One is quite nice to listen to and the other is nice to look at.

JACK GRANGER, our happy bachelor, has slimmed down his chances of remaining as such, having purchased a sleek new Mercury hardtop.

MARY JOAN INGRAHAM, steno to our master mechanic, had such a wonderful time attending the State Fair, that for a moment she forgot all about the nuptial ring she was wearing and almost took home a strange man. While admiring one of the many sights she decided to hold on to her husband, but

"Before he came to WP he lived in Texas!"



NOVEMBER, 1955

instead she was lovingly holding on to the arm of a complete stranger.

There are two new faces around our offices. WILLIAM SMALES and DON ERICKSON, assigned by our San Francisco offices to make a survey of the method of operating our clerical forces. I am sure these two personable young gentlemen are receiving all the cooperation desired.

We would like to express our appreciation to our management for the opportunity afforded our employees to submit applications for the "Student Training Program." We trust the results will bring to light the fact that we have capable employees in our department.

## NEW YORK CITY

Alan Hudson

We recently welcomed a new addition to our staff in the person of CHARLES "CHUCK" D'ANNA. Unlike his immediate predecessors, "Chuck" hails from the New York milieu, calling Hackensack, New Jersey, his home.

While writing this column, Mr. CURTISS RISK, retired WP conductor who used to ride Trains 39 and 40—the "Exposition Flyer"—dropped in to see what our office looked like. The experiences Mr. Risk told us while he served on the train during the War when she carried seventeen or eighteen cars, was most interesting.

The World Series brought many WP vacationers to our city and we were happy that many of them stopped to see us. (EDITOR'S NOTE: We doubt that our correspondent was so happy after the way those "Bums" lambasted the Yanks, particularly after the predictions he made in the last issue. No doubt the New York florists did a fine business.)

## SACRAMENTO SHOPS

Marcella Schultze

Gloria Bitz, daughter of HENRY BITZ, sheet metal worker, became the bride of Jack Lindeman at a beautiful September ceremony in the Westminster Presbyterian Chapel in Sacramento. Our best wishes to Gloria and Jack; also to Henry, who is currently on leave of absence because of illness.

We hope, too, that Carman WALLY POND, now home recuperating from major surgery, will be back with us soon.

First day of hunting, Electrician Ed STEUBEN, in true Davy Crockett style, caught himself a "bar." To finish off the day, he picked off a four-pointer while returning home.

Our deepest sympathy to Boiler-maker Foreman TRUMAN FASSETT upon the death of his father, GEORGE E. FASSETT, 90, a retired WP stationary en-



Ed "Davy Crockett" Steuben and his "bar."

gineer; and to the family of MANUEL BETTENCOURT, furloughed machinist helper.

Carman HENRY EVERS, who plays drums with the American Legion band, also appeared this past summer season with the North Sacramento Municipal band at the Del Paso Park Sunday concerts.

## SACRAMENTO STORE

Irene Burton

THURMAN MOZINGA and his wife spent their vacation visiting at Kansas City, St. Joseph, Omaha and Denver, and LEE WILLIS and her family enjoyed a wonderful week at Lake Tahoe.

SILVERTO HERNANDEZ resigned his position to accept a position at McClellan Field. Guess Chico liked Army life so well he is returning as a civilian.

We had the good fortune to help JACK WRAGG celebrate his birthday while Jack was here with JOHN MORGAN and JAMES FINLEY helping with inventory. Jack almost missed out as we thought we were to celebrate the birthday of one of the other gentlemen. However, if he can return in December we will celebrate his birthday at that time.

Ed and JULIA HAWKINS were in Yellowstone Park for their vacation and Ed said the highlight of the trip for him was a forty-mile journey down the Snake River with a group of fishermen. They also visited a brother in Idaho.

HENRY J. MADISON spent part of his vacation at home and we understand his new car is now in wonderful running condition.

WILBURTA DOYLE's little daughter, Sharon, fell victim to the mumps, and

Mom is more than worried as she has never had the illness.

GEORGE LUTJEMEIER is on leave of absence and with Mrs. Lutjemeier will be spending their time at Marysville, Kansas.

ERIC BORS bid on and received the new position of locomotive crane operator, and CLAUD CRAIN is now fork lift operator.

We were very sorry to hear of the death of WILLIE ADAM's brother and extend our sympathy.

## STOCKTON

Elaine Obenshain

Fireman I. V. FINLEY, his wife and son, David, vacationed at Yellowstone, Idaho, Yosemite, traveling 3,000 miles. While at Ogden he visited with former Fireman EVERETT THURMAN.

Roundhouse Clerk MAE ELLIOTT enjoyed a wonderful vacation visiting Grand Canyon, Carlsbad Caverns and Old Mexico.

Our sympathy to Brakeman N. G. PENDERGRAFT, whose brother, Paul, passed away recently. Also, to Engi-

"YOU want upper 7? You're kidding!"



NOVEMBER, 1955



"You mean I don't need a seat belt up here?"

neer W. C. JARRELL whose mother, Pearl Garrard, passed away in Greenville, Georgia, at the age of 82.

Engineer R. C. "RUFUS" KENNEDY passed away suddenly on October 2 and we extend our sincere sympathy to his family.

Clerk MIRIAM GRUDE is a proud grandmother for the second time. Edith Ann was born to her daughter, Lois, and Bob Rauzi on September 19, tipping the scales at 7 lbs. 14 oz. Her little sister is Susan.

Clerk FRANCES MINTUN is the proud mother of Laurie Lee, born September 6. Laurie weighed 6 lbs. 8 oz.

## SAN FRANCISCO

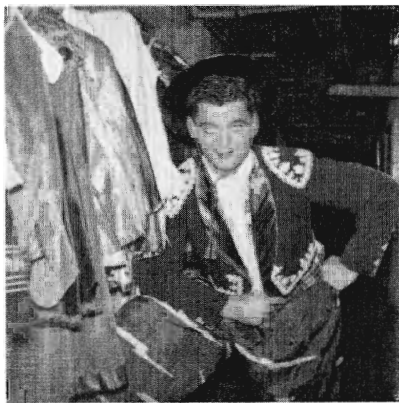
Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Carl Rath, Bill Royal, Al Towne, Frank Tufo.

G. W. CURTIS, superintendent western division, received a postcard from GEORGE KEYES, retired San Jose agent, sent from Hamilton, Bermuda, on September 10 and forwarded to the editor. George is having a wonderful time but says, "I'll take the good old USA any time. Traffic is operated on the left side

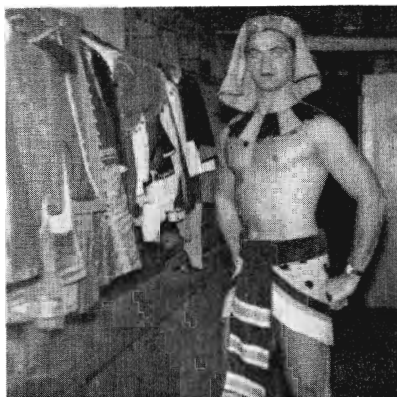
which is confusing and it seems like everyone is trying to run into each other. Leave here next week for Boston."

DAVE SOMERS, boat and transfer clerk at the waterfront office, retired September 8 and sailed September 10 aboard the S.S. *Orcades* for Sydney, Australia. He will then go by rail to Adelaide, Melbourne and Perth by way of Kalgoorlie—a month's tour—then by ship from Fremantle to Capetown, South Africa. During a three months' stay he will tour by rail to Victoria Falls, Durban and Johannesburg. Sailing up the west coast of Africa he will tour the British Isles, the Scandinavian countries and the continent, and return home via Quebec and Minnesota, visiting relatives and doing a little fishing in the old home town area. All in all Dave will be gone about one year.

The freight traffic department has some real outside talent in RAY ROMANO, stenographer's pool, and FRED KRUGER, secretary to M. W. ROPER.



Ray Romano as a Toreador in "Carmen."



Ray, again, as a warrior in "Aida."

Ray is displaying his talents with the San Francisco Opera Company which opened on September 15. He will be featured in numerous operas playing such parts as a Torero in *Carmen*, a Heroic Soldier in *Aida*, a vengeful headman in *Andrea Chenier*, an Oriental Slave in *Louise*, a Fearful Apparition in *Macbeth*, and a Bishop in *Tosca*.

Fred is now appearing in T. S. Eliot's *Confidential Clerk* at the Repertory Playhouse, Beach and Hyde streets. That he was successful on opening night may be confirmed by the following newspaper critics' comments: "Fred Kruger is exceedingly amusing . . . the finest characterization in the play." "Fred Kruger as a retired clerk, a placid English civil servant type, gives a pricelessly funny performance." "In the part of Eggerson, Fred Kruger's character acting is of distinction." . . . and many others. While in the Army he was in charge of overseas professional entertainment, as a captain, stationed in Washington, D. C.



Fred Kruger as "Eggerson."

Prior to Army life, Fred was with MGM Studios where he also directed MGM Studios' Little Theater as well as appearing in the plays. He returned to railroading after World War II as secretary to Superintendent G. W. CURTIS at Sacramento and in 1953 was appointed secretary to M. W. ROPER, in which position Fred says he is very happy and grateful.

*Confidential Clerk* opened at the Playhouse on September 9 and closes on November 20 with performances each Friday, Saturday and Sunday evenings. Fred will have opportunities to put in a plug for Western Pacific when he appears for interviews on Len Curley's "Palace Corner" radio program (KCBS) and by Sid Chatton (KFRC). He will also appear in a TV interview on "San Francisco Tonight" with Don Sherwood.

The third Georgia Tech engineering graduate to recently join WP's engineering department is JAMES E. EIDSON, JR. Jim and his wife, Mary Elizabeth, live in San Francisco.

Winsome Ann Windsor Rogers arrived on October 5 to take up residence as a permanent non-paying guest at the home of Assistant Engineer and Mrs. GARDNER S. ROGERS.

ANDY F. OLANO, file clerk-engineering, and Miss Walker are now "Mr. and Mrs." The wedding took place at Reno on October 8.

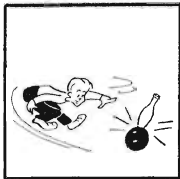
JOHN H. COUPIN, assistant to vice president-traffic, was elected secretary-treasurer of the San Francisco Region Chapter, Association of Interstate Commerce Commission Practitioners, for the ensuing year.

A non-smoker himself, it was unusual to see ERIC THOMSEN, engineering inspector, distributing cigars on October 18. Reason? His wife, Adell, presented him with a daughter, Ellen, born the day before. The couple have another daughter, Kathy, aged three.

"No, thanks, that's how I got here . . . smoking in bed."



# SPORTS



Bowling League.

The Feather River keglars were out in front by three games after seven weeks of pin smashing in Western Pacific's San Francisco

Bowling League. Tied with Transportation for second place was the Split Pick-Ups. Mileposts held down third spot, four games behind the leader, the California Zephyrs and Traffickers were tied for the next position five games behind, while the Silver Dollar maple-polishers had a job cut out for them, needing eight games to catch up.

Leaders in individual high games during league play to date are John Graser, Split Pick-Ups, with a nice 234; Tony Comar, Silver Dollar, 225; Mel Levine, Mileposts, 216; John Zit-

zelsberger, Transportation, 215; and Pete Casey, Zephyrs, and Harry Kulas, Split Pick-Ups, tied with 214.

A 173 average gave Eddie Brath, Feather River, top honors in that scoring, followed by Harry Kulas, 168; Joe Lombardo, Feather River, and Pete Casey, 167; Harry Munson, Feather River, 164.

Individual high-game leaders for the seventh week contest were M. Levine, Mileposts, 216; Pete Casey, Zephyrs, 214; Joe Lombardo, Feather River, 207; Harry Munson, Transportation, 203; and Harry Stade, Feather River, 199.

Individual high series for that week were copped by Munson with a 561; Casey, with 527; and Lombardo, who rolled 517.

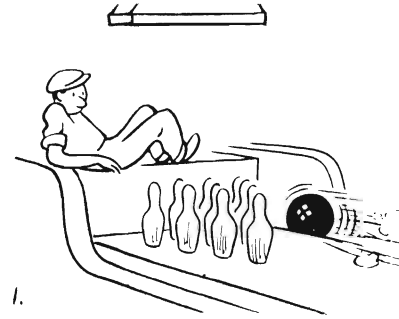
Thirty-five regulars and five alternates make up the league.

Recently compiled figures on 1954's hunting casualties show that three youths out of the 17,000 who took the State's hunter safety course last year are known to have been involved in shooting accidents. This was one out of every 5,675 who took the course.

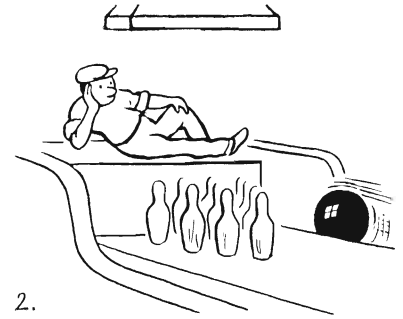
Of the 12,500 hunters under 16 years of age who had been licensed in a previous year and did not have to take

the course, 43 were involved in accidents—one out of every 290. Youths who had hunter safety training were 19 times safer than those who did not have the training.

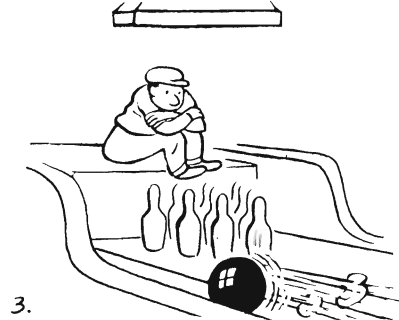
A tough drill sergeant was working during a hot afternoon session with a listless platoon. Finally he called a halt and shouted, "You guys think you're soldiers? Why, I've seen better drilling by little cans of beer on television!"



1.



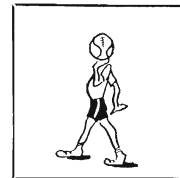
2.



3.



4.



Western Pacific is again represented in the Men's Industrial Basketball League of San Francisco, and according to team manager and player, Bill Martin, treasurer's office, their hopes are high.

Despite a first game loss by eight points to a sharp-shooting Anglo California bank quintet, the rails are far from discouraged and are determined to wind up the season on top.

Man may criticize woman, but we know at least three things in her favor. (1) She never wastes \$2 worth of shotgun shells trying to shoot a 25-cent rabbit. (2) You never heard of her

Besides Anglo, the rails will meet teams from Bank of California, Crocker Bank, Levi Strauss, Macy's and Golden State.

Players are Bob Baylor, Al Beban, Bob Hanson and Ron Tobenelli, all of auditor of revenues department; Bob Kling and Billy Martin, manager, treasurer's office; Buck Eidson, engineering department; and Bob Kostner, Oakland freight traffic department. John Susoeff, Eighth and Brannan Streets, is coach.

giving a waiter a four-bit tip because he smiled at her. (3) No one ever heard of a woman who would pay \$25 to hire a boat to get where fish are not.

## Tips on Benefit Claims

A better understanding of how railroaders can claim benefits under the Railroad Unemployment Insurance Act was made available by the Board's Chicago office recently.

Unemployment and sickness benefits can be paid only to "qualified employees." This means that only employees who earned at least \$400 in railroad employment during the "base year" can draw cash benefits for periods of unemployment or sickness in the benefit year. The year began July 1, 1955, and extends through June 30, 1956. (The base year for the current benefit year is calendar year 1954.)

The amount of benefits an employee gets depends upon how long he is sick or unemployed and on his daily benefit rate. The rates range from \$3.50 for employees who earn from \$400-\$499 in the base year, to \$8.50 for those who earn \$4,000 or more. Also, an employee is guaranteed that his daily benefit rate will not be less than half of his regular rate of pay for his last railroad job in the base year. On a weekly basis, the benefits range from \$17.50 up to a maximum of \$42.50.

Benefits can be paid for as many as 26 weeks in a benefit year after a one-week waiting period. However, no em-

ployee can draw more in either type of benefit in a benefit year than his total railroad earnings in the base year.

To get unemployment benefits, an employee must register with an unemployment claims agent. These agents are usually railroad foremen, supervisors, or station agents. An employee usually registers once a week.

To get sickness benefits, an employee must file an application and a statement of sickness with the Board within 10 days of the first day for which he wishes to claim benefits. To make sure that he will not lose any benefits, he should mail his application not later than the seventh day. Application blanks are available from employers, labor organization officials, or any Railroad Retirement Board office.

The Board also said that employees who have received a Certificate of Service Months and Wages (Form BA-6) for 1954, should attach it to their first application for benefits, keeping the stub for their own records. This will help the Board to expedite an employee's first payment. An employee who does not have a certificate, and who becomes sick or unemployed, should file his claim anyway.

Approaching the pearly gates, a woman asked Saint Peter, "Do you know if my husband is here? His name is Smith." "Lady," replied Saint Peter, "we have a lot of Smiths here. You'll have to be more specific." "Joe Smith," answered the lady. "Lots of those, too. You'll have to have more identification," said Saint Peter. "Well," said the lady, "when Joe died he said that if I was ever untrue to him he'd turn over in his grave." "Oh!" replied Saint Peter, "you mean 'Pinwheel' Smith."

An American visitor was rather perturbed because his stories of the wonders of his country made little impression on his English friends. He could not seem to bring home to them the gigantic size of his state or, for that matter, the superior speed of American transport. "You know," he said at last, "you can get into a train in Texas at dawn and 24 hours later still be in Texas!"

"Ah, yes," remarked his friends, "we've got some slow trains in this country, too."



## IN THE GOOD OLD DAYS

Andy Murphy, Western Pacific agent at Eighth and Brannan Streets, in San Francisco, sent in this old-time picture of the Western Pacific wharf in San Francisco. To the best of his knowledge, Andy believes the wharf at the foot of Brannan Street is the present Pier 34.

The man second from the right, with leg crossed, is Thomas R. Weckerle. He

was employed at San Francisco station as a cooper from November 21, 1910, until July 31, 1937, when he retired from the company.

His son is Harold I. Weckerle, warehouse foreman, who has been in Western Pacific service since April 4, 1922.

Early-day U. S. Navy vessels may be seen in the background, anchored in San Francisco Bay.

A salesman was impressing passengers in the club car by talking dryly of the state of his business.

"Last year yellows were off a half a million and blacks were up four million."

Impressed, one passenger inquired, "What's your line?"

"Me?" answered the little fellow. "I sell jelly-beans."—C&O Tracks.

A New Yorker returned to Manhattan after a vacation in Texas. He greeted his wife handsomely by presenting her with six mink coats, two new Cadillacs and about \$100,000 in crisp, new currency.

"And where did you get these fine things and all this money?" she demanded suspiciously.

"It was easy, honey. I was in Houston during Halloween and went out playing 'trick-or-treat!'"



## WESTERN PACIFIC MILEPOSTS

526 Mission St., San Francisco 5, Calif.

Return Postage Guaranteed

Sec. 34.66, P. L. & R.  
U. S. POSTAGE

**PAID**  
San Francisco, Calif.  
Permit No. 5371

Form 3547 Requested



With Union Pacific trains now rolling over their tracks in Chicago, Milwaukee to spend several million up-grading its Chicago-Omaha main line.

. . .

North Western will now create new passenger service between Chicago and Omaha and concentrate on further freight service improvements.

. . .

Common-carrier piggy-backing begins this month on Norfolk & Western.

. . .

52,803 freight cars on order September, compared with 42,888 in August, and 13,013 a year ago.

. . .

Spokane, Portland & Seattle orders 15 diesels from American Locomotive Co. and Electro-Motive.

. . .

Richmond, Fredericksburg & Potomac orders two Pullman-Standard lightweight coaches for through service. Begins new employee magazine "Rail-O-Gram."

. . .

New Haven first eastern railroad to lay continuous welded rail.

. . .

Railway & Locomotive Historical Society to run Tiburon-Healdsburg excursion November 20 to honor retirement of one of Northwestern Pacific's oldest engineers.