

Bertha Kopf, Early El Paso Resident, Dies

3-1-46

Mrs. Bertha E. Kopf, widow of the late Joseph L. Kopf, died Friday in her home, 618 West Missouri Street.



Mrs. B. E. Kopf

She had been a resident of El Paso since 1899 and was a member of St. Patrick's Alta Society.

She is survived by one son, Herber P. Kopf, El Paso; one sister, Miss Caroline E. Herber; one nephew, C. J. Leon Ruder; and two nieces,

Miss Lillian Rose Ruder and Mrs. R. R. Vosburgh, all of Toledo, Ohio.

Rosary services will be held at 7:30 p. m. Sunday in the Kaster and Maxon Chapel.

Funeral arrangements were pending with the Kaster and Maxon Funeral Home.

Monday, Nov. 29, 1948

Mrs. Hailey, Mr. Kopf Wed in Clovis

Announcement is made to-day of the marriage of Herber P. Kopf of 618 West Missouri street and Mrs. Bula F. Hailey, pastor of the Open Door Spiritual Church.

The couple were married in Clovis, N. M., Nov. 18, by the Rev. J. English of the Clovis Methodist Church.

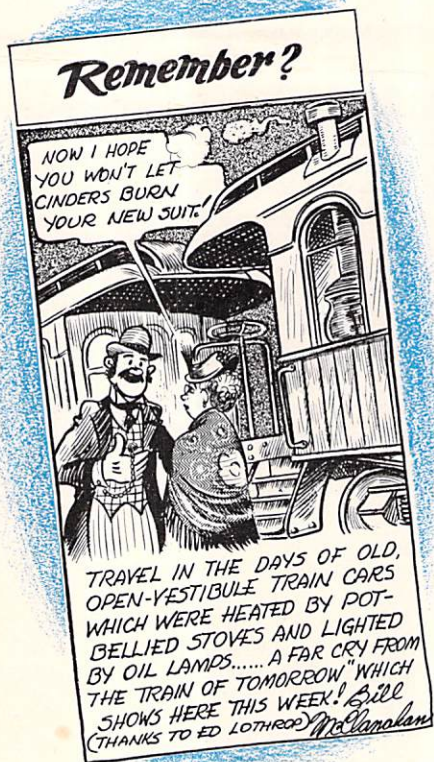
They spent their honeymoon in Ruidoso, and are now at home at 618 West Missouri street.

Mr. Kopf has been a resident of El Paso for many years, and is widely known here. He is a claim clerk with the Texas and Pacific Railway.

Mrs. Kopf established the Open Door Spiritual Church and was recently ordained as a minister. Her daughter is Mrs. John Starling of El Paso.

Remember?

BRIGHT and widely-read newspaper feature each day in Dallas is a nostalgic little cartoon called "REMEMBER?" Its creator, BILL McCLANAHAN, in addition to being a topnotch newspaper cartoonist and reporter, is an ardent railroad fan and builder of model railroad equipment. From time to time his productive pen has yielded humorous and colorful incidents in Texas and Pacific's memorable past. Through courtesy of The Dallas Morning News, some of them appear on these pages.



HERBY'S HORSELESS CARRIAGES



SOMEWHERE on Texas & Pacific's "West End" there's a much-surprised locomotive engineer. He's the man who was in the cab of the Sunshine Special's big diesel near El Paso awhile back.

Unnoticed by the engineer on the highway nearby, was a roadster sporting on each fender

a silver horn, cruising along abreast of the diesel. Approaching a road crossing, the engineer pulled the signal cord: "W-h-a-a-a-m-p, W-h-a-a-a-m-p, Woop, Woop!" came the warning signal. From the highway, in exactly the same deep-throated hoot as the locomotive, came an identical "W-h-a-a-a-m-p, W-h-a-a-a-m-p, Woop, Woop!"

It wasn't an echo, nor was the engineer just hearing things. His warning blast had actually been answered by a set of diesel horns exactly like those on the T&P Eagle locomotive. And the man who had "made like a locomotive" was himself a railroad employe, H. P. (Herby) KOPF, a claim inspector in T&P's local freight office in El Paso.

Those diesel horns on Herby Kopf's roadster are in a way indicative. They measure Herby's preoccupation with things automotive. Just as some people were born to love horses, so it seems Herby, an affable bachelor with service in both World Wars, was born to love horseless carriages, particularly those of the goggles-and-linen-duster era. Not satisfied merely to own these chain-driven relics, he puts them in good running order and makes them look new. This often means hours and days of mechanical work, the building of parts long since lost, and the occasional employment of a carriage stripper from Mexico. To satisfy Herby, his models must be restored in every detail.

To this unusual hobby Kopf has devoted his leisure time for the past 35 years. He has always loved automobiles, even to the point of building a lubricating business in El Paso just because he liked to have them around. His first auto was a Haynes, acquired in 1915. Next came a light, experimental Chalmers. This was replaced in 1920 with a new Dodge sedan, and in 1928 he bought a Hupmobile. Most of these were more or less new. Antique automobiles just hap-



Only model of its kind, to Kopf's knowledge, the serpentine horn and socket which carries a buggy whip, makes this 1906-Model ABC resemble an old-fashioned, horse-drawn surrey.

pened to Herby Kopf. A man gave him one.

That happened in 1930, when a farmer, one of Kopf's customers, came in one day and offered him an old car. It had been stored in his barn for several years, had not been driven in three. Chickens had laid eggs in the seats. Coops for the chickens were covered by hay in the back. Herby took the heap, put on a new top, new paint and new tires. He had created for himself a new hobby.

Next came a 1920 Hupmobile, which proved the truth of the saying, "It isn't the cost but the upkeep." Two spinsters, neither of whom drove, gave Herby this second antique. The Hup had belonged to their father. When he died it was stored in their garage and remained there for twenty years before Herby broke off the rusted hinges and stared in wonder at a car so covered with cobwebs and dust that he couldn't even determine its color. But all it needed was tires—and a washing. Though his first two antiques had cost nothing—he had spent more than \$300 getting them in condition.

Herby was now on his way. Next acquired was a 1912-Model International truck, also a gift—from a friend in the junk business. A new body, plus motor repairs, plus paint, hours of labor and a monetary outlay of almost \$500 resulted in a stunning, new-looking work vehicle with a bed little larger than a big wheelbarrow.

His most rare machine came along after this—a 1907-Model ABC, the initialed name of which comes from the late A. B. COLE, who built the motor-buggy in St.

EPCHS --History
TRAINS, 1984
SP 4449 Steam engine
to visit El Paso