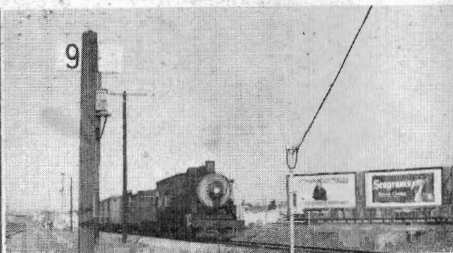


WESTERN PACIFIC  
*Mileposts*

APRIL 1950



# WESTERN PACIFIC Mileposts



Vol. I

APRIL, 1950

No. 9

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Cover:

One of Western Pacific's powerful 2-8-2 Mikado freight locomotives makes a striking picture while heading west through Altamont pass at the head of a long fast freight. Photo by Eymann of Photo & Sound Productions.

## A TIP FROM A SHIPPER

*"Few tragedies can harm a firm  
 (And everyone who mans it)  
 Like having anything it ships  
 Get hurt or lost in transit."*

—Anonymous

Railroaders probably know better than anyone else how true are the words quoted above.

The annual PERFECT SHIPPING CAMPAIGN is renewed with intensity during April of each year, and in conjunction with good shipping practices, you will enjoy reading the following message written by C. S. "Mike" Connolly, general traffic manager of Carnation Co., one of WP's big shippers, following a

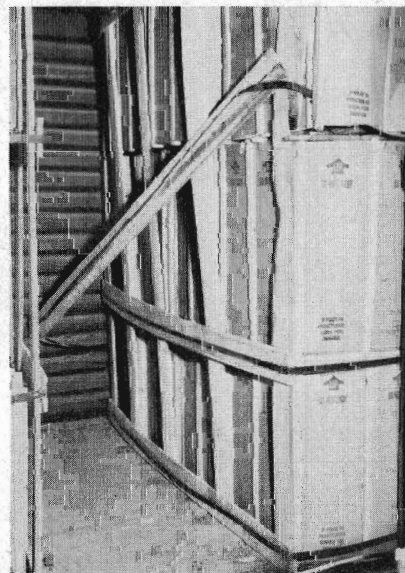
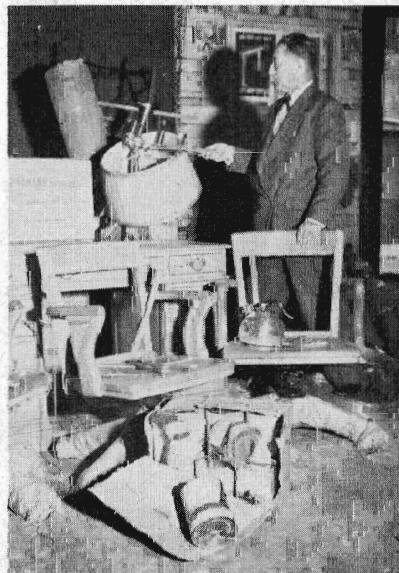
recent conversation with our vice-president, H. C. Munson:

"I know that if we were able to talk personally to many of the trainmen who are handling our products, they would listen to our story and would do everything in their power to deliver our cars to our customers without damage.

"Our plant employees are working wholeheartedly to do the best job that

A shipment of damaged freight is inspected by James Dillon, general freight agent at Oakland. Careless packing, loading and shipping practices cost WP more than a half million dollars in 1949.

Broken bulkhead gates such as this are responsible for many loss and damage claims. A little more care spent in providing adequate bracing would prevent loads from shifting during transit.





An example of good loading practices. Note carefully stacked cartons of canned goods. Foreman carefully checks for faulty packaging, improper loading, incorrect count and proper labeling.

can be done in the loading of cars. Your men are just as conscientious as our men. All of us are very much alike, whether we are processing milk prod- opportunity of meeting one another, we would no doubt find many interests in common. Consequently, it is ap- parent to me that the damage which results from rough handling in transit must be entirely through some lack of attention to a detail of operation which perhaps is taken for granted.

"If some of our folks could meet some of your folks and simply say, Bill, Joe or Jack, you have a car of milk there in that train, and we will appreciate it if you will handle it as carefully as possible. We are proud of our product and you are proud of your railroad. If we don't have either, cer-

tainly we will have to look some place else for a job. (This is) just plain horse sense and economics.

"We can take the easy way and run away from this railroad problem. We can put our milk on trucks. We have not had very much damage where our shipments are transported in motor trucks. We can ship as much milk as possible on trucks with the idea in mind that we are getting away from the damage we encounter on the rail- roads, but this will not solve the over- all problem.

"We can help solve it if we can get our friends to listen to us. I think that if your men know what we have done and what we are constantly striving to do, that they will do the same thing.

They will handle our cars as carefully as possible because certainly they get no more satisfaction out of a sloppy job than we do. We try pretty hard to make a good product and load it properly, and we will sure appreciate a little teamwork in getting our cars to the customer in good shape. Won't you try a little harder to make this possible?"

That's good plain talk, the kind we railroaders like, and there's no denying the fact that if each of us handled every shipment of freight as if it were a personal matter, our freight loss and damage problem would be insignificant.

Of the \$547,000 allocated to loss and damage in 1949 on WP, \$450,000 falls under the classification of unlocated damage and concealed damage, and it

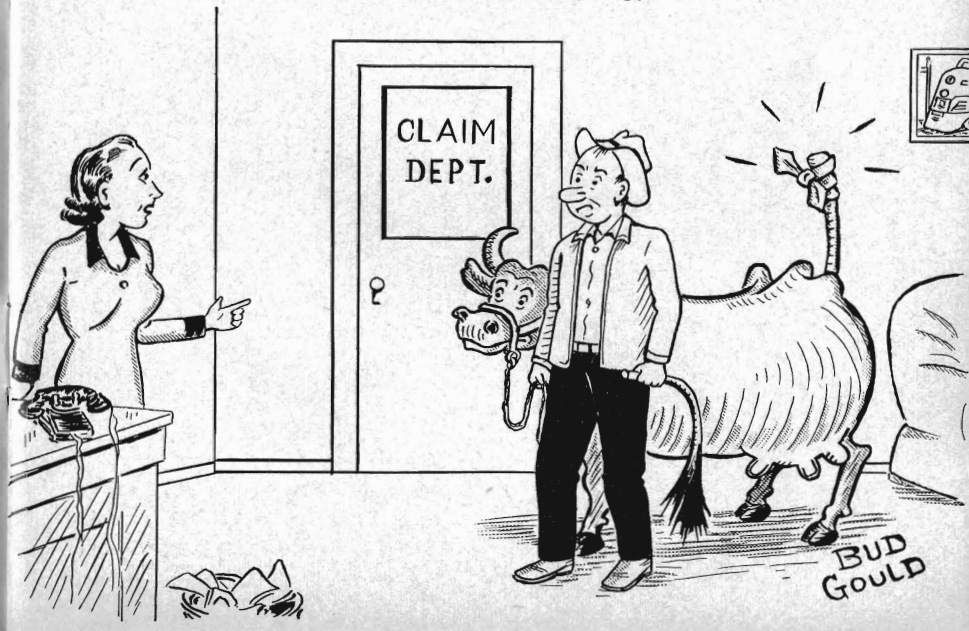
is here that the greatest opportunity for improved operations offers itself.

Our plea today is that special atten- tion be given to careful handling of cars through and in our terminals. There is no single element that offers the opportunity for increased good will toward our railroad as does this matter of avoiding physical damage associated with improper handling of cars.

Listed below are seven points for perfect shipping. By giving each point a little thought, WP can achieve PERFECT SHIPPING for 1950.

1. RECEIVING. Be sure you get what you sign for—know the rules.
2. MARKS. Check for legibility and double marking. "One consignee" —"One destination," to get the freight to the consignee.
3. CAUTION SIGNS. "Handle With Care"—"This Side Up"—"Fragile"

"Go right in, sir, Mr. Thatcher is expecting you."



Sweep  
it out

—observe all signs calling for special attention in trucking and loading.

4. **IMPROPER PACKAGES.** Call attention to improperly prepared packages. You can recognize a weak container. Dilapidated, second-hand containers are a poor risk.
5. **LOADING.** Load to avoid damage. Build a load that is sure to carry well.
6. **SWITCHING.** Damage to car and contents can result when cars come together too fast. Keep coupling speed down to 4 m.p.h.
7. **WORKING TOGETHER.** Every job dovetails into every other job. Every operation must click without a slip to do the perfect transportation job the shipper pays for, and of which we are capable.

**TEAMWORK WILL DO IT....!**



**BURNING BOXCARS**—the billowy clouds of black smoke south of Stockton that have been alarming some of the local residents is nothing more than the Western Pacific burning retired boxcars and reefers to salvage iron and other metal. The salvage operations employs 11 men working daily. Plans call for 1,000 such cars to be scrapped in this manner, with part of the metal salvaged for future use.—

(Photo from *Stockton Record*.)

## Meet Our General Chairmen

(This is the first of a series of articles about Western Pacific's General Chairmen. Personalities of the eleven employees serving as chairmen for the other railroad labor organizations, as well as the 14 chairmen who are not WP employees, will appear in later issues of MILEPOSTS.)

During the early part of 1907 a youngster of 17 had the desire to become a railroader and went to work as call boy for the Santa Fe, later becoming hostler's helper for that road.

It wasn't long thereafter that Western Pacific began to appear on the newspapers' front pages, and W. E. Meyers, better known to his many friends as Elmer, decided to apply for a position as fireman on the new railroad. Placing his application with the master mechanic at Stockton during the fall of 1908, he was immediately



W. E. MEYERS

put to work as hostler's helper at the old Flora Street round house.

When additional work trains were put on in August of 1909, Elmer received an assignment as fireman, and when passenger service was inaugurated in 1910 he had sufficient seniority to bid in an assignment between Portola and Gerlach. For the next 20 years he made Portola his home.

During the year 1916 he was promoted to engineer, and during 1928 was promoted to road foreman of engines. The Keddie-Bieber line was under construction during 1931, and again the pioneer spirit struck him and he resigned that position to work under G. W. Curtis on the new extension. He handled engine 204 in the dedication ceremonies at Bieber, and worked on the new line until he moved to Stockton in 1933 where he remained until his next move to Alameda in 1939. After working both yard engines and passenger service there, he accepted the position of General Chairman of the Engineers during 1942. He holds the honor of being the oldest WP employee serving as a Brotherhood chairman.

During the war years he was appointed Captain of Auxiliary Police for his respective district.

Space does not permit the entry of the many problems that confront a General Chairman. Elmer believes, however, after nearly eight years' experience in handling grievances for engineers, that most all cases can be settled over the conference table or

(Continued on Page 9)

## MILEPOSTS



## IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of March, 1950:

<b>30-YEAR PINS</b>		
Ralph E. Christy.....	Transit Clerk.....	Western Division
James L. Collins.....	Passenger Brakeman.....	Eastern Division
Lois J. Dragoo.....	Chief Pass Clerk.....	VP & GM
Roy E. Fahliquist.....	Asst. Accountant.....	Store Department
Leslie L. Morris.....	Cashier.....	Eastern Division
Henry E. Stapp.....	Terminal Trainmstr.....	Western Division
Owen S. Thomas.....	Conductor.....	Eastern Division
<b>25-YEAR PINS</b>		
Frank J. Adams.....	Switchman.....	Western Division
William J. Ferguson.....	Car Foreman.....	Mechanical Dept.
Roy Hill.....	Brakeman.....	Western Division
Josephine E. McCulloch.....	Chf. Clerk-Manifest.....	Transportation
<b>20-YEAR PINS</b>		
Eric H. Hecker.....	Locomotive Engineer.....	Western Division
Emilio Jaramillo.....	Section Foreman.....	Eastern Division
Harry H. Mercer.....	Stationary Engr.....	Mechanical Dept.
Edmund R. Millfelt.....	Traffic Rep.....	Los Angeles
Don Richmond.....	T & E Timekeeper.....	Western Division
William C. Wells.....	Asst. Yardmaster.....	Western Division
Forest V. Work.....	Clerk.....	Western Division
<b>15-Year PIN</b>		
Rex Hall.....	Section Foreman.....	Western Division
<b>10-YEAR PINS</b>		
Edgar F. DeMotte.....	Asst. to Gen. Aud.....	San Francisco
Richard J. Mounkes.....	Asst. Roadmaster.....	Western Division

## Meet Our General Chairmen

(Continued from Page 8)

through the National Railroad Adjustment Board.

Having little time for hobbies, when time is available, he prefers hunting, fishing, boating and celestial navigation to other forms of recreation.

Born at Rocklin, California, October 10, 1890, Elmer moved to Richmond in 1896 and went through school in that city. Between 1904 and 1907 he worked after school hours as assistant to the chemist of the Standard Oil Company.

Mr. Meyers resides in San Francisco's Marina district with his wife and daughter, Jeanne Marie, who is secretary to the manager of the Pacific

Building. The oldest son, William E., Jr., works as engineer out of Portola, and Robert W. is master mechanic for the Feather Falls Lumber Co., Feather Fall, Calif.

Tune in on the following Railroad Hour Shows, Monday nights on NBC:

- May 1 — MADAME SHERRY with Dinah Shore (tentative).
- May 8 — ROBIN HOOD with Dorothy Kirsten.
- May 15 — PINK LADY with Lucille Norman.
- May 22 — PRINCESS PAT with Dorothy Kirsten and Lucille Norman.



### Sacramento Northern

All smiles these days is PAUL SCOTT, bill and expense clerk, Marysville, for he just made a down payment on a lot in Yuba City recently, and is anxiously awaiting the day when he can move his family into a nice new home.

Before he gets around to ordering any new furniture, contracting for landscaping, or making plans for moving in, however, he had better get together with GEORGE E. SYLVA, agent at Marysville.

It seems as though George had plans for this same idea last October, when construction was started on his new home. He was assured by his contractor that it would be completed within a reasonable length of time. Just what constitutes a reasonable length of time has George somewhat confused, for latest reports are that his home will now be ready for occupancy by October 1950!

Meanwhile, HARRY HARGON, assistant trainmaster at Yuba City, sits back in his big easy chair and smiles. His new home at Florin has been completed and Harry is in. He offers some comfort, however, when he says: "Anything worth while is worth waiting for." (Editor's note: Harry didn't say how long he had to wait, fellows.)

MILT ROWE recently left the hospital after a long siege of illness and everything was looking fine. We are sorry to

# Caboosing

now learn that Milt had a relapse and had to return to the hospital for further treatment. That's a tough break, Milt, and we certainly hope the second trip will be short and that you will soon be on the road to quick recovery.

It's nice to have NEWELL PAYNE back on the job as chief clerk at Yuba City. His recent operation doesn't seem to have done him any harm as things are really humming around his desk.

### Sacramento Store

We didn't think anyone enjoying this wonderful California sunshine would ever think of venturing eastward into a life of earmuffs, red flannels, etc., but it doesn't scare ALMA and BILL KLEPZIG. We hope mother nature will be kind to them while vacationing with Bill's family in Illinois.

When the Coast League baseball season opened March 28th, with the Sacramento Solons playing Los Angeles, HARRY MESSER, HORACE LATONA, BRUCE STILWELL and JULIUS FRICK were right on hand to give their support for the home team. They all admit their team isn't starting out too well—"but give them time," says Harry.

Glad to welcome AL MADAN back to work after his siege of illness. "One nice thing about being sick," says AL, "is that it feels so darned good to be well again." We agree!

JOHNNY DURAND's tiny son, Richard Allen, has been quite ill and is confined

to the hospital. We wish him a rapid recovery, Johnny, and hope he will soon be home with mom and dad.

### Eighth and Brannan

ALVIN JOHNSON has purchased a new Oldsmobile sedan, which he occasionally drives to work. Al enjoys the idea of driving to work fine, but says it has a tendency to make a lazy man out of you.

FRED W. CARBINE, revising desk, will retire this summer and is running for councilman in Redwood City. His slogan: "Get things done with Carbine." We know he means business and wish him luck.

LARRY GERRING won out over ARNOLD SKOOTSKY and was first to get his money on the line. He now spends each night checking on the progress as his new home on Forty-fourth Avenue nears completion.

### Los Angeles

The Pacific Coast Transportation Advisory Board meeting in the middle of March brought a host of GO visitors to the sunny southland. Observed enjoying their work momentarily in our paradise were W. G. CURTISS, AFTM; E. T. GALLAGHER, supt. of transportation; C. K. FAYE, manager perishable freight, and W. C. EMERSON, inspector of transportation. At the same time P. H. EMERSON, retired transportation inspector, was in town and stopped by the office to say "hello" to some of his old friends. His successor, L. F. DELVENTHAL, JR., likewise dropped in while passing through on company business.

Safely at home now from the wintry blasts that greeted him is D. C. WIL-

KENS, general agent, who spent a couple of weeks in the northwest in the interest of stimulating traffic as a follow-up on the trip recently made over the Bieber Route by the WP, GN and SFe presidents and assistants.

### Chicago

Cold weather habit-forming . . . GLADYS HESSON and sister Evelyn Heinkel spent a recent week end in Denver visiting a nephew stationed at Lowry Field. Gladys came back to Chicago (she likes to eat regularly) raving about the mountains, weather, particularly the sunshine and 70 temperatures. Even the fur coat Gladys took along enjoyed the holiday, but both she and the fur are now back at work.

Recuperation . . . Know that JIM WARREN's host of friends will be very happy to hear that his daughter, Helen, is almost fully recovered from recent injuries suffered in a local automobile mishap. Local traffic problems, local weather, and reckless drivers were her misfortune.

Weaker sex? . . . While details are lacking, Chicago office grapevine has it that two of our female contingent, VERA SAFRANEK and ROSE MARIE FITZGERALD, who professed their main knowledge of bowling consisted of the idea of trying to knock down a bunch of pins with a heavy ball, recently gave quite a trimming in said sport to one of our male contingent (name omitted for my personal safety). This has been quite a moral to another anonymous member of the stronger sex who saw himself picking up some easy change. He suddenly developed a severe wrist sprain and will be unable to bowl for at least ten years!

(Continued on Page 17)

## UP THE LADDER

MILEPOSTS congratulates the following employees upon their recent appointments:

Effective March 1, *Gene R. Newgard* was appointed assistant auditor of disbursements, with headquarters at San Francisco.

Born and schooled at Minneapolis, Minn., Gene began his railroading with the Minneapolis & St. Louis Railroad in 1917. In 1930 he became associated with the Interstate Commerce Commission, working in the Bureau of Accounts until 1942, when he left to accept a position as resident auditor for the Maritime Commission. He joined Western Pacific in January 1949, serving as traveling auditor until his recent appointment.

Mr. and Mrs. Newgard reside in Oakland, as do their three daughters and one son and four grandchildren.



E. R. NEWGARD

Effective April 1, *Gordon P. Knapp* was appointed chief pass clerk at San Francisco, succeeding Miss L. J. Drago, retired, working under the jurisdiction of office manager, R. C. Beltz.

Born at New Boston, Texas, September 2, 1915, Gordon received his education in Texas schools.

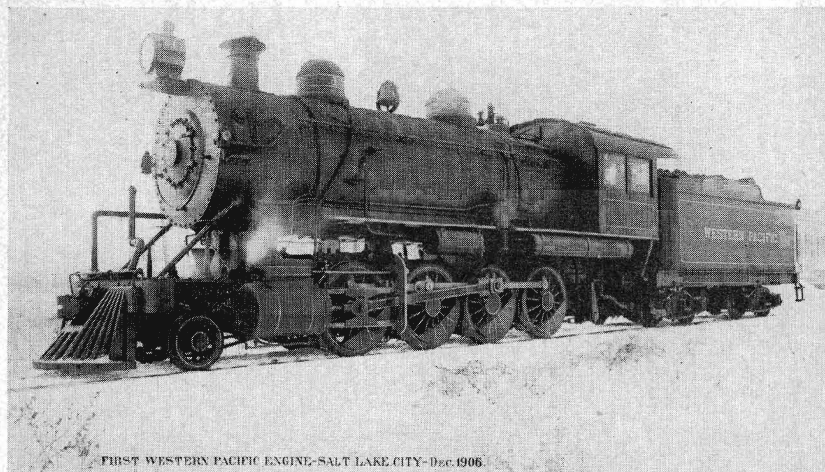
After four years' army service in World War II, 38 months of which were spent in Africa, he entered Western Pacific service in September 1948 in the office of vice-president and general manager.

At the time of his new appointment, Gordon was confined to St. Joseph's Hospital, where he spent nine days in traction with an acute sacroiliac, and two days recuperating.

Gordon lives in San Francisco with his wife and 20-month-old son.

(Editor's note: Due to his illness, we were unable to secure a photograph of Mr. Knapp prior to going to press. His picture will appear in the May issue.)

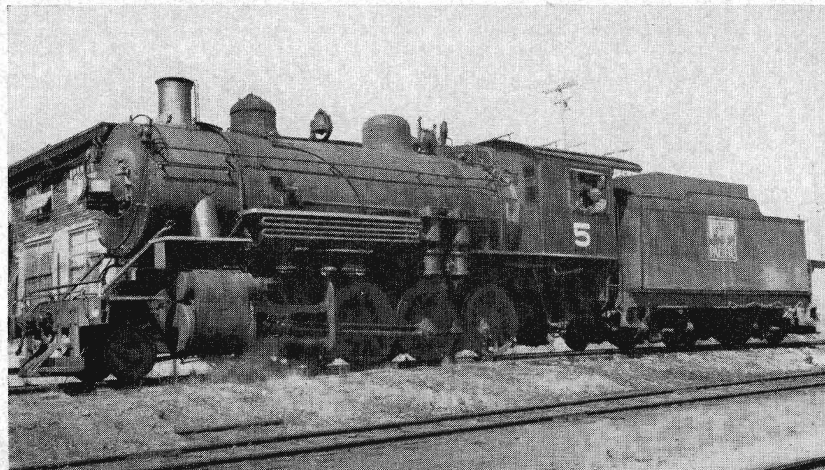
Follow the calliope to San Francisco's Municipal Auditorium Tuesday, May 30, and join the gang at Western Pacific Club's "night at the circus"! A special rate of \$1.20 per ticket will entitle you, your family and friends, to front row seats, and those attending previous Shrine Circus shows will vouch for every bit of your money's worth. There is a committee chairman in your department — for \$1.20 you can't go wrong!

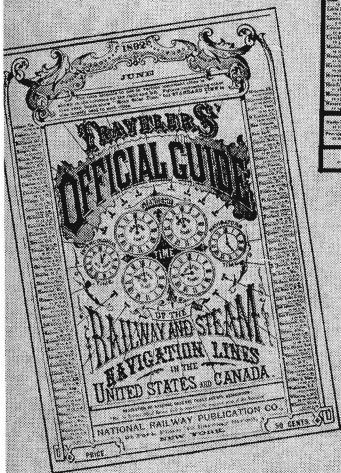
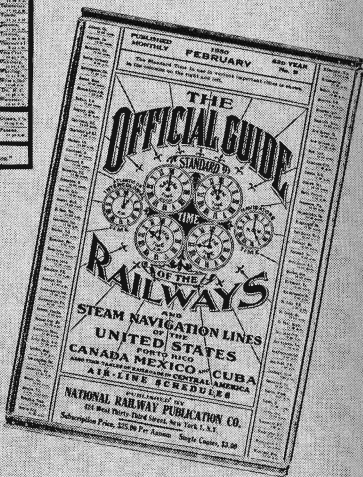
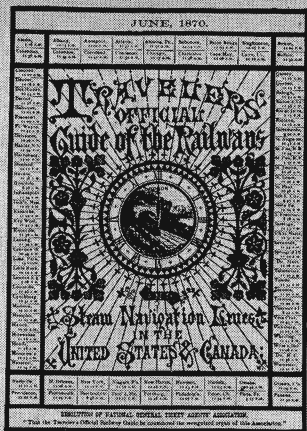


FIRST WESTERN PACIFIC ENGINE, SALT LAKE CITY—Dec. 1906

Engineer H. D. Jones, of Salt Lake City, writes that he remembers engine No. 1 when she arrived on the W. P. back in 1906 to take part in hauling the company's first construction trains and would like to see photos of her when new and as she looked just before retirement. Sixty-five 2-8-0 freight engines, of which No. 1 was the first, were outshopped by Baldwin Locomotive Works as the finest motive power of their time. The photo above shows the proud locomotive the day it arrived in Salt Lake City.

No later picture of No. 1 is available, but below is a photo of engine No. 5 of the same series, showing how No. 1 looked when she was scrapped some years back. Venerable No. 5 was scrapped on December 20, 1949, and the twenty remaining operating members of this series will soon meet the scrapper's blow torches as time and the diesels roll on.





When the Official Guide first appeared in June, 1868, it was called the Travelers' Official Guide and contained 140 pages, less than one-tenth the number of pages in the 1950 editions.

## YOU CAN FIND IT IN THE GUIDE

Railway ticket agents name one book above all others which they would prefer to have at their elbows—*The Official Guide of the Railways*. Their reason for this choice is that *The Official Guide* packs between its covers more useful information than can be found in any other single volume concerning railway routes, trains, and train schedules throughout the North American continent.

But ticket agents are not the only group who make use of this book. Nearly one-half of the circulation is

outside the railway field. It is widely used by chambers of commerce, banks, investment houses and newspapers. The latest copy is always kept for ready reference in the White House, where it has been a ready reference volume since Andrew Johnson. Army, Navy and Air officials in the Pentagon Building and elsewhere are also frequent users of the *Guide*, as are officers and employees of the Post Office Department, the Interstate Commerce Commission, the Railroad Retirement Board, and the Senate and House

MILEPOSTS

**THE WESTERN PACIFIC RAILWAY CO.**  
**ANNOUNCES THAT ITS LINE WAS OPENED FOR THROUGH PASSENGER SERVICE BETWEEN SAN FRANCISCO AND SALT LAKE CITY**  
**AUGUST 22, 1910**  
**This New Trans-Continental Route is a REVELATION to TRAVELERS**  
**"One Hundred Miles Through Wonderland"**

**EQUIPMENT OF THROUGH TRAINS.**  
 Trains 3 and 4—Pullman Compartment Observation Cars between San Francisco and Salt Lake City; Buffet Library Cars between San Francisco and Salt Lake City; Pullman Drawing-room Sleepers between San Francisco and Denver, via the D. & R. G. R.R.; Pullman Tourist Cars between San Francisco and Denver, via the D. & R. G. R.R.; Modern Steel Couches; Dining Cars.

**CONNECTIONS.**  
 At Portland—With Hox & Lupton R.R.  
 At Hartland—With Union Western Ry.  
 At H. R. E. C. Transfer—With Oregon & California Transp. Ry.  
 At Shafter—With Nevada Northern Ry.  
 At Salt Lake City—With Denver & Rio Grande R.R.; San Pedro, Los Angeles & Salt Lake R.R. and Oregon Short Line R.R.

**BOCA & LOYALTON RAILROAD.**  
 See Pacific Coast Edition of *The Official Guide of the Railways*

**TRAFFIC DEPARTMENT.**  
 W. H. ADAMS, General Manager, San Francisco.  
 J. W. BRADY, Superintendent, San Francisco.  
 J. F. WYMAN, General Auditor, San Francisco.  
 CHARLES BLAST, Treasurer, San Francisco.  
 W. J. JACOBSON, Purchasing Agent, San Francisco.  
 H. W. ADAMS, Freight Traffic Manager, San Francisco.  
 W. G. GIBSON, Assistant Freight Traffic Agent, San Francisco.  
 W. J. JACOBSON, Freight Agent, San Francisco.  
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 W. J. JACOBSON, Freight Agent, San Francisco.

WP's listing in The Sept., 1910 Guide.

Committees on Interstate and Foreign Commerce.

Now approaching its 83rd year of continuous service, this 1500-page reference volume is not only the oldest periodical of its type in the American transportation field, but, in point of contents, it is the largest monthly publication in the world.

Here in one volume is found a complete arrangement of up-to-date passenger train schedules and parlor and sleeping car routes. Equipment operated in each named train, railway system maps, junction points, connecting railways, station-to-station mileage, station index listing the railroads which directly serve each town and city, railroad officers, associations, federal

agency personnel and commissions concerned with transportation are also included. It also lists steamship companies and airlines, with their terminal and schedules, as well as the location of military posts, national parks, government hospitals, and much other information far too numerous to enumerate here.

The 985th issue of *The Official Guide* will roll off the press in June, 1950. With each issue averaging about two inches in thickness, a complete file of the *Guide* would fill a 4-shelf bookcase 41 feet in length—more than 35 times the space required for the standard edition of the *Encyclopaedia Britannica*. The immense space required to store the back numbers is probably one reason why so few of the early

Old timers will recall many names shown here.

## Western Pacific Railway Company.

GENERAL OFFICE—MILLS BUILDING, SAN FRANCISCO, CAL.  
 NEW YORK OFFICE—145 BROADWAY.

**EDWARD T. JEFFERY,** President, New York City.  
**CHARLES H. SCHLACKER,** First Vice-President, San Francisco.  
**G. M. LEVY,** Second Vice-President and General Manager, 54 Broad Street, New York City.  
**J. W. H. CROOKER,** General Attorney, San Francisco.  
**WARREN OLNEY, Jr.,** General Attorney, New York City.  
**W. G. BRUNN,** Secretary, New York City.  
**L. R. BUSH,** Assistant Secretary, San Francisco.  
**CHARLES BLAST,** Treasurer, San Francisco.  
**J. P. EVANS,** General Auditor, San Francisco.

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**V. J. WYCHER,** Chief Engineer, San Francisco.  
**J. E. WRENCH,** Superintendent Motive Power, San Francisco.  
**R. W. MARION,** Chief Accountant and Insp. Superintendent, San Francisco.  
**J. W. WELSHED,** Superintendent, Berkeley.  
**M. M. OBERVING,** Superintendent, Elko, Nev.

### TRAFFIC DEPARTMENT.

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**R. W. BERNARD,** Asst. General Freight Agent, San Francisco.  
**F. D. BRADFIELD,** Freight Agent, San Francisco.  
**E. L. LOMAX,** Passenger Traffic Manager, San Francisco.  
**G. F. REEB,** Asst. General Passenger Agent, San Francisco.  
**J. H. PEARMAN,** Asst. General Passenger Agent, San Francisco.  
**C. H. MILLER,** General Passenger Agent, Ferry Building, San Francisco.

### GENERAL AND TRAVELING AGENTS.

**R. C. MICHOL,** General Agent, 208 Broadway, New York City.  
**EDUCATOR LOYENBERG,** Traveling Pass. Agent, New York City.  
**H. K. SAMP,** Traveling Pass. Agent, New York City.  
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**J. H. READER,** Traveling Freight and Pass. Agent, St. Louis, Mo.  
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**810 South Nevada Bldg., 917 Walnut St., Kansas City, Mo.  
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**C. P. BRIDSON,** General Agent, Salt Lake City, Utah.  
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**W. H. DATEFORD,** General Agent, Los Angeles, Cal.  
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**W. S. DEWILLER,** Asst. District Freight and Passenger Agent, San Francisco, Cal.  
**J. G. PASTOR,** Traveling Freight and Passenger Agent, San Francisco, Cal.  
**San Jose, Cal.  
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**R. P. OREN,** Traveling Freight Agent, San Francisco, Cal.  
**R. H. JONES,** Traveling Freight Agent, San Francisco, Cal.  
**H. S. ROBERTS,** Traveling Freight Agent, San Francisco, Cal.**********



editions are in existence.

If there exists in the world today a complete set of *The Official Guide* from its first number in June, 1868, the publishers (National Railway Publication Co., New York), would like to know about it. Probably the most extensive file of *Official Guides* extant is in the New York Public Library, which lacks only five numbers from being complete. This set includes the only copy of the first number known to exist. The April, 1869, *Guide* is the earliest number in the publisher's files.

The next time you reach for *The Official Guide* take a careful look at it and consider what a tremendous amount of work is involved in revising, printing and distributing the 1500-page volume each month.

First through WP schedule to appear in *The Guide*.

## WESTINGHOUSE FAVORS RAILS

With an annual expenditure up to forty million dollars for the freight movements, Westinghouse Electric Corporation has adopted a policy of favoring railroads over trucks on freight shipments in all cases where rates and service are nearly equal.

Vice-president Andrew W. Phelps said the firm will utilize railroad services because trucks furnish only a partial service and threaten railroad solvency by handling only high-rated freight items between certain points, leaving low-revenue business to the rails.

"If present trends continue," Phelps said, "the railroads will be forced to raise rates sharply or face nationalization."

In view of the unsolicited support of the railroads by this extensive manufacturer, it behooves all railroaders to make Westinghouse a "buy-word" when selecting products competitively manufactured by this corporation.

With this kind of support our jobs will be more secure, particularly at a time when the railroads are fighting with their backs to the walls against competition strongly favored by the assistance of state and federal agencies and your own dollars paid out through taxation.

A junk shop near a railroad crossing in Denver carries a sign with this hint to motorists. "Go ahead—Take a Chance. We'll buy the wreck."

Railroads move daily ten tons of freight one mile for every man, woman and child in the United States.

## Caboosing . . .

(Continued from Page 11)

Flash . . . Our local film dynamo, CECIL B. DEEPHRAIM, has just about overcome distribution problems connected with proper handling of two WP California Zephyr movies from the Chicago office.

Thrift . . . Working hard, watching his pennies, and with the assistance of a rich uncle in Rangoon who left him \$1,800, BILL McGRATH has just taken delivery of a 1950 Ford—cost, \$1,800. Certain associates have suggested that Bill will have to think up a new story on his struggles on Chicago's south side—the "tremenjous" territory, number of shoes worn out each year, etc. He had a '41 Ford, but Bill and the '41 model had a falling out. In fact, the engine fell out first!

Wedding bells . . . MR. and MRS. EDWARD MCCARTHY announced the engagement of their daughter, Mary Therese, to Samuel F. Marchese, of Chicago. Wedding is planned for June 17. May every happiness be theirs and, please, may the snow be off the ground.

Secret weapon . . . Recently several of us were shocked on seeing HAL NORDBERG come into the office with what looked like a piece of pipe sticking out of his mouth. Fearing he had been in an accident, we rushed to investigate and to our relief found he had dug up (literally) a king-size cigarette holder. So large, he was still inhaling through the holder a full minute after he put out his smoke, so help me! Hal got in the elevator shortly thereafter with the contraption in his mouth, the door closed, and the holder is no longer king-size.

## San Francisco

LEE BROWN, chief clerk, overcharge claims, went to Stanford Hospital March 25 for an eye operation, which will require a six weeks to two months hospitalization.

DOUG and JEAN BRUCE, AF&PA department, recently drove out of a Ford agency with a shiny new beige business coupe. Guess who will be washing the car each weekend?

BILL ARMSTRONG, payroll clerk, with the company since February, 1947, is now one of San Francisco's "finest." We should have no trouble with our parking troubles now, eh Bill?

LELAND MICHELSON, auditor of payroll accounts, is quite a baseball fan. Watched the Seals the other night in a pre-opening week game, but wasn't too impressed with O'Doul's boys, but says the peanuts are better than ever.

The welcome mat is out for ANN VUKASOVICH, new secretary to Jos. G. Wheeler, and WILMA HANKE, C. W. Dooling's new legal secretary. Ann came to WP from Joseph Magnin's, is interested in tennis, riding, dancing, etc., while Wilma obtained her legal experience with Bank of America, and is a square dance enthusiast. They both answer to Miss—bachelors, please note.

TAL KELLY, genial chief clerk in the passenger department, is right in the midst of house building problems, but expects to be commuting from Lafayette "in a couple of months." That Lafayette sunshine BILL RACINE uses for an alarm clock must have been convincing!

EMMA McCLURE, and daughter Lynn, left S. F. April 1 for a two-week vacation trip to Washington, New York and Boston. "A couple of the Broadway

(Continued on Page 11)

## Western Pacific Railway Company.

Time-Table Effective August 22, 1949.

Table with multiple columns and rows listing train schedules, including station names, times, and train numbers. The table is dense and contains a large amount of data.



We thought you might like to test your knowledge of railroads and railroading. The answers will be found on page 25. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are 'way above the average; if you answer all 10, you are a genius.

1. What state has the greatest railway mileage—New York, Illinois, or Texas?

2. How much did the railroads earn on their investment in 1949—less than 3 per cent, between 3 and 6 per cent, or between 6 and 12 per cent?

3. If all freight cars owned by the railroads of the United States were placed in train formation, how long would the train be—4,000 miles, 7,000 miles or 14,000 miles?

4. What is the oldest railway brotherhood?

5. About how many crossties are laid in a mile of track—2,000, 3,000, or 4,000?

6. Where was the world's first railway suspension bridge—over the Hudson River, the Niagara River, or the Mississippi River?

7. What does the letter "X" preceding the number of a freight car signify?

8. What is per diem?

9. From what country did the American railroads purchase most of their iron rail in the early days—France, Great Britain, or Germany?

10. Estimate within \$10,000 the average price paid for a standard passenger coach in 1949.

### 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:

*Harry E. Baker*, conductor, Eastern division.

*William Devaney*, switchman, Stockton.

*Lois J. Dragoo*, chief pass clerk, San Francisco.

*Lee C. Hurlburt*, agent, Cordero (SN).

*Ernest W. Knox*, stationary engineer, Oakland.

*Joseph P. Menahan*, yard cleaner, San Francisco.

*Lee Rogers*, section laborer, Gerlach.

*Richard G. Taylor*, engineer, Stockton.

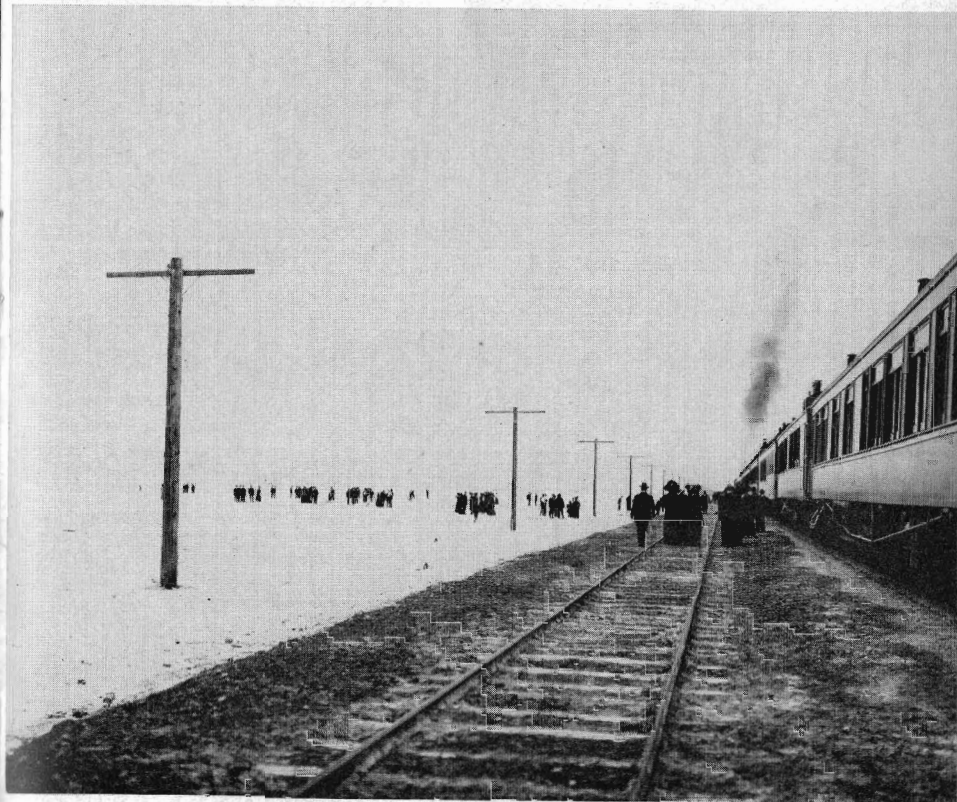
*Warren C. Truitt*, brakeman, Stockton.

*James C. Tucker*, brakeman, Sacramento.

Susan: "Whenever I'm down in the dumps, I get myself a new hat."

Joan: "Is that where you got that one?"

## IN THE GOOD OLD DAYS



*I*N the early days, WP trains stopped to let the passengers walk out on the salt flats near Salduro, Utah, such as the passengers aboard this Governor's special train did in March, 1909.

*T*ODAY'S travelers aboard the California Zephyr have an unobstructed view from modern Vista-Dome cars.

## Don't Be HALF Safe!

By Homer Bryan

Throughout his entire adult lifetime, Paul Scharrenberg, director of the Department of Industrial Relations, State of California, has devoted his time and splendid talents to enhancing the well-being of the workers of our State. His record justifies respect for what he says or writes.

In the current issue of California Safety News, published by the Division of Industrial Safety of his department, he writes:

"From the cradle to the grave, we face hazards. At work and at play, at home and in the street, on land and sea and in the air—no matter where we are or what we do, we are confronted by perils in our path. But the hazards are, as a rule, dangerous only to those who treat them lightly or ignore them altogether. Everyone 'believes in safety,' and admits that self-preservation, self-protection, remains the fundamental instinct. But in daily routine, doing the same thing over and over again without mishap, a person is likely to feel that he is 'safe' and that the other fellow is 'unsafe.' It is when we reach this frame of mind, or when we begin to look on hazards with the contempt born of familiarity—it is then that 'accidents' and 'injuries' strike with the severity of an epidemic.

"The causes of accidents are pretty well known. So, too, are the means of preventing accidents. We have traffic laws, accepted safe practices, and State Safety Orders to guide us. If we disobey or disregard them, we take a chance. We may get by once, twice, perhaps a hundred times, but the law

of averages eventually catches up with us. It is the man who flirts with danger who brings disaster to himself—and what is worse, to others.

"In industry, both employer and employee must know and comply with safety rules and regulations. The problem is not so much one of acquiring additional knowledge and methods, but of *applying* the knowledge and methods we already possess. If these are well applied, a sharp and welcome drop in occupational injuries in California will be certain. General awareness and application of this knowledge and these methods will, it is hoped, be accelerated by the Industrial Safety Section of the Governor's Safety Conference. With leaders in the industrial field—labor, management and government—united in a common cause, the welfare and safety of California's millions of workers should constantly improve."

If we heed his words of wisdom, we will make our slogan of "5 in '50" a reality!

The Association of American Railroad's Safety Section circular for January 1950 shows Western Pacific advanced from fifteenth place in December 1949 to ninth place, with a ratio of accidents per million man-hours of 7.01. Latest reports show that for the first two months of 1950, Western Pacific's ratio has reached 6.20, an even better showing! This improvement is gratifying, and we sincerely believe that we will very soon better our goal of "5 in '50."

## Caboosing . . .

(Continued from Page 17)

shows are on the itinerary," says Emma, "and is Lynn excited!" . . . meanwhile dropping two files and answering the phone before it rings . . . who's excited ???

Since last September, jovial HOMER BRYAN, assistant to vice-president and general manager, has been spending every minute of his weekends landscaping his new beautiful home. One of Saratoga's scenic attractions, Homer, through this column, graciously invites all his many railroad friends to drop in—not all at once, of course. The home is located on Lutheria Way right next to the minister's home.

An old ailment finally caught up with our building superintendent, BILL FISCHER, necessitating a quick trip to the hospital March 27. We trust nothing serious, Bill, and hope to see you back real soon.

Latest reports are that LOGAN PAINE is making rapid recovery from his recent illness and is now recuperating at home where he will be confined for a few weeks.

The spirit of Easter was on someone's mind during pre-Easter week when an unidentified admirer sent MOLLY FAGAN a huge bunny and a candy egg. "No doubt some of my friends in the engineering department," claims Molly, "as they kept waiting for me to divide the spoils."

### Oakland

SHELDON GLATT of the traffic department, left Oakland March 31 for a very exciting vacation in New York. Relatives in Manhattan promised to see that there is nothing left to be desired in the way of entertainment during his

stay in the big city and one of the highlights will be a trip to the Nation's Capital and another will be his trip home in a new Chevrolet.

At the Swedenborgian Church in San Francisco at 6:00 p. m., April 5, ADRIANUS VAN DRIEL, marine fireman, and Thelma Frazer were united in marriage and a reception followed at the famous Cliff House. Adrianus explained he chose the Cliff House for the reason that he has been going to sea all his life and on the day of his marriage he wanted to be near the sea with his bride. Adrianus was born in Holland and came to the U. S. in 1948 while his bride hails from Canada and trained service women during the 2nd World War for overseas clerical duty. We wish them our best wishes for a long and happy life together.

Telegrapher JOHN GORDON spent an eight-day leave resting recently which we think was very sensible in this day of hustle and bustle.

RALPH LAMBLEY, cashier and report clerk at the City Ticket office, is spending his vacation putting the finishing touches on his new home in Hayward. The house-warming should be only a matter of days now.

It is reported the sale for reservations on the Zephyr have increased considerably over last year, with a great number of the reservations being sold to repeat travelers. That should prove conclusively how enjoyable riding the California Zephyr can be. (Editor's note: During the first year of operation this famous train carried nearly 150,000 passengers.)

News from the car department is that DON VAUGHN, electrical apprentice, is a brand new father. Don Jr. was born April 3rd and "Gramps"

(Continued on Page 24)

## You Can't Compete With Uncle Sam!

The American railroads, and the people who work for and own stock in them, are learning through bitter experience that private business can't compete with a government agency subsidized by the taxpayers.

The American railroads own and operate the Railway Express Agency, competing with the Post Office Department's parcel post service. As a result of this hopelessly unfair competition, Railway Express is a burden instead of an asset to the railroads.

Unfortunately, Railway Express doesn't want to compete with parcel post—and the Post Office doesn't want to compete with Railway Express. Postmaster General Donaldson told a Congressional committee last year: "Personally, I feel that the Post Office has gone into the freight business."

President Truman referred to this problem in his budget message to Congress for the fiscal year 1950. Calling attention to the large postal deficit, the President said:

"The low rates for parcel post have led to substantial diversion of express traffic from common carriers, with the result that the Post Office Department is now receiving a volume and type of parcel business which it can not efficiently handle with existing facilities." And he added, "I, therefore, strongly urge again that the Congress enact at once adequate revision of the postal rate structure."

The federal law under which parcel post service is operated requires that rates be fixed at a level to cover the cost of the service. But the Post Office reports that in the fiscal year 1947 it lost \$50 million on parcel post opera-

tions. In fiscal year 1948 this deficit amounted to more than \$85 million, and the trend is continuing.

Actually, this subsidizing is even more expensive than it seems. The Post Office loses many millions of dollars a year that are never reported as deficit. For instance, that department pays no charge for the space it uses in federal buildings, and about 70 per cent of all space in post office buildings is used for parcel post. This service costs the taxpayers a lot more than they realize.

True, operating expenses, especially wage scales, have gone up for both the Post Office and Railway Express. As a result of wage increases recommended by Presidential fact finding boards, the Express Agency has been authorized by the Interstate Commerce Commission to boost its rates 58 per cent over the 1946 level. But, while postal employees have also had wage increases, there has been no parcel post increase sufficient to offset increased costs. Taxpayers pay the difference. Actually, some parcel post rates are lower now than they were in 1913.

LCL shipments by Railway Express have fallen off from approximately 231 million in 1946 to 189 million in 1947, 141 million in 1948 and an estimated 100 million in 1949. Parcel post shipments have increased during these years almost proportionately.

The Railway Express forces have decreased from 79,033 in August of 1946 to 49,375 in August of 1949, about 37 per cent, but not as sharply as the volume of express shipments.

To railroaders, this hits close to home when you consider that Railway Express uses 12,000 railroad cars a day,

even with its shrunken business. Thousands of railroaders are actually part of the express business, which uses all sorts of railroad services and facilities, such as cars, terminals, ferries, switching yards, platforms, elevators and telephone lines.

Since the railroads own Railway Express, the Agency pays for these services and facilities in proportion to the money it collects. In 1948 it paid the railroads 31 cents out of every dollar it received. But this was less than the cost to the railroads for handling this traffic. Yet, during the first eight months of 1949, the railroads were paid only 24 cents out of every Railway Express income dollar.

Of course, the railroads get paid by the Post Office too. But the rates paid by the Post Office for hauling mail are heavily weighted in favor of air transportation. So, when the railroads haul parcel post, they're actually helping finance the subsidies which the government pays the air lines.

Fortunately, Congress is working on the problem. The Appropriations committees of both the Senate and the House of Representatives have urged that parcel post be put "on a more nearly self-sustaining basis." Bills to accomplish this, and to reduce the weight and size limits on parcel post shipments are pending before both houses of Congress.

Railroaders can do something about this too. Congressmen don't get concerned about such issues unless they know that the people back home are concerned too. If a million and a half railroaders take an interest in this issue, Congress is sure to do something to take the government out of the freight business.

## In Memoriam

ARTHUR H. BEARDMORE, who retired November 14, 1946 after serving as brakeman on the western division, died January 30, 1950. His heirs are unknown.

LELAND M. BEVERIDGE, TS locomotive engineer, died February 24, 1950. He is survived by his widow, Mrs. L. M. Beveridge, of Stockton.

The death of LEE M. CAMPBELL, retired machinist since November 1, 1944, was reported on March 1, 1950. His heirs are unknown.

ROBERT B. CLARK, retired agent-telegrapher on the western division, died January 29, 1950. Mr. Clark retired in January 1938 after more than 18 years service. Survivors are unknown.

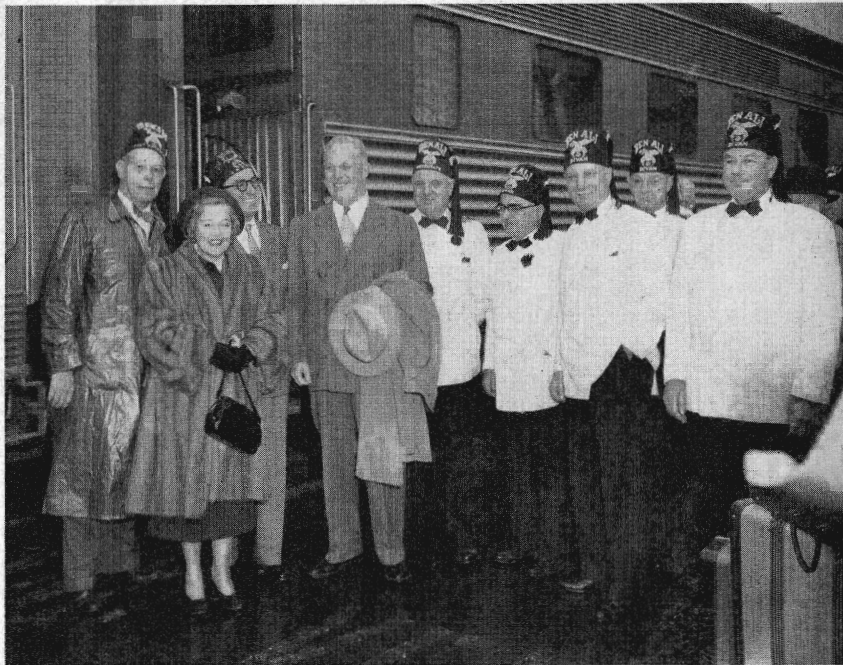
JOHN A. EVANS, brakeman, retired since December 11, 1942 after nearly 16 years service with the company, died February 21, 1950. Survivors are not known.

GEORGE L. MURPHY, extra gang laborer, died recently, the exact date of his death being unknown. He is survived by his father, Albert Murphy.

ARTHUR J. DECKER, formerly WP ticket agent at Stockton, died March 13, 1950, after an illness of two years. He is survived by his widow, Mrs. Anna B. Decker, and six children.

ALBERT J. MACDONALD, telegraph and teletype operator, San Francisco, died March 14, 1950. Mr. MacDonald came to WP in 1937, after many years of telegraph service with press associations, and brokerage houses, before coming to WP. His wife and one son passed away prior to World War II, and his remaining son, John, was reported missing during action flight over Spain during the late war. He was a member of the Masonic Lodge and the Order of Railroad Telegraphers.

American railroads in 1949 had the best passenger and employee safety performance on record. Only six passenger fatalities from train accidents and but 25 from all causes—one fatality for each 1.4 billion miles traveled!



When Harold Lloyd, Imperial Potentate, Shrine of North America, arrived in Sacramento aboard the California Zephyr, on his tour around Western United States, he was welcomed to the city by the Governor and a group of Ben Ali Shriners. Left to right in the above picture are: Fontaine Johnson, Mr. and Mrs. Harold Lloyd, Governor Earl Warren, Martin Blate, Potentate Ben Ali Shrine, Wilbur Haines, John Claus, August Affick and Charles Merz. Open house was held at the Sacramento Memorial Auditorium for Masons and their families. Arrangements were made by E. E. Scott (WP ticket agent, Sacramento), who is tour and travel chairman for the Ben Ali Shrine. Photo by Harley Frederick, Ben Ali Shrine official photographer.

## Caboosing . . .

(Continued from Page 21)

(CHRIS CONLEY) is the proudest man in town.

PETE CAPPONI, carman helper, has just moved into his new home nestled in the foothills of Sheffield Village, with a million-dollar view of the Bay Area from his living room window.

IRMA PIVER is driving a new green 1950 Ford and BILL WILKINSON has a

maroon 1948 Hudson that he hasn't been driving long.

We are sorry to report that ISABELLA MACLEOD, steno-clerk, and RALPH MAXWELL, roundhouse clerk, are both on the sick list and wish them a speedy recovery.

BE ALERT AT ALL TIMES WHEN GETTING ON OR OFF STANDING OR MOVING CARS OR LOCOMOTIVES!

An old gentleman was known around town as quite a guzzler. Every morning he awoke with the shakes, but he managed to tend his store and by afternoon you would never have thought, by his appearance, that he was a drinker at all. By nightfall, however, it was the same old story.

The young wife of another local tosspot thought she would ask his advice, perhaps learning how to get her husband to taper off.

"Just how much does your husband drink, Ma'am?" asked the old gent.

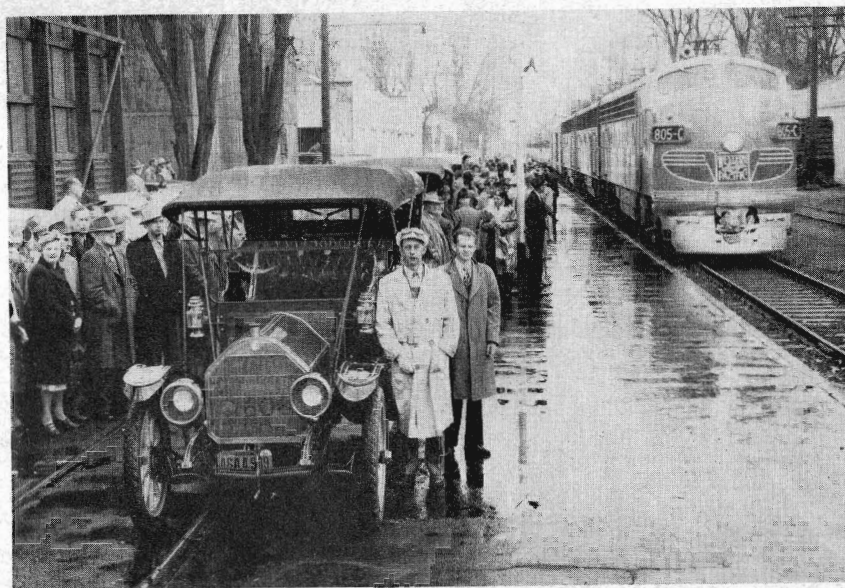
"Why, he consumes a pint a day."

"Stop worryin'," came the scornful reply. "He ain't no drinker. I spill that much a day."

—N. A. Stowe, True.

ANSWERS to questions on page 18.

1. Texas, with 15,670 miles of railroad in 1948.
2. Less than 3 per cent.
3. Approximately 14,000 miles.
4. The Brotherhood of the Footboard (now the Brotherhood of Locomotive Engineers), organized in Detroit, May 8, 1863.
5. About 3,000.
6. Niagara River.
7. It signifies that the car is owned by a private car company or a shipper.
8. Per diem is the amount which one railroad pays another railroad for the use of a freight car.
9. Great Britain.
10. The average price was \$101,663.



A caravan of horseless carriages, dating between 1909 and 1912, were also on hand to greet Imperial Potentate Lloyd, after which they paraded through the heart of the city to the Sacramento Hotel, where the Ben Ali Shrine held their Imperial Potentate Night. Photo by Harley Frederick, Ben Ali Shrine official photographer.

# SPORTS

## BOWLING

The traffickers are undisputed champions of the Western Pacific Bowling League. By defeating the Transportation team in the first half playoffs for first place tie, and winning the second half hands down, they walked off with first place.

By annexing second place in the first half (14 games) Transportation will battle with the Engineers, who finished second in the last half (14 games) on April 13, for second place honors in the league competition. Results will be announced in the May issue of MILEPOSTS.

As a climax to the event, the WP Bowling League will hold their Tenth Annual Dinner on Saturday evening, May 20, at the New Tivoli Restaurant in San Francisco, at which time trophies will be awarded. Everyone is welcome to attend this dinner, and anyone desiring reservations should contact either Al Potter or Frank Ferguson. A good time is assured for all who attend, and plans for a lively evening are now under way.

The traffickers led the high team series with a 2,655 while the Oakland Carmen finished second with 2,636. A 613 high series gave Charles Dooling first place for individual scores, closely followed by Bob Ditty with 611. Hank Donnelly took first in high game score with a 254 and Frank Thompson finished second with a 248.

Honors for rolling the most games over 200 went to Frank Thompson with 9 and Pete Casey with 8.

## BOWLING

Keglers from Western Pacific's San Francisco bowling teams made a good showing in the Southern Pacific Bowling Tournament, held over the Washington Birthday holiday at San Francisco's Downtown Bowl.

Knocking over 2,890 pins, the Transportation Team placed seventh in team events. Doing the rolling for the team were Leo Pope, Parker Swain, Carl Rath, Tom Kyle and Bob Ditty.

Pete Casey and Bill Heard placed fourth in the double events by shooting 1,198, while Jim Cotter and Al Potter shot 1,163 to place eleventh.

In the singles, Jack Ditty rolled 606 for 18th place, Ray Miller rolled a 602 for 23rd position, and Frank Thompson placed 28th with a 599.

According to Spen Lewis, secretary of WP's bowling club, "the boys made a fine showing when you consider there were 41 teams entered in the team events, 92 teams in the doubles, and 148 entered in the single events."

Teams were entered by Santa Fe, Southern Pacific and Western Pacific.

On behalf of Western Pacific, Secretary Lewis extends appreciation to the Southern Pacific Bowling League, especially hard-working Arnold Haughton, their secretary, for making participation possible.

WP has been invited to participate in next year's tournament, says Lewis, which will take place over Washington's Birthday at Ogden, Utah. Anyone interested should contact Spen for further information.

## SOFTBALL

With five weeks of practice behind them, during which time they won two games and dropped two to stiff Class B competition, Western Pacific's San Francisco softball team is working hard to be in A-1 condition come April 17, the date set for the start of league play in the San Francisco Men's Industrial League. The railroaders will be entered in Class C competition.

According to manager Tony Quill, "practice games with the Class B teams helped our boys a great deal in working out the rough spots and sharpening their batting eyes, as they worked against particularly fast and deceptive pitching. We should do all right when it comes to getting hits, as many of our boys are really slugging that ball," claims Quill.

This was further demonstrated in defeating two Class C teams during practice games, and a couple more games should find the team in shape to make a good showing.

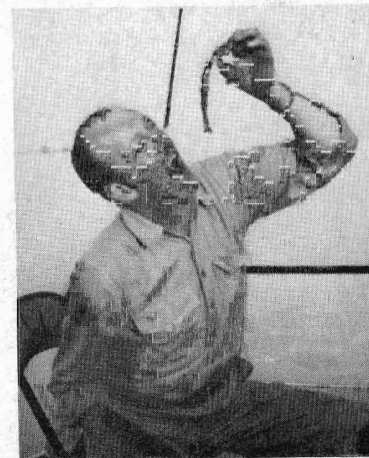
Tentative lineups were announced as follows:

Don Johnson, P.....	8th and Brannan
Tony Palladino, SS.....	AF&PA
Jim Dillon, Jr., SF.....	Waterfront Office
Bob Ditty, C.....	Switchman
Al Johnson, LF.....	8th and Brannan
Jim Mills, 2B.....	AF&PA
John Mills, 1B.....	AF&PA
John Dullea, 3B.....	Traffic
Jack Ditty, RF.....	AF&PA

### RESERVES

Don Brown.....	General Auditors Office
Reggie Dunkley.....	Traffic
Frank Whites.....	Traffic
Bob Hanson.....	General Auditor's Office
Norman Jackson.....	Treasurer's Office
Tony Quill, Mgr.....	Transportation Office

Softball is one of the most popular of all industrial sports and spectators will find it exciting, and a good cheering section will go a long way towards putting Western Pacific's team in first place.



We know Charley Vincent is a good fisherman, but his luck is just bad. While his pals hook the big ones, Charley's line just sags. During last salmon season, however, Charley hit the jackpot, as can be seen in the above picture, which we managed to "hook" after much persuasion and bribery.

The following schedule has been announced for Class "C-1," softball games:

April 18—WP vs. W. P. Fuller, 9:00 p. m.; Rolph Diamond No. 2.

April 25—WP vs. California Packing Corp., 9:00 p. m.; Funston Playground.

May 3—WP vs. Royal Liverpool Group, 7:30 p. m.; Margaret Hayward Diamond No. 1.

May 9—WP vs. Zellerbach Paper Co., 9:00 p. m.; Rolph Diamond No. 2.

May 16—WP vs. Globe Ins. Co. of Calif., 9:00 p. m.; Funston Playground.

Winners of Class "C-1" and Class "C-2" will play for the championship and runnerup titles of Class "C" league.

## WESTERN PACIFIC MILEPOSTS

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San Francisco, Calif.  
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POSTMASTER: If undeliverable for ANY REASON, notify sender, stating reason on Form 3547, postage for which is guaranteed by sender.

## *Railroad Lines*

"Illinois Central will not dieselize its freight services for a long time, if ever," says President Wayne A. Johnston.

The majestic Royal Gorge and Colorado Rockies may now be viewed from top to bottom in dome cars operating on the Denver & Rio Grande Western's Royal Gorge, between Denver and Salt Lake.

Missouri Pacific to build new freight terminal in St. Louis, covering three city blocks with capacity for 180 cars.

California-Nevada R.R. Historical Society leaves May 12 on week-end trek via WP-Clover Valley Lumber Co. R.R. and Quincy R.R. into Sierra County and Feather River wonderland.

Wabash Railroad's new streamliner, The Blue Bird, features observation domes on three dome coaches and dome observation parlor car.

4,500 new freight cars recently ordered by New York Central at estimated cost of \$23,700,000.

Widespread improvements and innovations in fast merchandise freight service announced recently by Pennsylvania Railroad.

Santa Fe will operate an extra section of its El Capitan every Friday, June 2 to September 8.

Convenient for tourists to Great Britain are the circular tour railway tickets, enabling visitors to stop over at any city on the route or circular tour selected.