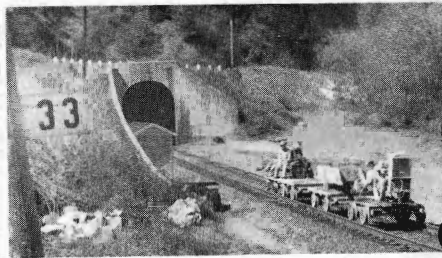


WESTERN PACIFIC
Mileposts

APRIL 1952



WESTERN PACIFIC Mileposts



Vol. III, No. 9

APRIL, 1952

Milepost No. 33

Department of Public Relations
WESTERN PACIFIC RAILROAD

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

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RADIO-TELEPHONE ON THE WP

"Switcher 509, this is San Francisco yard. Come in."

"This is Switcher 509."

"Where are you now?"

"Coming in from Ocean Shore lead with three empties."

"Pick up two loads on the Meyberg spur."

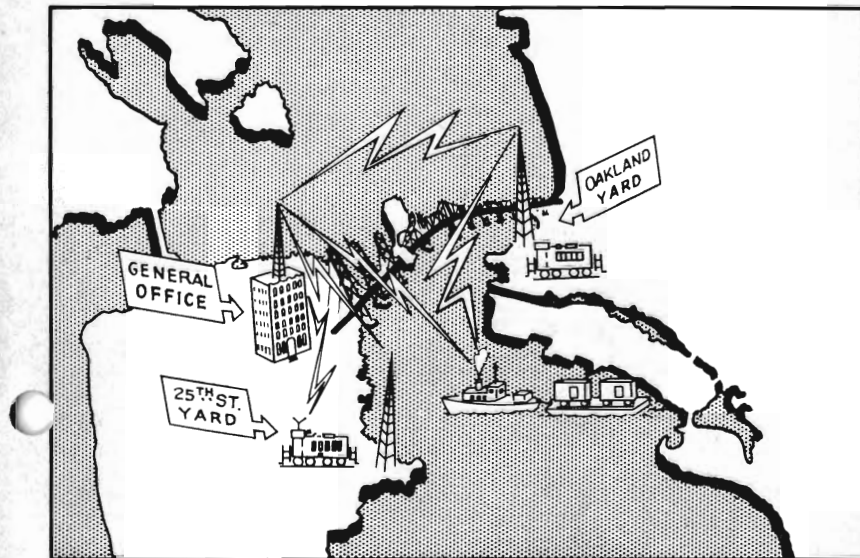
"Okay. Will do."

A visitor in the 25th Street yard office might hear just such a conversation between the yardmaster and the engineer on Switcher 509 coming over WP's radio-telephone.

What that visitor might not realize is that by means of this instant communication, a customer's two loaded cars will be picked up without undue

delay and brought to the yard for further handling. Similar fast shipper service is taking place daily at other points along the Western Pacific through use of radio-telephone, all part of the company's plan to give its shipper-customers the finest service possible.

Radio-telephone is not new on the WP. In June, 1949, caboose 617 and diesel engine 911, both radio equipped, left Oroville in a test run to Oakland yard. Since that time, 25,000 miles of tests have been made between Oakland and Salt Lake City, and the results have been excellent. Tests from fixed stations in every yard office showed that good two-way conversa-



Instant communication by radio-telephone is possible between yard switchers and yard offices at Oakland and San Francisco, between yard offices, or between yard offices and WP tugboats operating on San Francisco Bay.



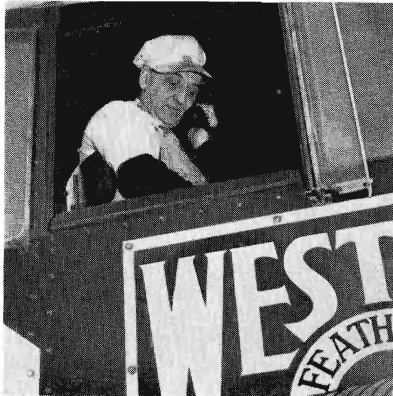
N. L. Nelson, boat and transfer clerk at Twenty-fifth Street yard, talks with Captain Gustave Bergman aboard the "Hummaconna." Because of the good reception speakers and receivers are held at a distance.



tion was possible from end to end of a train over the entire line, with the exception of when a radio unit was in a tunnel. A yard test allowed the yardmaster to contact the train eight to ten miles from his office.

In the early part of 1950, radio equipment used for road tests was placed on the tugboats *Hummaconna*

Engineer Roger J. Collins checks in with the San Francisco yard.



and *Hercules*, operating on San Francisco Bay, with a fixed station in the Oakland yard office. Contact between the tugs and the yard offices at Oakland and San Francisco are highly satisfactory, and considerable delay is avoided in the recording of car numbers and waybill preparation while the cars are in transit.

In January of this year, the first switch engine to yardmaster radio-telephone operation was put into service at Sacramento. This was followed by installations at San Francisco, Oakland and San Jose. Elko, Portola, Oroville and Stockton yards will soon have similar stations in operation, and plans include radio stations for Roper Yard (Salt Lake City), Wendover, Bieber and Keddie late this year. Pack sets for car checking are also to be placed in service at Stockton soon. These small battery-powered portable two-way transmitter-receivers may be slung over the shoulder by a strap, and will permit the car checker to call car numbers back to the yard office

for the train list, providing another improved shipper service.

All radios are assigned a frequency by the Federal Communications Commission, so that no interference is had with other radio service. Radio on the WP is operated on two frequencies, 159.63 and 160.05 megacycles, authorized by the FCC, and is included in the VHF (Very High Frequency) band. This band is only slightly lower in frequency than the band used by TV station KGO, but is approximately twice as high in frequency as TV stations KPIX and KRON. All equipment is frequency modulated and the power output of the transmitters range from 25 watts on tugboats to 10 watts on switch engines.

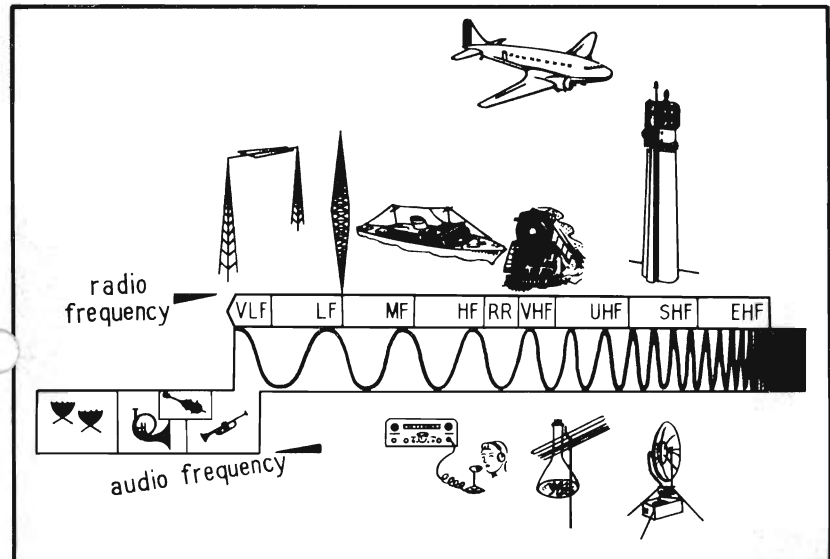
All fixed stations, such as yard offices, are assigned a call letter. San Francisco, for example, is KMD380. All mobile units have the call KA3503. Yardmasters at the base stations are licensed by the FCC, and all mobile units are covered by a blanket license which allows use by any employee.

All diesel switch engines are now wired for radio use, and all diesel freight engines and 35 cabooses will receive radio installations in the near future.

The radio program is under the direction of Norman W. Menzies, superintendent of telegraph. All wiring on engines and cabooses is performed by shop men at Sacramento and other points along the railroad. Antenna

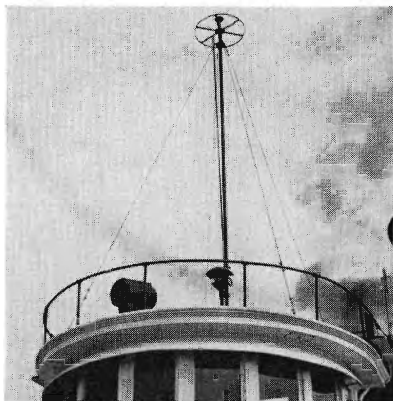
The chart below indicates the relative locations of various radio services from very low through extreme high frequency. You will note railroad radio appears in the lower end of the very high frequency segment. As radio frequencies increase they gradually approach the upper limit and enter the lower, or infra-red light frequencies.

—Chart courtesy Reference Data for Radio Engineers Publication, Federal Telephone & Radio Corp., N. Y.



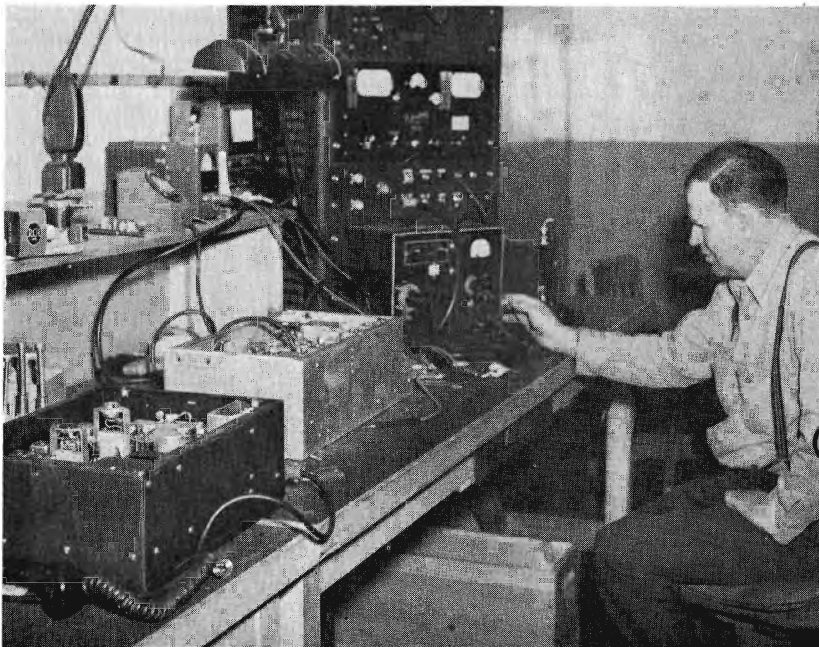


Radio antenna on roof of General Office.



Radio antenna above Hummaconna's pilot house.

Gil Ware, telephone and telegraph maintainer, tests radio equipment sent in for repair in the shop at General Office.



Protection for Your Family

You recently received a booklet sent to all Western Pacific railroaders by President Whitman, outlining an excellent plan for group hospital, surgical and medical insurance protection for your family. Most of you by now have no doubt had an opportunity to read and discuss this plan with your family, and perhaps many of you have already discussed the matter with your insurance man, or intend to do so in the very near future.

There is no need to repeat here the many benefits available to you and your family through participation in such a plan, which is fully covered in the booklet. However, because it is necessary that three-quarters of all Western Pacific employees who have dependents must become members in this Group Insurance Plan before it can be put into operation, your atten-

Radio-Telephone . . .

poles were placed by M. C. Madsen, foreman, telegraph department, and wiring of fixed stations was done by G. J. Ware and C. N. Veters, telephone and telegraph maintainers. All repair and inspection of radio equipment is done by Ware in the radio shop at 526 Mission Street, San Francisco. Bendix equipment, MRT-1J and MRT-5B, is used exclusively.

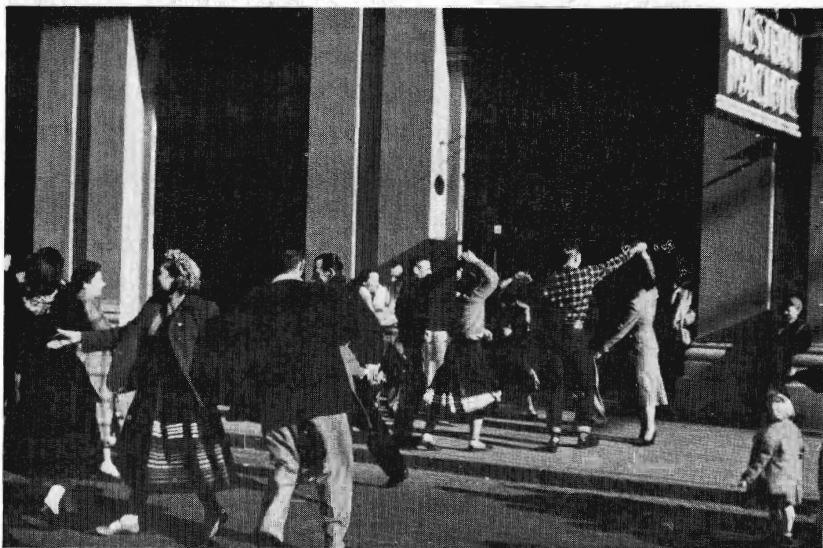
Western Pacific can look forward to the time not too far distant when a dispatcher will be able to talk with any train in his district. These improvements in our service to the shippers are conducive to increased freight business, resulting in additional revenues and payrolls.

tion is called to a few facts regarding the plan which may invite your voluntary participation.

The plan is entirely separate from that of your Medical Department. It is exclusively an employees' plan, and there are no benefits to the company. In the event any dividends accrue through increased memberships or other reasons, they will be equitably returned to the members through increased benefits or reduced monthly premiums. The many hospital and surgical benefits offered by the plan to employees and their dependents at such a low cost could not be obtained by any other means.

The development of the plan came about following many months of time and effort on the part of a committee composed of C. L. Droit, corporate secretary, L. J. Gosney, comptroller and general auditor, Dr. G. F. Cushman, general surgeon, and I. M. Ferguson, special assistant, which concluded with a selection of nine different plans being submitted to thirty-five insurance companies for bid. The accepted bid, as presented to you in the booklet sent out by Mr. Whitman with the whole-hearted support of the general chairmen representing the various brotherhoods on the Western Pacific, was offered by the Travelers Insurance Company.

Without a doubt, the plan is the finest that can be obtained on a group basis and for the cost involved. Those who have been desirous of obtaining suitable protection for their dependents with a minimum of expense will find this Group Insurance Plan an ex-



The Oakland station has seen many unusual sights during the past forty years, but a new one was presented on a recent Sunday morning when a large part of the crowd waiting for the *California Zephyr* engaged in folk dancing. Some 200 gaily costumed dancers were thus "seeing off" one of their number, Miss Una Kennedy, bound for her home in Ireland. They danced in the street for about an hour and a half prior to train time to music furnished by means of a public address system installed through the cooperation of

Group Insurance . . .

cellent one. It is hoped that by the time you read this article, a large proportion of those employees eligible to participate will have expressed their desire to do so in order that the plan may be put into effect in the very near future.

Agent Jimmy Dillon, much to the enjoyment of the guest of honor. This young black-haired colleen from Mills College is returning to Dublin to teach children in a hospital and clinic for the cerebral palsied, where she worked as a volunteer before coming to Oakland two years ago to complete her education. Folk dancing instruction paid for her vacations while here and for her fare home, and she won and left behind hundreds of folk dance friends and enthusiasts up and down the Coast. Although she specialized in Irish dances in her exhibitions and classes here, she took with her recordings of American dances and callers for dances in Eire where she will continue her second career.

Coincidentally, Oakland will be the gathering point for gayly costumed folk and square dancers from all over the United States on May 29, opening

of the Seventh Annual Folk Dance Festival. More than 400,000 dancers over the country have been contacted and 10,000 or more will travel from various points to participate in the diversified four-day program in the Civic Auditorium and the Exposition Building commemorating the City of Oakland's Centennial Celebration. Theme for the festival to be presented by the Folk Dance Federation of California, is "When California Dances." Because of ideal climatic conditions, outdoor dancing is possible the year 'round in Oakland, and the Federation, composed of over 400 clubs, has now become the largest and fastest-growing dance organization in the nation.

WRITER THANKS WP EMPLOYEES

W. H. Hutchinson, free-lance writer, and his photographer, Mac Lefebvre, recently made a round trip between Stockton and Salt Lake City, riding a WP Fruit Block (daily fast perishable freight) eastbound, returning on the Zephyrette, WP's self-propelled Budd diesel rail car.

Purpose of the trip was a Zephyrette story scheduled for the July issue of *Trains & Travel*, and a fruit block story for that publication's August issue, which will be devoted to freight traffic.

In writing of their experiences, Hutchinson informed MILEPOSTS "we had a wonderful time in getting the stories, and it was always warming to know that the people who were so nice to us are going to get some small meed of recognition for their day-by-day work on the line."



Miss Una Kennedy

ANOTHER FIRST FOR WP

Western Pacific was the first railroad to participate in an American Management Association program, when on April 3, Leo F. Delventhal, Jr., transportation inspector for the company, spoke before that association's Twenty-first National Packaging Conference and Exposition, held at Atlantic City, New Jersey, April 1 to 4. The conference was attended by nearly 20,000 packaging men and transportation experts. In his talk, "Improvements in Car-Loading Techniques," Mr. Delventhal spoke of the prevention of loss and damage in transit, and the increase in speed with which car-loading can be completed. In discussing some of the newest techniques for loading and unloading, reference was made to WP's 20 new compartmentizer cars, one of which was on display to those in attendance at the conference.

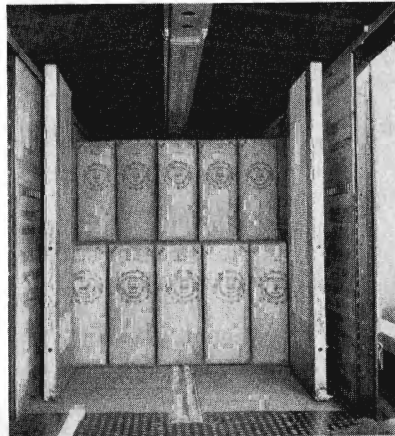
DOLLARS DOWN THE DRAIN

In conjunction with the "Sixteenth National Campaign to Promote Perfect Shipping" held during April, we thought you might like to have a look at the loss and damage picture of Western Pacific and affiliated lines, which charges to loss and damage aggregated \$1,537,000 during the last three years.

Broken down to show causes and which commodities led the field on a yearly basis during the past three years, the figures show:

PRINCIPAL CAUSES	1951	1950	1949
Unaccounted loss of entire packages.....	\$ 23,000	\$ 13,000	\$ 16,000
Unlocated damage.....	361,000	342,000	385,000
Concealed damage.....	74,000	50,000	65,000
Defective equipment.....	9,000	12,000	14,000
Refrigeration, ventilation and heater failures.....	10,000	14,000	13,000
Delay.....	11,000	13,000	28,000
Train accidents.....	9,000	1,000	4,000

COMMODITIES MOST AFFECTED	1951	1950	1949
Grain, flour and mill products.....	\$ 13,000	\$ 10,000	\$ 14,000
Fresh fruits, melons and vegetables.....	73,000	80,000	101,000
Other agricultural products.....	35,000	10,000	14,000
Livestock.....	13,000	11,000	20,000
Packing house products.....	9,000	6,000	4,000
Eggs.....	3,000	1,700	6,000
Sugar.....	19,000	14,000	16,000
Autos and motor vehicles.....	6,000	5,000	8,000
Furniture (new).....	25,000	20,000	22,000
Paper and paper products.....	2,000	4,000	7,000
Canned goods and food products.....	101,000	109,000	118,000
Glass and glass products.....	7,000	5,000	5,000
Manufactured articles NOIBN (not otherwise indicated by name).....	75,000	69,000	72,000
Beer and liquors.....	36,000	29,000	39,000
Freight forwarder traffic.....	34,000	27,000	28,000
Plumbers' goods.....	6,000	6,000	7,000
Iron and steel articles.....	10,000	8,000	6,000
Machinery.....	2,000	3,000	3,000
Stoves and ranges.....	5,000	5,000	6,000
Enamelware and washing machines.....	9,000	6,000	6,000
Refrigerators.....	12,000	10,000	11,000



AID TO REDUCING LOSS AND DAMAGE

The photo at the left shows compartmentizer car WP 20819, partially loaded by E. Clemens Horst Co., West Sacramento, with shipment of hops in bales, destined via SN-WP-UP-IC-PRR to Piel Bros. Brewery, Harborside Warehouse, Jersey City, N. J. The car was loaded with 40 bales in each end behind the compartmentizer doors, and 57 bales in the center of the car between the doors. The shipper was so well pleased with the car and the manner in which the load was handled, they arranged for a commercial photographer to take interior pictures of the car during various stages of loading, for publication in the House Organ of the National Brewers Association.

MILEPOSTS



"Miss Oakland," the little 800-pound debutante pictured above, delighted guests with her performance at the Islam Shrine Luncheon Club on April 10 sponsored by Western Pacific. Speaker of the day, Judge Merwyn Brown of Winnemucca, and Past Potentate of Kerak Temple, Reno, told all about Western Pacific's wonderful Circus Train, a humanitarian project inaugurated three years ago by the railroad under the sponsorship of Kerak Temple to bring school children from Nevada to the big Shrine Circus at Reno.

Guests for the day included four young passengers of last year's Circus Train, Harry Cantlion, Past Potentate of Kerak, Walter Polkinghouse, President, Winnemucca Shrine Club, and a large delegation of other Kerak Nobles and WP officials who are responsible for the Circus Train activity.

CORRECTION

In an article on freight loss and damage appearing in the March, 1952, issue, MILEPOSTS inadvertently included the name of F. A. Bates, chief clerk, freight claim department, among those who took part in the showing of color moving pictures dealing with the prevention of loss and damage, whereas the fourth member of the group mentioned was W. J. Smith, chief adjuster, freight claim department.

MILEPOSTS

Radio Mirror, the nation's leading radio fan magazine, has conferred its annual award of merit on "The Railroad Hour" as the favorite musical show on the airways during 1951. In another award the same magazine designated Gordon MacRae, star of "The Railroad Hour" show, as radio's favorite male singer of 1951.

When the dentist asked the Pullman porter which tooth he wanted pulled, the porter quickly replied: "Lower 7."

11



In the Armed Forces

In addition to the 100 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

JAMES J. ALEXANDER, carman helper, Sacramento Shops.

DEANE C. BUHRMAN, telegrapher, Elko.

CHARLES H. BLANK, assistant signalman, Signal Gang 2.

JOHN M. COGGINS, JR., set-up carman, Elko.

CLYDE E. HART, JR., signal maintainer, Elko.

Former auditor of revenue department employee is now Pfc. Frank E. McKinnon, of Hq. Co., MRTC, Camp Pickett, Virginia.



CHARLES W. LAWRENCE, switchman, Western Division.

WELTON L. LEE, JR., file clerk, Auditor of Revenue Dept.

ALFRED J. MCGOVERN, JR., file clerk, Auditor of Revenue Dept.

RALPH C. TODD, carman helper, Sacramento Shops.

FRANCIS J. TOOLEY, signalman, Signal Gang 3.

VINCENT J. VALLARINO, JR., fireman, Western Division.

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

Bronze Star Award

Raymond E. Glover, former engineering employee at Western Pacific, was awarded the bronze star medal in ceremonies held in the National Guard Armory at Sacramento, February 20. According to Major Chauncey E. Rhodes, commanding officer of the 1st Battalion, 184th Infantry Regiment, the award was for exemplary combat service during the Luzon campaign while Glover was serving with the 7th Cavalry Regiment, 1st Cavalry Division.

A master sergeant, Glover also holds the silver star, purple heart, combat infantry badge and combat medical badge.

Ray entered Western Pacific service as a rodman in April, 1949, and in July, 1949, was transferred to the division's engineer's office at Sacramento, from where he resigned in September of 1950 to work for the State of California.



With deep regret we report the death of the following employees and annuitants:

John Cordero Arruda, retired boiler-maker helper, died on February 9, 1952. Mr. Arruda last worked for the company on January 30, 1946.

Teodor Blomberg, Sacramento Northern pilot, died recently, the exact date of his death being unknown. Mr. Blomberg entered company service June 12, 1927, and last worked on June 9, 1947.

Francis J. Bolton, retired machinist helper, died March 18, 1952. Mr. Bolton last worked for the company on January 8, 1949.

John C. Cavender, brakeman, died March 17, 1952. Mr. Cavender entered company service August 12, 1927. He is survived by his widow, Mrs. Thelma D. Cavender of West Jordan, Utah.

Bruce E. Gillette, general clerk, died March 11, 1952. Mr. Gillette entered service September 3, 1937. He is survived by his widow, Mrs. Bessie Gillette, of San Francisco.

Bennie Halverson, Sacramento Northern brakeman, died March 22, 1952. Mr. Halverson entered company service January 1, 1922. He is survived by his widow, Mrs. Dorothy Halverson, of Sacramento.

Harry S. Jones, section foreman, died on February 17, 1952. Mr. Jones entered service in August, 1909, and last worked for the company on May 29, 1937.

Lyman P. Moore, retired Sacramento Northern carman, died February 2, 1952. Mr. Moore entered com-

pany service June 8, 1918, and last worked for the company August 31, 1945.

James Nelson, conductor, died March 7, 1952. He entered company service October 7, 1921. Mr. Nelson is survived by his widow, Mrs. Laura B. Nelson, of Elko.

Jesus Soltero, Tidewater Southern laborer, died February 27, 1952. Mr. Soltero entered service of the company on January 2, 1918, and last worked for this company on May 26, 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:

Frederick C. S. Bagge, freight traffic representative, Oakland.

Swan R. Bowman, Sacramento Northern conductor, Sacramento.

James L. Butler, Sacramento Northern engineer, Sacramento.

George Hademan, Sacramento Northern engineer, Oakland.

John E. Murphy, brakeman, Elko.

George M. Norton, engineer, Sacramento.

Dietrich C. Wilkens, general agent, Los Angeles.

75-year-old: "When I die I'd like to go in a car crash doing 80 miles an hour."

85-year-old: "I'd like my finish in a 400-m.p.h. plane."

95-year-old: "I'd like to be shot by a jealous husband."

—Fireman's Fund Record.



A Ride They Won't Forget

Five hundred and eight kids and a few escorts from towns adjacent to Western Pacific's main line were treated to a thrilling ride on the *California Zephyr* on Friday evening, March 28, as guests of the Southern Alameda County Motor Car Dealers' Association, Incorporated, and the California Highway Patrol. And what a time they had!

The boys and girls were given the trip in recognition of service to their schools and communities as members of Safety Patrol units from elementary schools. It was a fitting tribute to these youngsters who guard the cross-walks over which thousands of school children pass daily during school semesters.

Recognition for the idea of the train ride goes to Edison B. Ayres, of Oakland, School Detail Officer, California Highway Patrol, under whose jurisdiction the Safety Patrols operate in Southern Alameda County. Officer Ayres presented the idea to William F. Boebert, assistant chief special agent, whose department works closely with the Highway Patrol. Plans were worked out to bring the kids from their respective schools to the Western Pacific Oakland station at Third and Washington streets by school bus and private auto, where they awaited the turning of the famous train following its arrival from Chicago that day.

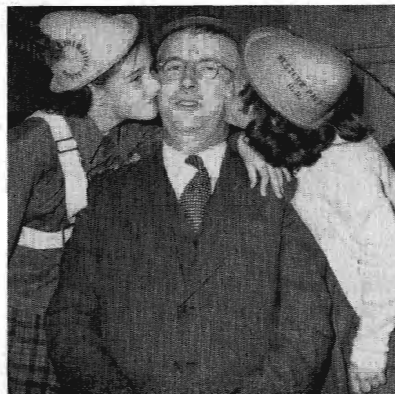
While the usual school spirit competition was evident, the results of



their patrol training were evident in the orderly manner in which the kids gathered at the station and during the subsequent ride to Carbona and return. After being adorned with Robin Hood hats by Western Pacific passenger representatives Tal Kelly and George Mix, the youngsters filed into the cars allotted each school, their hands clutching what was left of box lunches which were to have been consumed during a short stopover at Carbona. The lunches were washed down by milk courtesy of Western Pacific, and again on the return trip, "drinks were on the house."

Prearrangements were made to give each group an opportunity to ride in a Vista Dome, a highlight of the trip for the kids, and they loved it. When asked how he was enjoying his ride in a dome car, one ten-year old boy replied without much concern, "Boy, what a place to make love!" By means of announcements over the train's address system, each group was informed of their turn to ride in the dome, which

Good-natured Tal Kelly, Oakland city ticket office, receives a reward from two youthful feminine Safety Patrol members following receipt of their Robin Hood souvenir hats.



was done with a minimum of time and confusion.

The boys and girls were naturally inquisitive, particularly the many who had never before been on a train. They kept Zephyrette Elna Johnson and other members of the crew busy answering questions of every description while being shown the features of the train. After Trainmaster Les Henry had adjusted the leg rest and tipped back the seat, one little colored boy promptly stretched out and, with a big smile on his face, remarked: "Mister, this is really livin'."

The success of the trip is evidenced in a letter received by Western Pacific from Officer Ayres in which he wrote:

"Please extend my thanks to all the train crew that ran our train that night. The porters were very, very considerate, they are a credit to The Pullman Company and to your railroad. I know that at times the children must have strained their patience; however, I have nothing but praise for the entire crew. Your Zephyrette, Miss Johnson, was tired I know, but she did a fine job after putting in those long hours en route from Chicago.

"You may rest assured that I shall praise the Western Pacific for the fine cooperation that was extended to me. I wish you could be with me and hear these youngsters talk about the wonderful time they had. Even now they ask me, are we going on another train ride next year?"

While the kids are re-living their wonderful experience, plans are under way for a return invitation again next year.

GOING CONCERN: TRAVEL AGENCY.



Dear Editor:

In the Caboozing columns of the January issue of MILEPOSTS, page 22, under "Birthday Greetings," you show D. F. McCutcheon, wire chief manager—January 9.

Mr. McCutcheon's proper title is second wire chief, and no doubt you will wish to make a correction in a subsequent issue.

Clovis V. Ooley
Wire Chief Manager
Sacramento

Although a check was made with two different sources, apparently the information received concerning Mr. McCutcheon's title was incorrect. Our apologies to Mr. Ooley, who, we subsequently found out, obtained and holds his position after studying 6,144 hours on his own time and expense which enabled him to pass written and oral examinations for the position.

While on a visit to Sacramento recently, I had the pleasure of reading several of your MILEPOSTS, which I enjoyed very much, having served about 24½ years altogether as conductor and brakeman for the Sacramento Northern. I have been on pension since February, 1947. I would enjoy reading MILEPOSTS very much if I am entitled to receive them, and hope to see them coming my way soon.

John C. Wilson
Elk (Mendocino County)
California

R. H. Collins, former Eastern Division bridge and building foreman, and more recently Western Division conductor serving as field supervisor for the Brotherhood of Railroad Trainmen at Tacoma, Washington, was in the Bay Area February 4. Ray was in Alaska on B of R T business recently and saw Paul Shelmerdine, former WP transportation department employee and first editor of the *Headlight*. Paul is now personnel manager for the Alaska Railroad and wished to be remembered to his WP friends. Ray would like to receive MILEPOSTS regularly.

John W. Gavey, Office Engineer
Signal Department
San Francisco

I am a retired conductor of the Western Pacific, and Joseph E. Stuart is a very good friend of mine and comes down to my house very often to talk over old times. The subject of the MILEPOSTS came up and I told Joe that I never had received one. He told me to write to you and that he was sure that it could be arranged for me to get the MILEPOSTS for which I would be very grateful. I retired September 28, 1949. Was braking on No. 1 and 2.

Everett G. McAllister
831 Ouray Avenue
Salt Lake City 3, Utah

It's a real pleasure to add these names to our ever-increasing mailing list, and we hope all of you will find something interesting in each issue.

Having been one of the passengers aboard the westbound *California Zephyr* which was caught in the Feather River storm conditions of February 1 and 2, I wish to express my appreciation for the care and thoughtfulness of the entire crew on that train, toward the passengers.

In my opinion nothing was left undone for the comfort and care of us, even to serving us with the best of food so as to insure our ultimate arrival in good physical condition.

Being along in years (75) and not very strong, like I once was, I was to meet my wife there at the terminal (Oakland). But, due to confused conditions we missed connections. However, through the personal kindness of Mr. J. B. Dillon (agent at Oakland) at the depot I was taken up town where I finally got a bus to my home in Santa Cruz.

Again I wish to thank you for your kindness to me and I assure you that when traveling by train it will be by Western Pacific if possible.

I surely hope that your troubles along that river are over by now.

Thos. R. Armstrong
813 Riverside Avenue
Santa Cruz, California

As a railfan and interested in all U. S. railroads in general, I enjoyed reading about your article in the March *Trains & Travel* magazine on the new Western Pacific compartmentizer box cars.

I saw one of these cars go through De Pue on the main line Illinois division of the Rock Island a week or so ago on fast westbound No. 91 freight. These new WP cars are the neatest piece of rolling stock I have ever seen.

To me it appeared to be rolling very smooth and, true to its tradition, it was riding like a feather.

The neat looking car caught me off guard and I paid too much attention to the attractive red feather and was unable to catch the number of the car.

The WP is to be complimented on their well-maintained equipment and their continued advertising and publicity ideas.

I have also enjoyed reading Western Pacific *Milepost Memos* which I have received from time to time.

Glenn L. Sticken
118 Tinley Avenue
De Pue, Illinois

We thank you for the meanwhile received October 1951 issue of *MILEPOSTS* and for the arranging for copies of these issues to be sent to our address in future.

Articles of lasting value of these issues will also be listed in our *Staff Bulletin*.

We thank you for your cooperation, too, and are,

Sincerely yours,
G. E. Tielman
General Manager
Bureau Spoorwegdocumentatie
Post Box 846
Amsterdam-C, Netherlands

Thank you for your kindness in sending us your valuable magazines. They show us a good pattern of labor-management relations established in your company. We could learn much in many respects from the way you are operating business.

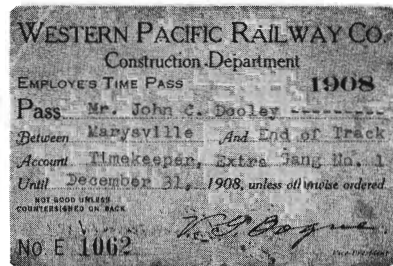
As we expected no more than a sample and have nothing comparable to

offer in reciprocation, you may feel free to discontinue the supply.

As a token of our gratitude please accept a copy of our *Journal of Railway Engineering Research*, which will reach you under separate cover.

Issei Kori, Librarian
Railway Technical Laboratory
Japanese National Railways
Tokyo, Japan

I have in my possession two Western Pacific Railway passes, one issued December 31, 1908, No. E-1062, V. G. Bogue, vice-president. The other issued December 31, 1909, No. E-238, V. G. Bogue, vice-president.



These two passes were issued to me as timekeeper for Extra Gang No. 1, between Sacramento and End of Track. Can anyone produce a pass older than the above?

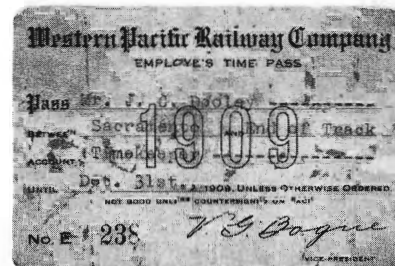
Thanks for the *MILEPOSTS*. All my old friends are either retired or have passed away. I am sorry they cannot locate Tomasso. I knew him well. He called on me here at Marysville on his way to Oroville.

J. C. Dooley
Marysville, California

John Dooley first started work for the Northern Electric Ry. as a stake

artist in 1905, under H. R. Woodward, locating engineer. C. S. Compton was chief engineer at Chico and Frank, his brother, was resident engineer at Marysville. Out of a job in 1907, John joined the WP at Marysville, putting in top of rail stakes in and around the yard for the ballast gang under resident engineer H. M. Ritner. Upon completion, he was assigned a timekeeper's position with Extra Gang No. 1 under the supervision of Emery O. Oliver, assistant to chief engineer Virgil Bogue.

The "end of the track," as shown on the passes, was at Bidwell Bar, and Dooley worked with the crew under



foreman Leonardo Tomasso until they connected the final rails at Spanish Creek near Keddie. After the road was taken over by the operating department, he acted as clerk to the roadmaster for some time, serving under C. Ketcham and J. W. Mulhern, and had the pleasure of taking Emery Oliver from Keddie to Oroville on his last trip before placing the road in operation.

Dooley left the WP in July, 1910, to serve two terms as treasurer of Butte County. He spent the following three years in the Army and the balance of thirty years as an officer in the Bank of America at Marysville.

Don't Be HALF Safe!

By Walter C. Brunberg

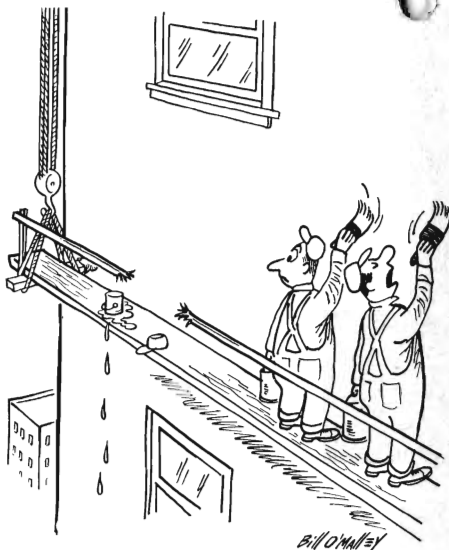
SACRAMENTO GROUP "PAINTS" OUTSTANDING SAFETY PICTURE

Establishing a remarkable all-time safety record for the Western Pacific, and believed to be somewhat of a record for Class One railroads of the United States, the Sacramento paint shop have chalked up a record through April 17, having worked 5,563 successive days without a reportable injury.

This outstanding record of protection of human lives and health for a period of over eighteen years in working time has been achieved as a result of the intensive and continuous safety campaign carried on by the Western Pacific to induce safety-mindedness among all employees.

Work performed by employees of the paint shop does not merely consist of moving a paint brush back and forth, but requires them to use their skills on scaffolds, high ladders, on top of buildings, locomotives, freight cars, etc., and is considered a hazardous occupation. Employees of this group have given a large share of the credit for their record-breaking performance to Foreman Joe Marty, and to Safety Committeeman J. D. Garris, who are continuously on the alert to notice any unsafe conditions or practices that may exist and have continuously stressed safety angles, thus making all men in the shop safety-minded.

Members of the Sacramento paint



"He's a good painter, but he has a bad habit of stepping back to look at his work."

shop who established this envious record are:

Joe Marty, foreman	H. C. Fleenor
J. D. Garris	E. Bartlett
M. J. Latino	H. A. Wiltsey
P. De Gregorio	A. Schremser
W. J. Nicholas	F. G. Kennedy
H. V. Myer	A. W. Lewis
L. W. Bond	R. Sybrandy
	D. L. Gonsalves

MILEPOSTS

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of March, 1952:

35-YEAR PINS

George T. Fevrier.....	Marine Engineer.....	Western Division
Edward W. Keller.....	Locomotive Engineer.....	Eastern Division
F. H. Nott.....	Commercial Agent.....	Traffic Department

25-YEAR PINS

Charles Hinch.....	Switchman.....	Western Division
Patrick Kearney.....	Marine Captain.....	Western Division
H. E. Messer.....	Clerk.....	Store Department
August A. Ottoson.....	Car Foreman.....	Mechanical Dept.
Henry P. Weathersby.....	Carman.....	Mechanical Dept.

20-YEAR PINS

Gordon J. Addis.....	Locomotive Engineer.....	Western Division
Ben Eiquihua.....	Section Laborer.....	Eastern Division
Ivan V. Finley.....	Locomotive Engineer.....	Western Division
Samuel F. Hiatt.....	Locomotive Engineer.....	Eastern Division
Robert W. Nuzman.....	Section Foreman.....	Western Division

15-YEAR PINS

Samuel A. Brushia.....	Carman.....	Mechanical Dept.
Frank Cattuzzo.....	Clerk.....	Traffic Department
Frank R. Ferreira.....	Machinist.....	Mechanical Dept.
Lawrence Gerring.....	Clerk.....	Western Division
Max A. Potter.....	Rate Clerk.....	Traffic Department
Lorin Ricks.....	Clerk.....	Accounting Dept.
Lee C. Skadden.....	Machinist Helper.....	Mechanical Dept.

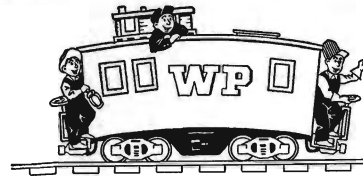
10-YEAR PINS

Parley A. Anglen.....	Sheet Metal Worker.....	Mechanical Dept.
Earl D. Balmer.....	Switchman.....	Western Division
Richard M. Bean.....	Brakeman.....	Western Division
Alonzo J. Beatty.....	Brakeman.....	Western Division
Joseph S. Bettencourt.....	Clerk.....	Western Division
Joseph E. Branse.....	Fireman.....	Western Division
William B. Brokaw.....	Fireman.....	Western Division
Homer D. Brown.....	Brakeman.....	Western Division
James H. Brown.....	Telegrapher.....	Western Division
Roy J. Campbell.....	Telegrapher.....	Western Division
Arden L. Carpenter.....	Clerk.....	Western Division
Glayden L. Clark.....	Fireman.....	Western Division
William H. Conant.....	Fireman.....	Western Division
Clyde L. Corbin.....	Fireman.....	Western Division
Sammie E. Craig.....	Clerk.....	Western Division
James B. Davis.....	Fireman.....	Western Division
Hugh B. Dessel.....	Laborer.....	Mechanical Dept.
Clifford A. Ditty.....	Switchman.....	Western Division
Harold J. DuFour.....	Fireman.....	Western Division
William R. Durm.....	Brakeman.....	Western Division
Wendall C. Early.....	Water Service Maintainer.....	Western Division
Guy L. Foss.....	Fireman.....	Western Division
Clyde S. Fulcher.....	Brakeman.....	Western Division
Carol T. Gudmundsen.....	Fireman.....	Western Division
Thomas C. Haltom.....	Telegrapher.....	Western Division
Gedion K. Hanson.....	Fireman.....	Western Division

(Continued on Page 22)

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Frederick O. Harvey.....	Division Lineman	Telegraph Dept.
Murray W. Haynie.....	Switchman	Western Division
Harlan G. Henneman.....	Clerk	Western Division
Raymond E. Holbrook.....	Telegrapher	Western Division
Robert L. Holt.....	Fireman	Western Division
Norman J. Jacka.....	Clerk	Western Division
Ike L. Johnson.....	Stationary Engineer	Mechanical Dept.
Fred W. Johnston.....	Switchman	Western Division
Nelson G. Jones.....	Brakeman	Western Division
John F. Kaufman.....	Brakeman	Eastern Division
Alvin E. Lee.....	Fireman	Western Division
William P. Lee.....	Brakeman	Western Division
Chester H. Luther.....	Brakeman	Western Division
Fred I. Lyell.....	Brakeman	Eastern Division
Elmer C. Lynn.....	Switchman	Western Division
Donald MacDonald.....	Division Lineman	Telegraph Dept.
Mads C. Madsen.....	Foreman	Telegraph Dept.
Thad Mauldin.....	Brakeman	Western Division
Ambrose McGraw.....	Fireman	Western Division
Paul D. Meiers.....	Clerk	Western Division
John R. Meinig.....	Switchman	Western Division
Jerry E. Miller.....	Switchman	Western Division
Benjamin F. Mingles.....	Telegrapher	Western Division
Alben Mlakar.....	Switchman	Western Division
C. Moralez.....	Track Laborer	Western Division
Arthur S. Morton.....	Machinist Helper Apprentice	Mechanical Dept.
Vincent H. Nelson.....	Clerk	Western Division
John L. Nichols.....	Switchman	Western Division
Archie H. Nourse.....	Switchman	Western Division
Allen E. O'Connell.....	Fireman	Western Division
Joseph J. Oliver.....	Carman	Mechanical Dept.
Norman G. O'Neill.....	Fireman	Western Division
Charles H. Orth.....	Fireman	Western Division
Hamilton A. Otis.....	Fireman	Western Division
William H. Otis.....	Fireman	Western Division
Guy R. Parker.....	Switchman	Western Division
Antone Patricio.....	Deck Hand	Western Division
John W. Patton.....	Switchman	Western Division
Frank Pearson.....	Brakeman	Western Division
Edward F. Reedy.....	Brakeman	Western Division
John P. Rice.....	Fireman	Western Division
Harold D. Rickman.....	Clerk	Western Division
Francis E. Rist.....	Switchman	Western Division
Joe F. Roberts.....	Clerk	Western Division
Walter A. Roberts.....	Switchman	Western Division
Roy A. Roderick.....	Clerk	Accounting Dept.
James L. Rush.....	Brakeman	Western Division
Harold Sapp.....	Section Foreman	Western Division
Charles A. Self.....	Yardmaster	Western Division
Lawrence J. Shaughnessy.....	Clerk	Accounting Dept.
Harold L. Siemens.....	Fireman	Western Division
Lawrence I. Singley.....	Switchman	Western Division
William D. Taber.....	Fireman	Western Division
Peter J. Thill.....	Fireman	Western Division
Francis G. Thompson.....	Telegrapher	Western Division
Luther Thompson.....	Section Foreman	Western Division
Adin A. Thomsen.....	Fireman	Western Division
Raymond A. Tidd.....	Brakeman	Western Division
Roger M. Verhaege.....	Switchman	Western Division
Raymond R. Williams.....	Fireman	Western Division
Marion L. Woods.....	Clerk	Western Division
John C. Wright.....	Fireman	Western Division
Raymond V. Wright.....	Brakeman	Western Division



Caboosing

Frank Sell has taken over the correspondent's duties for the Los Angeles office, succeeding Robert Munce, Jr., who has been transferred to Stockton. Frank joined Western Pacific on March 1, 1939, as a stenographer, served as city passenger and ticket agent, and was appointed chief clerk May 1, 1946. He is well known and highly respected in the shipping fraternity and Chamber of Commerce of Southern California, makes a lot of friends for WP, and we know you will enjoy his comments.

We are indebted to Bob Munce for his fine support of MILEPOSTS for more than two years. While many of our readers (some of whom are just outside the L. A. city limits) were perhaps a little dubious of his weather forecasts, we rather think that Bob's faith in L. A.'s "unsurpassed" climatic conditions will receive the support of our new correspondent.

Los Angeles

Our new general agent, CHARLIE FISCHER, has been kept busy moving into his new home in Altadena, acclimating himself to California, and getting acquainted generally with life in a busy Southern California metropolis.

Also new in the office is TED DRAVIS, steno-clerk. Ted was formerly employed by the United Nations Organization in Washington, D. C. Glad to have you with us, Ted!

Sunny Southern California continues to attract visitors from the North. With us last month were MESSRS. POULTERER, CURTIS, WHEELER, GOHMERT, CITRON, SPOWART, FAYE, EMERSON, ALLEN, DELVENTHAL, MANGUM, MENZIES, COTTER, PADEN, FOOTE, and COUPIN. Lucky guys!

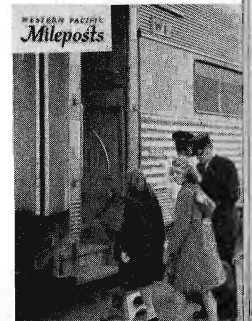
Like Chicago said in last month's MILEPOSTS, we have no comment to make about our weather, except to say that the refreshing showers we have had in the last month (greatly exaggerated by the out-of-state press) are exactly what every true So. Californian has been hoping for, since it will make our luscious fruits and vegetables even more delicious when a portion of their abounding goodness reaches Eastern markets (via WP part way, of course) and our already luxuriant growth of exotic tropical flowers and trees will have reached new splendor when people from the East (via WP, part way, of course) come

APRIL COVER

Times haven't changed altogether, as kids still love to ride on trains, particularly in the Vista-Dome cars aboard the California Zephyr. And when it comes to riding trains, the "kids" never seem to grow up, as confirmed in the many letters received by Western Pacific from elderly travelers, wherein they describe their "most wonderful ride" aboard the famous train.

Many children, such as the two shown on the front cover, travel alone, and have little time to feel homesick while enjoying the thrilling ride on the California Zephyr.

—Photo by Lionel Bridge.



He: "I suppose you dance?"
She: "Oh, yes, I love to."
He: "Great, that's better than dancing."

—N.C.&St.L. Ry. Bulletin.

Just home from his first train ride, a small boy was telling one of his young playmates about his

new life's ambition—he wanted to grow up to be a railroad conductor.

"But wouldn't you rather be a railroad engineer and drive the train?" asked one of his friends.

"No siree!" exclaimed the boy. "The conductor gets to carry home all the comic books kids leave on the train."

—N.C.&St.L. Ry. Bulletin.

to spend their vacations in the land of their dreams. [What did I tell you! No matter how bad the weather, those guys always find a good reason for it with a few choice adjectives. Ed.]

Mechanical Department

The committee who worked on the Dinner-Dance, held in Sacramento last month, were treated to a very enjoyable luncheon at the El Rancho Hotel on March 19. Plans for future social events were discussed during the luncheon.

BOB COULAM and his bride-to-be, Barbara Hubble, have set the date for their wedding—Saturday, April 19. Our congratulations to Bob, with best wishes and much happiness to Barbara.

TRUDY McDONALD, former stenographer in the chief clerk's office, was blessed with a baby girl on Thursday, March 13.

At the rate MARY McKINNON has been contributing to traffic tickets received for speeding, she feels almost like a stockholder in the City of Sacramento, but we feel that the next time we'll be visiting her in the "jug."

NOREEN JOHNSON has been vacationing for a week. Her husband is home from the service, and he has been busy re-establishing himself in the business world.

R. F. CARTER and C. JERAULD have joined the proud new-car owners' club.

Chicago

All local WP'ers have been so busy lately trying to attract some additional cars to help make up losses caused by the storms on-line in January, guess that most of them forgot to make any notes for this column.

Several on the sick list the past month. FRED ROBBINS was confined three weeks with pneumonia, but is now able to be back on the job. JOHNNY RIEGEL and FRED SWEENEY were off a few days with the flu. "Corky," little son of ANN WEBER, teletype operator, is recovering from the mumps; Mrs. A. H. Lund was on the sick list for several days; and Billie Baker, wife of ye scribe, is recovering from a severe flu attack.

Have noticed MARIE LIBBEE, secretary, asking questions about gardening. She, and son, Frank, recently bought a new home in South Chicago with plenty of space for a lovely garden. The SWEENEYS, Fred and Therese, are also anxiously awaiting the arrival of spring so they can begin landscaping the yard of their new home.

On March 21, Ramona Mae Robbins, daughter of FRED and Evelyn, was one of a class of over 75 student nurses to receive their caps at Presbyterian Hospital, Chicago, in exercises which signified their completion of preclinical education. Ramona received honors for being chosen prexy of the class.

With our parks and forest preserves breaking out in all their finery in honor of spring, we notice JOHNNY REIGEL, KEN RANK, HAL NORDBERG and GERRY COFFEY window shopping the latest in golfing equipment. When Ken caught his son recently abusing the King's English and asked him if he knew what happened to little boys who used bad language, the little fellow answered, "Sure, pop, they grow up and play golf."

Lots of talk lately about those long-awaited vacations, proving that springtime in Chicago isn't much different from anywhere else.

New York

The office theater outing on the last day of February was a huge success in every way. We dined at the Mayan, where the chow was inexpensively sumptuous, featured by "Baked Alaska," and with the compliments of the management, a champagne cocktail. The show itself was everything the critics said it would be, and more. In fact, the evening was such a success that plans have already been made for another expedition in September, this time with distaff accompaniment, and tickets have already been purchased for "Guys and Dolls." Needless to say, the "dolls" are excited!

PERL WHITE's new Buick got its first real road test late last month, as he and the Missus motored down to Florida and back on vacation.

Sacramento Shops

It was nice seeing PAT LEO, retired machinist helper, again. He reports he's feeling fine, is living in Sacramento, and that it's no longer necessary for him to return to Portola Hospital.

Our last windstorm hit some of the car department boys—J. ALEXANDER lost 50 almond trees; STAN GOODNIGHT had a power pole blow down in his yard; and Foreman JEFF GIBSON lost some of the shingles from his place. 'Twas an ill wind, fellows.

Machinist J. BUTTERFIELD has gone back into training for middleweight boxing. As a matter of fact, he took his vacation in order to trim off 12 pounds—did you make it, Jack?

The question these days in the blacksmith shop is, "What time is it now, Ghilardi?" And, each time,



Blacksmith Helper L. GHILARDI proudly takes out his "spanking" new railroad watch and obliges the boys. Time marches on!

Congratulations to Carman and Mrs. JERRY BASER on the birth of a son, February 23.

We were sorry to see R. D. JOHNSON, machinist helper apprentice, leave, but it was necessary for Bob to return to Minnesota due to illness in his family.

Carman A. BUTTERIES was quite excited to receive a long-distance telephone call advising him of the whereabouts of his 70-year-old sister, whom he hasn't seen or heard from in years. Tony hopes to find a larger place soon so she can join him in Sacramento.

Mrs. STAN GOODNIGHT is again in a San Francisco hospital for surgery—and Stan's taking his vacation to be near her. Hope she's well soon, Stan.

We were glad to meet so many of our co-workers from the Bay Area, Stockton, Oroville, etc., at the dinner

dance March 8. Let's have more of these occasions!

Sacramento Store Department

We're sorry to hear that A. L. RAY is on leave of absence due to illness; that G. L. PETRI has been injured again, this time he and his motor scooter got mixed up and he will be off for about four weeks; and that LAVON ROBINSON's little daughter, Flavia, will have to undergo an operation for removal of her tonsils and an operation on her eye. We hope her troubles will soon be over, for this little girl has had more than her share of trouble.

GEORGE HOOVER spent his two weeks' vacation recently so he could get caught up on some badly needed work on his little ranch out Del Paso Heights way, but old man weather had

Leo E. Rodriguez, lead car inspector, with more than 30 years' service, and Dale E. Warner, industrial car inspector since September 17, 1951, team up for a picture of the oldest and youngest car inspectors on the Western Pacific.



different ideas. So George spent his time—just rocking.

BRUCE STILWELL is on vacation for a week playing host to friends visiting from Montana. Hope it wasn't all rainy, Bruce.

ERIC BORG, CARLOS PIETRO and KENNY WILCOX were all growing mustaches but it didn't last. Kenny and his Mom had to go to San Francisco, Kenny without the mustache, and it was not long after that Carlos and Eric gave up their efforts.

HARRY MESSER and wife celebrated their forty-eighth wedding anniversary March 22. He is billing and receiving clerk. Hope you both have many more, Harry.

Due to some changes in the office force, HELEN MELSOM was furloughed, but just before leaving she was given a little cake and ice cream party by the force and a small gift. Now, due to vacation time, we have Helen back again helping out on the comptometer desk.

Among those attending the recent dance at Sacramento were HENRY and Mrs. MADISON, CHARLES and Mrs. MARCHAND, ALBERT and Mrs. MADAN, EVELYN and B. D. RICHARDSON, LEE and Mickey WILLIS, MARGARET and Spencer WESTLAKE, ERIC "Allen Hale" BORG (who helped serve at the bar) and IRENE BURTON, and we can all report a fine time. We were so glad to see JOE and Adaline MARCHAND at the party. Even though they have been away from Sacramento for some time, we still claim them as Sacramentoites.

Keddie

Spring is still around the corner, as it was snowing here on March 19—and hard. With the rotary back from the

shops, we thought we wouldn't have use for it again, but it went back up on the High Line where the snow is real deep.

Sgt. Dan Krause, son of Fireman and Mrs. JACK KRAUSE, spent his furlough at home and is convalescing at Letterman Hospital.

CY BATES and wife and daughter spent several days in Sacramento, and Engineer and Mrs. CARL HAGEN spent a few days in San Francisco, where he received a check-up on his recent illness.

Mrs. Jacobs, mother of Mrs. NELSON JONES, was operated on a couple of weeks ago but has returned home and is getting along quite well.

RAY GODDARD, former WP fireman, and son of GEORGE and Mrs. WHITLOCK of Portola, announced the birth of a baby daughter at Springville, Utah, on February 19.

Brakeman HUGH AUSMUS informs us that his son Charles will soon marry a WAC. They are both serving in Okinawa with the U. S. Army.

Trainmaster MICHELSON arrived here from Salt Lake City on March 15, replacing Trainmaster GRANT EVANS who has moved to Oakland. Welcome, Lee, and we hope you like it here.

We wish JOHN McNALLY every success in his new appointment as assistant to Superintendent Curtis.

JAMES BURROWS and his wife attended the dinner dance at Sacramento last month. She is clerk for the roadmasters and he is a WP brakeman.

Mrs. PHIL PRENTISS spent several days here visiting with the PARTAINS, while her husband, Phil, temporarily took charge in the absence of Trainmaster GRANT EVANS.

The restaurant, managed by Mr. and Mrs. CHARLES NELMS, has taken on a spring-like appearance despite the still existing snow and storms. It has been completely renovated with new equipment and a paint job throughout.

Brakeman ROBERT STROUP spent several days in the Westwood Hospital for a complete check-up.

Brakeman CLYDE FISHER and VIRGIL SIMPSON, Engineer R. L. SMALL, and the NELMS are all driving new cars.

JOHNNY EGER, former Keddie roundhouse employee and now working in the Stockton roundhouse, was a visitor last week. After disposing of some property here he purchased a new car before returning home.

Conductor DON SEGUR, recently retired, stopped off for a few days on his way home to Oregon following a visit to Los Angeles and San Francisco.

Brakeman L. C. GILBERT and wife spent several days in Sacramento.

Sacramento

All the baseball enthusiasts welcomed the month of APRIL and especially enjoyed the opening game at Edmonds Field.

The dance at Governor's Hall on March 8 was a huge success and those who attended had a wonderful time. We think those who did not attend wish they had when they heard of the fun they missed.

His many friends at WP were pleased to hear of ELTON McDONALD's appointment as general manager of Central California Traction, and wish him the best of luck. They also want him to know he will be very much missed.

Congratulations to JOHN McNALLY on his appointment as assistant super-

intendent, and a hearty welcome from all of us.

Likewise to LEROY FOSTER on his appointment as terminal trainmaster at Stockton. Don't forget to stop in once in a while, Roy!

Welcome ELSIE GONSALVES, stenographer-clerk from Sacramento freight station, who bid in the position vacated by KAY NORRIS, away on leave of absence.

Many strange things happen nowadays, but we were all surprised to hear the SP had sold out to the WP. This all came about when a letter was received from a lady in Fairfield requesting a W-2 Withholding Statement for her husband, who had worked on the SP branch at Suisun—her last paragraph read, "Understand they sold out to Western Pacific."

You might try this out on your friends some time—"WHAT'S IN A NAME? . . .

Mike—not hunter

Mike—not archer

MIKE FISHER, head maintenance of way clerk.

Jim—not baker

Jim—not grocer

JIM TAYLOR, ICC clerk.

Agnes—not pole

Agnes—not paddle

AGNES ORR, comptometer operator.

Eileen—not dew

Eileen—not mist

EILEEN FROST, transportation clerk.

Willie—not Marquise

Willie—not Duke

WILLIE SQUIRE, draftsman.

Earl—not blue

Earl—not red

EARL BROWN, assistant accountant.

We have some new monikers for a

couple of guys in the office. GENE GOODRUM, personnel record clerk, is now known as "Woof-Woof." WALT KLABO, assistant engineer, is known as "The Finger." (Any resemblance to a dog or a knife is purely coincidental.)

If you were to visit the ladies' restroom during lunch hour you would find ELAINE SCHMIDT, stenographer-clerk, knitting Argyle socks for hubby, "Slim"; LA VERNE WILLIAMS, file clerk, knitting a sweater for her nephew, Freddie; BETTY LANDERMAN, voucher clerk, knitting a two-piece outfit for daughter, Janice; and last, but not least, MAXINE NAISBITT and EILEEN FROST, transportation clerks, answering questions and making suggestions to the amateur gardeners in the planting and care of their gardens.

WALT WARRELL, head B&B clerk, and wife, Frances, celebrated their twenty-fourth wedding anniversary on March 6.

Welcome to AMY GIST, stenographer-clerk from Stockton, who bid in position vacated by WALTER L. CHADWICK, away on leave of absence.

Mama, where's my dolly? JEAN SMITH, PBX operator, was greeted with this question every night for weeks from daughters Charlene and Carol. The reason—MILDRED WINGATE, assistant accountant, was busy making them a new wardrobe. One doll was dressed as a drum majorette, Mildred having knitted a white dress trimmed in gold with hat and shoes to match. The two other dolls were outfitted in knitted suits, one yellow and the other blue. Now that the kiddies have their dolls back, everything is quiet and peaceful at the Smith residence once again.

Our sincere sympathy to retired Section Foreman W. P. PEACOCK in the bereavement of his wife, Mary S. Peacock, on January 25.

Birthday Greetings to:

KAY NORRIS, stenographer, April 18.

FRANK O'LEARY, assistant T&E time-keeper, April 20.

LOIS O'LEARY, relief clerk, April 22.

TED SULLIVAN, assistant accountant, April 25.

R. L. LOCHRIDGE, SN dispatcher, April 25.

HELEN McCUTCHEON, April 27.

Thought for the Day—"Be and not Seem."

Happy Easter!

Elko

BILL SMALES, in the Army Air Corps for the past two years, recently returned from Labrador and is now a member of our time-keeping department. Our best wishes to Bill's brother, JACK, for a complete recovery from a very serious operation a few weeks ago. Bill and Jack are two of Conductor and Mrs. JOE SMALES' four sons.

Sergeant Bill Lynch spent several days with his parents, Superintendent and Mrs. JIMMY LYNCH, upon return from Japan. Ensign Bob is stationed on Whidby Island, and Jimmy, Jr., is now with the D & H Construction Company in the State of Washington.

Early vacationers among the train and enginemen include Conductor and Mrs. ELMER CAMPBELL, who visited relatives in California, with a stop-over at Winnemucca before returning to their Salt Lake City home. Engineer and Mrs. SETH MANCA visited their daughter and her family in Los Angeles for two weeks.

Word was received by Dispatcher ANDY PIERS from former Dispatcher LOU GREBENC to the effect that Lou and Mrs. Grebenc spent the winter touring the Southwest and are heading back home in Roseburg, Oregon. Andy is now back at work after an illness.

Our deepest sympathy to the families of Engineer ELMO LIND and Conductor JIM NELSON. Elmo passed away after an illness of several weeks, and a heart attack took Jim very suddenly from our midst.

Conductor and Mrs. TOMMY MURPHY returned from Memphis, Tennessee, after a visit with their son, Gary, who recently graduated in mechanics from Naval Air School. Gary returned home with his parents for several days before reporting to San Diego for re-assignment.

MARY LAMBERTY spent an early spring vacation visiting a sister in Los Angeles.

Our sincerest sympathy to Conductor BILL and Telegrapher MARGARET THOMPSON, whose infant son passed



"I'm on call."

away at the age of five weeks from double pneumonia.

Congratulations to Conductor and Mrs. BILL LUCAS, who are now "grand-pappy" and "grandma" to a grandson born to their daughter, Janet.

San Francisco

FRED W. CARBINE, retired revising clerk, Eighth and Brannan Streets, has purchased a home in Los Gatos. Located on Quito Road, just off the main highway to Santa Cruz, Fred would be glad to have you drop in and say hello.

BRUCE E. GILLETTE, general clerk steamer department, passed away February 11, leaving his wife, Bessie. His passing was a great shock to his friends at the local freight office and his other many friends at general of-

fice, where he once worked in the purchasing department. Bruce was once a salesman for Firestone tires, and enjoyed several luncheons at the residence of Harvey Firestone.

JOHN SUSEOFF, assistant accountant, left the "Old Timers'" basketball game last month with a limp—nothing serious, he thought. Results: some tor ligaments in his leg necessitating an operation at St. Joseph's. Now recuperating at home, he is planning no more tussles with the kids.

TOM BEDFORD, auditing, became a grandfather for the ELEVENTH time when his sixth grandson, eight-pound nine-ounce Richard Joseph, was born March 18. The well-branched family tree includes daughter Rosemary Adkins with two sons and two daugh-

ters; son, Lt. Thomas A. Bedford, U. S. Navy, with one son and two daughters; and John G. Bedford, with three sons and one daughter.

RITA CONNOLLY's brother, Joseph P. Connolly, was appointed deputy district attorney of Contra Costa County last month. Now, if you get into any trouble. . . .

INDIANA MIKESELL, auditing, headed for a two weeks' vacation at an Inglewood, Florida, resort the middle of April.

We're glad to HEAR that CARL RATH, manager-wire chief, successfully recovered from an ear operation and is now back to work minus his hearing aid. Carl's only problem now is that he will have no excuse for not hearing the missus, FLORENCE, auditing, say, "the dishes are waiting, dear!"

Also back on the job are MOLLIE LEDERMAN, auditing, and SPENCER LEWIS, assistant chief clerk-transportation, both of whom have recovered from operations.

Not one mis-step was made by GRANT ALLEN, assistant to superintendent of transportation, as he proudly escorted his pretty red-haired daughter, Peggy June, down the aisle on Sunday, March 23, to become the wife of George L. Carroll. Following the wedding, held at the Federated Church in Saratoga, and a reception at the Foothill Club House, the newlyweds spent a few day in the Bay Area and then flew to the Island to spend a few months.

Proud parents for the second time are Ed FLAHIVE, auditor equipment service accounts department, and wife Norma, former transportation department employee, who announced the



Mr. and Mrs. George L. Carroll.

appearance of little Nancy Ann at Hayward Hospital on March 6. Happiest of all over the new eight pound eleven ounce arrival was her 'lil sis, Kathy Marie.

A new addition to the CARLSON family arrived at Stanford Hospital on April 2, in the person of Lucinda Jo, weighing seven pounds, three ounces. The proud mother, ETHEL, transportation department, says the most excited member of the family is two-year old Judy Marie.

GIL WARE, radio engineer, is on a diet. Having taken off about 30-odd pounds under the watchful eye of Dr. William Edwards, Gil is now looking for a buyer for those size 18 shirts he bought from CARL RATH last year.

T&T Operator GEORGE DALTON is in the market for one of those new Nash cars equipped with folding fishing rods and creels (as advertised). Says all he would need then would be a huge trailer to carry home the fish!

New addition to the telegraph department is DORIS TURNER, clerk, daughter of genial HARRY PERRINE,



"Oops, it slipped," exclaimed E. T. Gallagher, superintendent of transportation, while juggling a piece of his birthday cake presented by the bevy of feminine co-workers shown with plates in hand. Ed managed to save a slice for himself.



LOCOMOTIVE BELL FINDS NEW HOME

James J. Hickey, general passenger agent, and Bill Brown, machinist helper at Oakland, tell Father Philip all about the history of a WP locomotive bell, destined for the Catholic Retreat House at San Juan Bautista, California.

The bell came from WP engine 55, sold for scrap in January of this year, and was presented at the St. Elizabeth Church in Oakland. Dedication of the bell in its new home is scheduled for July 4.

signal department. Doris likes the hustle and bustle of that busy office.

Clerk RAYMOND SANTIAGO, telegraph, in telling of a recent match between the WP softball team and the Veterans of Foreign Wars said: "Boy, what those guys did to us!"

ED DELAND, third trick clerk, was seen busy with a slide rule trying to

figure out the shortest route to his engineering class on the U. C. campus.

ALMEDIE PUMPHREY, second trick wire chief, is happy to be back on that shift because, as she states, "I can now mow my lawn and take care of my flowers."

Our loss was their gain when JEAN BRODNEY transferred her smiling face and pleasing personality from telegraph to signal department last month.

T&T Operator MAURICE PAULSON is on vacation because of ill health. We all wish you a speedy recovery, Maurice, and hope you will be back on the job soon.

JOHNNY KENDALL, carrier engineer, seen fishing signal lights out of the back of the PSC switchboard, was heard to say, "?&\$X*!!?&%!," which surprised us a great deal because of his usually sunny disposition. Didn't get your finger caught, did you, Johnny?

MAX FREGOSO, manifest department, has a new third man theme song. "I can't have cream, I can't have this and I can't have that. That doctor took all the joy out of eating!"

Stockton

Congratulations to PAUL PARMENTER, clerk, who is the proud father of a baby daughter!

Ticket clerk, ALTHEA EVANS, was confined at home with an infected foot—the result of stepping on a rusty nail.

Conductor HAROLD CHALMERS, who has been on disability retirement, passed away recently at his home. Also, the many friends of BEATRICE CHAMBERLAIN, relief PBX operator, were deeply sorrowed at her sudden passing. Our sincere sympathy is extended to both families.

JOHN G. NOLTE, general yardmaster, is confined to St. Joseph's Hospital. Our best wishes to you, John, and we hope you will be back to work real soon. LES HAMILTON is taking over during his absence.

Yardmaster JACK MADDOX found out that even when you are in the right you can be wrong, when his car was hit and suffered extensive damages. We're just happy that nothing happened to you, Jack.

Trainmaster GRANT EVANS and wife, and son, AL and his family, are now happily settled in their home in Alameda. Best of luck, Grant, in your new duties at Oakland, and to you, Al, in your new position in the general manager's office.

Welcome is extended to Trainmaster LEROY FOSTER, transferred to Stockton Yard from Sacramento. Also, to a newcomer, EDITH LOWLEY, relief PBX operator.

Sacramento Northern

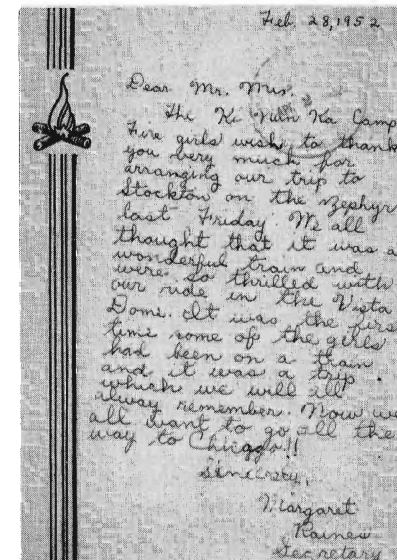
What started out to be a small gathering of a dozen or so, ballooned into an attendance of nearly 70 SN employees and friends, who gathered at the Schaffnit Lodge, West Sacramento, on Sunday afternoon, March 30, to honor four retiring employees. Handling the details were BILL PARKS, FRANK BROWER and BOB THOMAS, while REX KEARNEY acted as chairman of the day. Following a presentation of fishing poles to the honored four, GEORGE HADEMAN, E. W. MATTHIAS and JAMES BUTLER, engineers, and S. R. BOWMAN, conductor, the gathering enjoyed home-made cakes, ice cream and coffee prepared by the wives.

Among those present were, Mrs. Mathias, W. W. NELSON, BERT JULIAN,

W. H. PTOMEY, F. P. BROWER, R. H. THOMAS, R. B. WILLIAMS, O. J. ANDERSON, J. C. OBENCHAIN, J. E. CHAPMAN, F. S. PRITCHARD, and their wives, and ROY TITTEB, ROY EVANS, W. C. WHITTINGTON, WARREN BUGBY, L. H. RODEBAUGH, R. C. KERSH, JOHN TABOR, CHARLES HOLMES, JAMES GLEASON, L. H. BUSSEY, FRANK NOTT, R. C. BUCKLEY, HARRY RILEY, CHESTER STOREY, G. A. MCINTOSH, J. A. LUNDEY, W. R. PARKS, M. O. LANGON, D. D. CORSAIR, J. H. CRENSHAW, E. B. WASSON, and H. J. MULFORD.

THANKS FOR THE RIDE

George A. Mix, passenger traffic representative at Oakland, received the letter reproduced below, in appreciation for his efforts in arranging ride from Oakland to Stockton and return on the California Zephyr for a group of 25 Camp Fire Girls last Washington's Birthday.



SPORTS

EMPLOYEES FISHING CLUB

WP, SN and TS employees will soon have an opportunity to back up their incredible fishing stories, and win some valuable prizes through membership in the Employees Fishing Club.

Membership in the Club will be governed by the following rules:

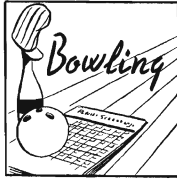
1. Any WP, SN, or TS employee is eligible for membership.
2. Employee applying for membership must possess State fishing license.
3. Any violation of State fishing regulations and laws will forfeit employee's membership in the Club.
4. Fish caught in any waters in the States of California (including off-shore ocean waters), Nevada, or Utah, between May 3 and October 31, both inclusive, will be eligible for registry.
5. Entry may be made in any one or all four categories listed below upon purchase of 50-cent membership card at least one day prior to date of catch, with separate membership required for each:
 1. Rainbow Trout (stream trout)
 2. Salmon
 3. Striped Bass
 4. Black Bass (large mouth)

Membership cards and weight certificates may be obtained at: Oakland, Stockton, Sacramento, Oroville, Portola, Winnemucca, Elko, and Wendover.

The following prizes will be awarded to the four winners in each category:

- Heaviest fish—
- \$50 merchandise order on local sport shop.
- Next heaviest—
- \$25 merchandise order on local sport shop.
- Next heaviest—
- \$15 merchandise order on local sport shop.
- Consolation prize—
- \$10 merchandise order on local sport shop.

According to the Fish & Game Commission, excellent off-shore salmon fishing is expected this year. During the past three years the Commission has planted more than one million fish in Feather River country streams, in addition to a yearly plant of 100,000 fish by Fishermen's Associated of



Sparked by a sizzling 621 series by Pete Casey, the California Zephyrs annexed the 1952 bowling championship by virtue of a three-game sweep over the Valuation team. The Feather Rivers, leader all through the first half, salvaged second place by winning twice from the Signalites.

This year's high series were rolled by Harry Munson and Pete Casey, knocking over 633 and 621 pins respectively. High games were Charlie Dooling's 242, William Dutcher's 235 and Carl Rath's 234.

Among regulars, the average parade finished up as follows:

	Games	Average	High Game	High Series
Dooling	66	169	242	581
Casey	69	167	222	621
Prise	72	165	225	591
Stoney	60	164	211	560
Johnson	72	163	202	537
Hoffman	69	162	221	575

Final team standings were as follows:

	Won	Lost	GBL
Zephyrs	45	27	—
Feather River	44	28	1
Freight Accounts	40	32	5
Oakland Carmen	40	32	5
Traffickers	36	36	9
Freight Claims	32	40	13
Auditors	31	41	14
Valuation	30	42	15
Signal	26	46	19

Plumas County of California, which should provide ample sport following the recession of expected highwaters this spring. In addition, the Commission last year planted 150,000 trout in Lake Almanor, insuring catches up to five pounds.

STAGS WINNERS IN SACRAMENTO LEAGUE

An outstanding performance on the final night of play gave the Silver Stags' quintet of the Western Pacific League in Sacramento the 1951-1952 bowling championship. The winners, aptained by Andrew Crist, finished just one game ahead of the hot Knights of Columbus team. The SUNA team took third place honors, while last year's champions, the Wreckers, were derailed into fourth spot.

Although the competition was keen during the last half of the league, the winners breezed to an easy first-half win.

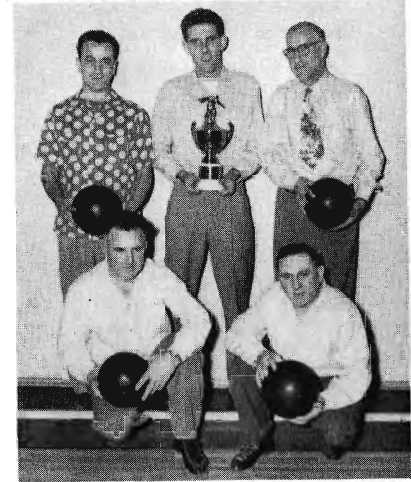
It was the bowling of Stadler and Napoli that kept the team in contention throughout the season, both bowlers finishing the season with a 169-tie for high average, likewise enjoyed by S. Woolever. Stadler also won the high individual game honors with a 242, and high individual series with 619. High team game of 1,031 was rolled by the Stags and high team series went to the Knights of Columbus team for their 2,935.

Each player on the championship team will be awarded a trophy.

Team standings and Big Ten leaders are shown below:

TEAM STANDINGS

	Won	Lost
Stags	27	12
Knights of Columbus	26	13
S. U. N. A.	21	18
Wreckers	20	19
Zephyrs	16	23
Pin Smashers	7	32



Members of the championship team are: Front, George Carson and Albert Stadler. Back: James Musillani, Mickey Napoli, and Captain Andrew Crist.

BIG TEN

Player	Average
A. Stadler	169
M. Napoli	169
S. Woolever	169
L. Laffoon	167
E. Mouradian	162
B. Finchley	162
R. Campbell	161
H. O'Rullivan	161
M. Maggi	159
C. E. McDonald	158

PICNIC TIME AGAIN

Plans are under way for two Western Pacific picnics to be held in May, details of which will soon be announced through usual channels. First to take place is the picnic for Western Division employees to be held at Elk Grove Park, May 18, and the second will again take place at Linda Vista Park, Mission San Jose, May 25, for employees in the Bay Area.

Softball teams from Sacramento and Oroville will tangle in the morning at Elk Grove and the winner will play a team from Stockton in the afternoon. Final winner will travel to Linda Vista for a game with San Francisco.

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Railroad Lines

Norfolk and Western won top public relations honors among Virginia firms and organizations at the Fourth Annual Conference held at Richmond in March.

• • •

Diesel-electric locomotives handled 52.66 per cent of the total ton-miles of cars, contents and cabooses during 1951, contrasted with 9.73 per cent in 1946, exceeding for the first time the amount of freight traffic handled by all other types of motive power combined.

• • •

Frisco Line's No. 4018 finished its run from Bessemer to Birmingham February 29, marking the end of the steam locomotive era and completion of a five-year dieselization program, to become the largest Class I railroad in the U. S. now operating strictly on diesel power.

• • •

Orders for diesel rail cars were placed with the Budd Company by the Santa Fe, New York Central, and New York, New Haven & Hartford.

• • •

To provide for expected additional visitors to Ireland during the 1952 tourist season, Coras Iompair Eireann will operate a special diesel train service between Mallow and Killarney.

• • •

Chesapeake & Ohio orders one thousand 70-ton hopper cars at an approximate cost of \$6 million.

• • •

Lehigh Valley Railroad orders a 1,350 h.p. diesel-electric tug boat for delivery in 1953.