

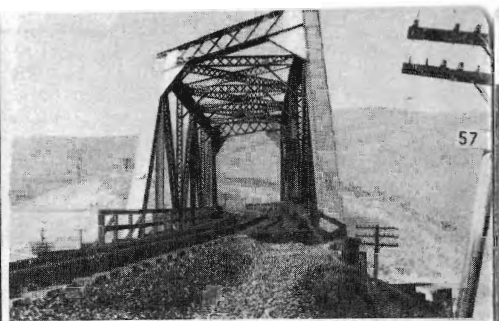
WESTERN PACIFIC

Mileposts

APRIL 1954



WESTERN PACIFIC Mileposts



Vol. V No. 9

APRIL, 1954

*Milepost 57

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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

Member

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

* Milepost 57: Bridge 56.96, built during construction days in 1907, crosses over old Altamont Highway and Southern Pacific tracks. A one truss span, it is 143 feet long.

COVER

An interesting camera study of Beatrice Troller, young Swiss star of "Cinerama Holiday," taken on the vestibule of one of the cars of the California Zephyr special while passing through the Feather River Canyon. See page 4 for story on the new film.



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BECAUSE Louis de Rochemont, prominent and successful New York motion picture producer, once made a trip on the *California Zephyr* and proclaimed it "the finest train I have ever ridden," Western Pacific was invited to take part in his production of the second Cinerama film—"Cinerama Holiday," as were the Rio Grande and Burlington, the three railroads operating the transcontinental streamliner.

The first picture, "This Is Cinerama," is now playing in its 17th month in New York City, beginning its fourth month at the Orpheum in San Francisco, and presently playing the eight other theatres which have been equipped to show this complete illusion of three dimensional effects in color and sound without the use of glasses. Where the first Cinerama production was intended as a demonstration of the new medium, which it is believed

will revolutionize motion pictures, "Cinerama Holiday" is a story-telling picture.

The theme of "Cinerama Holiday" concerns the travel adventures of two young couples, an American couple touring Europe and a European couple seeing America. Two Cinerama units were used simultaneously to film the experiences of the American couple in Europe while the American scenes were being taken.

Neither of the Europeans, a young Swiss artist named Fred Troller and his charming wife, Beatrice, is a professional. They were selected for their parts by de Rochemont for realism as a happy sightseeing couple actually on their first trip to America. Their itinerary included a trip around the East, a ride through the Arizona Indian country via motor scooter, and after a week spent in San Francisco, return



Harry Squires, ASC, Cinerama cameraman, prepares the three-eyed camera for shooting from the vista-dome.

to Chicago aboard the *California Zephyr*. The picture ends when the four young people meet after their travels to compare their exciting experiences. "Cinerama Holiday" is expected to be released in June.

In order to film the sequences aboard the *California Zephyr* an extra vista-dome streamliner was run clear through from Oakland to Chicago. The special left Western Pacific's Oakland yard on February 22. Aboard the train, in addition to the Trollers, were Otis Carney, the writer and producer in charge of this Cinerama unit; Philippe de Lacy, the director; cameraman Harry Squires, ASC, who filmed "This Is Cinerama" and aided in development of the special camera; the Cinerama crew of some 30 people; some Western Pacific employees and the usual train and Pullman personnel including the Zephyrette.

Much advance preparation was done to prepare the special train for its part in the picture. The normal glare-proof

Cheryl Anne, one-year-old daughter of Chief Clerk and Mrs. Dan Irwin, mugs for the still photographer.

safety glass was removed from one of the vista domes and replaced with thin sheets of optically perfect plexiglass in order to insure technically perfect filming of the scenery without the least color distortion or reflection. (The normal vista-dome slightly tinted safety glass has little effect on color pictures taken by non-professional photographers.) The first three pairs of seats on each side of one dome were removed to allow room for setting the camera when shooting exteriors from the dome, or interiors of the passengers within. Also, in order to take action pictures of on-coming trains and achieve the realistic feeling of being on a speeding train, the door was removed from the front of the diesel cab and replaced with a specially made plywood panel equipped with a small hole to accommodate the triple lenses of the camera and a viewing window for the cameraman.



MILEPOSTS

Bill Hocker, Louis de Rochemont Associates, holds "take" board before camera to record information.



CARS used in the special included a baggage car, diner, two sleepers, vista-dome coach and lounge observation car from regular *California Zephyr* equipment, standard sleeper, and a Western Pacific business car. The train was hauled by a three-unit passenger diesel. The baggage car was used for the generators supplying power for the camera and lights cabled throughout the entire train, baggage of those aboard the train, the motor scooter, and other necessary equipment. Panel trucks, some equipped with darkroom facilities, camera repair facilities, extra generators and other equipment not used for train sequence shots were loaded in gondolas and sent on ahead by freight train. Telephone equipment was installed throughout the train in order to communicate with the engine crew when necessary to back up and re-shoot pictures.

Actual filming of the railroad part



of the picture began on February 21 when exterior shots were made of the *California Zephyr* leaving Oakland. Before the special left Oakland the following day, the camera was placed in the nose of the diesel for shots moving through C. T. C. signals and downtown Oakland en route to Niles. A stop was made at Niles to transfer the camera from the diesel into the dome car for pictures in Niles Canyon, after which the special proceeded to Oroville where it tied up for the night.

The director and camera crew then proceeded by track motor car with John McNally, assistant superintendent, for an inspection trip of the Feather River Canyon as far as Pulga to plan the next day's shooting.

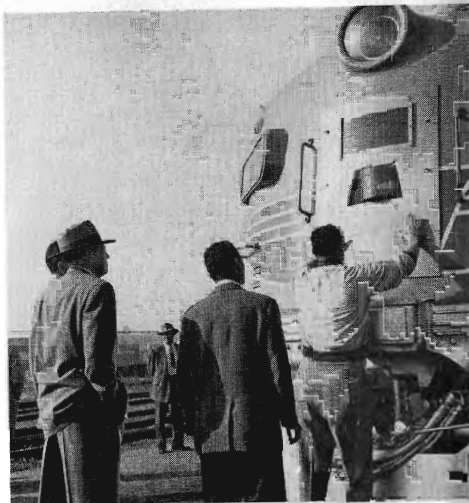
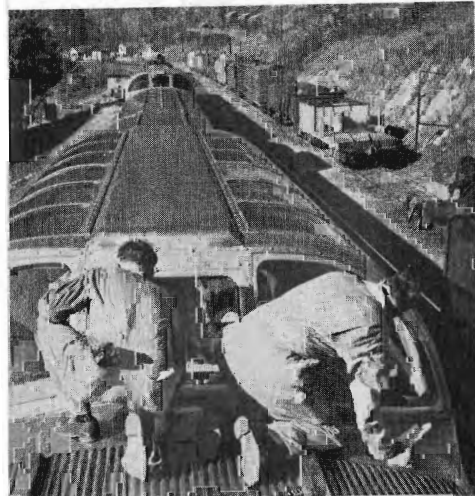
The next morning the train left Oroville for Pulga where pictures were taken from the dome of the meet with the westbound *California Zephyr*. The special was then backed to Bloomer to continue the day's shooting while traveling through the Feather River

Arthur Lloyd, public relations department, and his wife, Eleanor, were among personnel aboard train.



Cinerama camera crew and production men left Oroville by motor car for inspection trip as far as Pulga. Assisted by John McNally, they made plans for next day's shooting in the Feather River Canyon.

The optically perfect plexi-glass windows which replaced the normal glare-proof safety glass in one of the dome cars were cleaned many times during the day to provide perfect shooting conditions. Here, two WP employees remove dirt and water droplets which fell while train passed through long tunnel.



Members of the Cinerama crew make final inspection of the plywood panel which replaced the door in the diesel cab. The rectangular glass-covered opening below the headlight and above the curved camera lens provided cameraman with viewing window.

Philippe de Lacy and William Hocker, Louis de Rochemont Associates, check movement of California Zephyr special with John McNally, assistant superintendent.



Canyon as planned on the previous day. During the course of the day the 300-pound, \$250,000 camera was shifted several times between the dome and the diesel, all of which required meticulous handling and considerable time.

A short stop was made at Portola. While the cast enjoyed a snowball fight the camera crew proceeded to set up the camera and huge Kleig lights in the rear lounge car for shots that evening as the train proceeded on to Salt Lake City at normal speed.

The realism of Cinerama is such that those who view the picture have all the sensations of being right at the scene of action. The three-lens camera covers an angle of 146 degrees and gives the feeling of seeing straight ahead as well as to both sides, very nearly the same as normal vision. Sounds are also completely realistic, being reproduced on seven sound tracks and heard from whatever direction the action is taking place on the screen.

With Cinerama you actually perceive more than you would if you were on the scene, strange as that may seem. This is the new technique for seeing the world of reality as well as the world of make-believe through new eyes.

In addition to the Trollers and the train personnel, Western Pacific personnel taking part in the picture are Barbara Gunzel, Fran Skinner, Marilyn Craig, Bonnie Barnhill, Claire Postel and her husband, "Bee," a former employee, Arthur Lloyd and his wife, Eleanor, Mrs. Dan Irwin and her daughter, Cheryl Anne, Mr. and Mrs. Joseph G. Wheeler, James J. Hickey, and Gilbert H. Kneiss.



During the stop at Portola, Beatrice left the special to join others in a spirited snowball fight.

Fred and Beatrice Troller get an opportunity to view the scenery during a shooting sequence. Just behind them, as passengers, are Mrs. Wheeler and Joseph G. Wheeler, WP's passenger traffic mgr.



LOUIS de ROCHEMONT, PRODUCER

Louis de Rochemont, producer of "Cinerama Holiday," is not new to motion pictures. A former line officer in the U. S. Navy, he was formerly a staffer for International Newsreel, assistant editor of Pathe News, director and producer of Twentieth Century-Fox, and co-founder and first producer of "The March of Time." He produced such pictures as "The Ramparts We Watch," "The Fighting Lady," "The House on 92nd Street," "13 Rue Madeleine," "Lost Boundaries" which received eleven major awards, and others.

EMPLOYEES' COOPERATION MADE "SPECIAL" A SUCCESS

To express management's thanks for the very wonderful cooperation of all employees concerned with the operation of the Cinerama Special, James J. Hickey, general passenger Agent, wrote the heads of the departments involved as follows:

"I know you will all be happy to hear that the Cinerama Special was handled in great shape on our railroad.

"The spirit of cooperation and teamwork on the part of every individual who participated in this movement was a joy to behold. You can all feel justly proud.

"Will you gentlemen please express to all your people my sincere appreciation for the grand job they did under unusual and trying circumstances. Their ever willing effort made a seemingly difficult task a very easy and pleasant one."



The 300-pound, \$250,000 camera had to be shifted between the cab of the diesel locomotive and the dome car many times during the day. This required considerable time and meticulous handling of the expensive camera. With the camera placed right in the nose of the diesel engine, scenes taken through a specially constructed panel provide a thrilling sensation of a train speeding over the roadbed.

MILEPOSTS



Two huge spotlights on either side of the camera lighted the action in the observation-dome car.

WHAT IS CINERAMA?

FIFTEEN years of untiring research and the expenditure of millions of dollars went into Cinerama. Fred Waller, a mechanical and photographic wizard and a full-time inventor, is the man behind the invention. Among his noted inventions are a still camera to take a 360° picture, a Photo-Metric camera that measures a man for a suit of clothes in a fiftieth of a second, and an aerial gunnery trainer which saved thousands of American lives in World War II, and which was the final step along the road to Cinerama. He began experimenting with wide-angle lenses while head of Paramount's trick film

department, as well as a study of sight in people to find out why they saw the things they did. "If I could devise cameras and projectors that would duplicate most of the normal vision as seen by a pair of human eyes," said Waller, "the human brain would do the rest." His first Cinerama camera produced film for eleven matching projectors to throw on a curved screen. "It was crude," he claims, "but it gave the audience an experience and I knew I was on my way."

By surrounding the viewer completely with action and sound in an environment, Cinerama creates an il-

lusion of reality closely associated to the function of the retina of the human eye and the drum of the human ear.

Cinerama reproduces a picture in almost a complete half-circle, 146 degrees wide and 55 degrees high. To accomplish an undistorted picture, the Cinerama camera has three 27mm lenses set at 48 degree angles. Each lens take a third of the picture's total width; the one in the center points straight ahead, the one on the left takes the right side of the picture, and the one on the right takes the left side. A single rotating shutter whirls in front of the lenses at the point where their lines of view cross, making foolproof simultaneous exposures on each side of the 35mm films housed in one of the three 1,000-foot magazines jutting from the back of the 150-pound camera. Single focus and diaphragm controls adjust settings on all three lenses simultaneously.

The process is reversed when three standard projectors in booths throw the images from each film out onto the huge screen, measuring 75 feet from tip to tip, and 26 feet high. The picture from the projector on the left shows on the right third of the screen, the picture from the projector on the right show on the left third of the screen, and the one in the center shows straight ahead.

THERE is no distortion and fuzziness on the curved screen as great depth of focus of the projector lenses keep the picture sharp. The screen is made up of 1,100 vertical strips of perforated tape set at angles like louvres of a sideways Venetian blind. Reflected light bounces off a louvre and escapes behind the louvre directly in front of

it. Sitting right at the edge of the Cinerama screen and looking up at a tight angle, the figures still look round and full.

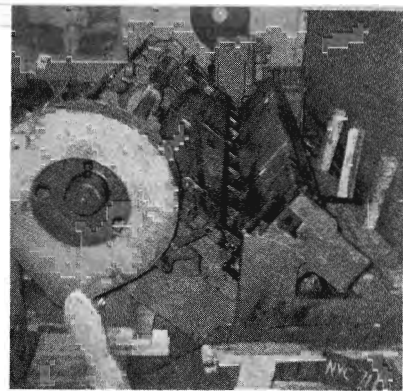
Hazard E. Reeves, a pioneer in the field of sound and electronics is the man responsible for experimenting, designing and building the sound equipment. A stereophonic sound heightens the realistic illusion of Cinerama. When shooting the film, five microphones are placed to cover all action seen by the camera's eyes. Others are placed to one side or behind the camera to pick up the sound of voices, the rumble of a train, or whatever the action may be. In the theatre, five speakers are arranged behind the screen to reproduce the sounds picked up by the mike that was in a similar position on the set. Other speakers on the side walls and in the rear of the theatre reproduce the offstage noises picked up by the extra mikes. The actual sound of a speeding train, for example, will travel across the screen and roar away in the actual direction of its travel. The end result is omni-directional sound of flawless quality. It has what experts call "presence" which is just another way of saying it's as good as being on the spot. Sometimes it's even better, because, in the case of an orchestra for example, engineers can create a better musical balance than if the orchestra itself were present. Reeves sound is no mere adjunct to the Cinerama picture—it's a full-fledged partner.

(From information prepared by the editors of *Popular Mechanics Magazine* and reproduced here with the permission of Cinerama Productions Corp.)

DOLLARS AND SENSE!

The 19th National Campaign to promote Perfect Shipping is under way. It's time for that annual house-cleaning of all our faulty transportation habits. This movement is sponsored in April of each year by the National Association of Shippers' Advisory Boards, and shippers, carriers and receivers throughout the nation are cooperating in the campaign.

Each year Western Pacific is saddled with the problem of how best to present the subject of Loss and Damage Claims in a manner that will register on the minds of as many of our fellow employees as is possible. The freight claim department is constantly reminded of the seriousness of the waste of good hard-earned money by the mounting figure charged annually to the loss and damage account. During



Because of the severe damage to this large power shear while in transit, a representative was flown from the East to expedite replacement purchase.

the year 1953, this amount rose from \$590,000 in 1952 to \$622,000, an increase of \$32,000, or approximately five per cent. For the past three years Western Pacific has paid out an average of \$48,225 each month, or approximately \$1,600 each day.

If this amount were eliminated or even greatly reduced, it could provide a very comfortable living for many Western Pacific employees.

PERISHABLE TRANSPORTATION CONFERENCE

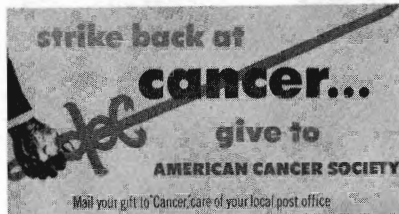
Thorough coverage of the numerous problems of handling and shipping fresh fruits and vegetables will be covered at the Conference on Transportation of Perishables to be held April 26 through 28 at the University of California at Davis, California.

On April 28, Harry C. Munson will take part in a symposium and discussion of modern railroad operation, along with representatives from the Santa Fe, Southern Pacific and Union Pacific railroads.

William F. Paden, assistant freight claim agent, is a member of the railroad committee again this year.

Besides sessions on various crops, vegetables, grapes, deciduous fruits, and citrus fruits, the three-day meeting will provide individual programs on shipper's protection of perishables, standardization and inspection agencies, packaging and loading practices, and transit refrigeration.

The meeting of California growers, shippers and railroad people is open to the public, and is sponsored by the University of California College of Agriculture, in cooperation with the four California terminal railroads and the fruit and vegetable industries.



During April, Cancer Control Month by presidential proclamation, the American Cancer Society conducts its annual campaign by leading the fight against cancer with a comprehensive program of education, research and service to patients.

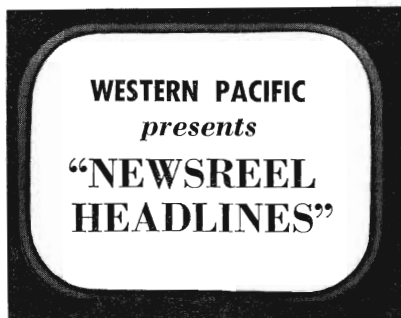
Cancer, America's second greatest killer, is costing not only many human lives, but many millions of lost working hours to business and industry. You know what can happen to the morale of an employee whose immediate family has been attacked by cancer.

You can join the fight against this dreaded disease by giving your monetary support to the American Cancer Society campaign, by having a thorough health check-up every year no matter how well you feel (twice a year for women over 35), and by learning the following seven danger signals that may mean cancer:

1. Any sore that does not heal.
2. A lump or thickening in the breast or elsewhere.
3. Unusual bleeding or discharge.
4. Any change in a wart or mole.
5. Persistent indigestion or difficulty in swallowing.
6. Persistent hoarseness or cough (lung cancer killed some 18,500 men last year, but doctors estimate that 50 per cent of all men who develop lung cancer could be cured if treated in time).

7. Any change in normal bowel habits.

Two showings of two short but interesting and educational films—"Man Alive!" and "The Warning Shadow" are available for groups who may be interested. Write "Cancer" in care of your local post office.



Beginning April 4, Western Pacific will sponsor a weekly roundup of local, national and international news to be shown over KGO-TV from 9:15 to 9:30 p. m. each Sunday evening.

Said to be the most up-to-date newsreel showing over TV or in any theatre, the fifteen-minute program will feature a digest of news highlights of the past week, many of which will be put together in New York City at noon on Friday and airmailed special delivery to KGO-TV in San Francisco for showing on Sunday.

KGO-TV expects to have increased power output for its telecasts about April 1 for better reception in fringe areas and in outlying cities and towns.

RX

A gal in a low-cut dress asked her doctor what to do about a cold.

"The first thing," said the doctor, "is to go home, get dressed, and go to bed."

MILEPOSTS

PROMOTIONS AND TRANSFERS

The appointment of C. A. Rhines as assistant signal supervisor on the eastern division, with headquarters at Elko, was recently announced by F. A. Tegeler, signal engineer.

Charley was born at Redding, California, on Christmas Day, 1913, the son of a signal maintainer for the Southern Pacific. He received his grade school education at Redding and San Jose, graduated from San Jose High School and from San Jose State College in 1935 with an A.B. degree in education. He taught in private school and worked in a restaurant until 1937 when he began his career in signalling at the SP signal shop at San Jose. In 1938, he worked as a signal helper and assistant signalman for General Railway Signal Company on the San Francisco-Oakland Bay Bridge installation, returning to teaching at Clovis and Dinuba in the fall of that year.

Between 1943 and March, 1946, Rhines again returned to signalling as assistant signalman on SP's San Joaquin Division, and as signal maintainer at Cisco and Norden on their Sacramento Division. He left that company after working as signal draftsman at San Francisco during the remainder of that year to become a signal draftsman for Western Pacific. Charley became foreman of Signal Gang No. 7 in May, 1950, working on signal construction between Gerlach and Portola, and between Wells and Wendover. When the signal shop was created at Sacramento in November, 1951, Rhines was made foreman, then signal inspector at Elko in July, 1952. Promoted to assistant



Charles A. Rhines

signal construction supervisor under J. S. Anderson at Sacramento, August, 1953, Charley worked on signal construction between Wendover and Salt Lake City until its completion.

In addition to stamp collecting and sports, as a hobby Charley recently received his amateur radio license W-7 VIU to replace the call W-6 KZG, which he held for 20 years. He is a member of the American Radio Relay League and the Southern California Precancel Club.

Married in 1936, the Rhines have five children, three boys, Corker, 16; David, 13; John, 10; and two girls, Lois, 2; and Deborah, 1.

A professor of English had a pretty secretary. One day his wife found the secretary sitting on his knee.

"Eustace," she said, "I am surprised!"

"No, my dear," replied the professor. "We are surprised; you are astonished."

APRIL, 1954

PLANS COMPLETED FOR SPRING DANCE

The general arrangements and decorating committees have been burning the midnight oil preparing background settings, soft lights, and general atmosphere to help you enjoy the Annual Spring Informal Dance to be held at Governor's Hall, State Fairgrounds, Sacramento, on Saturday evening, April 24.

As before, the affair is sponsored by employees of Western Pacific, Sacramento Northern and Tidewater Southern, for all employees and their friends, and nothing is being overlooked to make this year's dance bigger and better than ever.

Music for your dancing and listening pleasure will be provided by Forrest Long and his masters of melodies from nine to one. A hot buffet, consisting of shrimp Creole, chicken-a-la-King, frozen aspic salad, cold sliced roast beef, corned beef, baked ham and roast turkey, assorted sliced cheese, relishes, rolls and coffee, prepared by Western Pacific's commissary department, will be served continuously from nine until midnight, guaranteed to appease the most fastidious connoisseur of food and drink. There will be sufficient for everyone to enjoy second and third helpings and for those who desire to "nibble" through the evening. Additional refreshments, normally served with ice, will be available in the "Little Theatre" room from eight until one.

Bids at \$7.50 per couple are available in your department, as well as tickets for single admissions at \$3.75.

Hard at work behind the scenes are

committee members: A. E. Madan, Frank Rauwolf, Dan Irwin, Milton Ziehn, Ray Withrow, Gladys Morton, Shirley Bice, C. C. Bennett, Norene Morris, Louie Del Morro, Margaret Westlake, Fay Tomlinson, Lee Willis, and Irene Burton. Committee chairmen are: Jim Quick, refreshments; Hy O'Rullian, general arrangements; Bill Miller, refreshment ticket sales; Ace Drummond, door; and Bob Morris, decorations.

You, your family and friends, are cordially invited to attend.

WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

William Z. Blake, Central California Traction dispatcher, Stockton.

Harry E. Fall, agent - telegrapher, Niles.

Earl D. Fonda, cashier, Portola.

Albert E. Gorton, baggageman-trucker, Oakland.

Roy F. Hill, conductor, Oakland.

William T. Marrs, fireman, Winne-mucca.

Joseph McComish, carpenter's helper, Oakland.

William R. Parks, Sacramento Northern yardmaster, Sacramento.

Otto H. Roelle, carman, Oakland.

Herbert C. Rose, fireman, Oakland.

QUITE A DIFFERENCE, MR. TRUCKER

We occasionally hear the statement that motor trucks handle the great bulk of the nation's freight traffic. The latest claim is that 77 per cent of all freight in the United States is shipped by motor truck!

Motor trucks perform a great and valuable service and they handle a large volume of freight, but the public should not be misled by any such claim as referred to above.

In determining the true size of the transportation job, it is necessary to measure not only how *much* freight is carried, but also how *far* it is carried. Omitting the distance factor, a ton of freight carried one mile is counted just the same as a ton carried 3,000 miles. The 77 per cent figure encompasses not only freight handled by commercial trucking firms which originates in one city or town and terminates in another

city or town, but it also includes freight originating and terminating within the same city or town . . . such as local transfer and delivery service, and freight moved locally from farms to markets, by both for-hire truckers and by trucks owned by farmers and other private parties not engaged in common carrier service.

Based on the ton-mile measure, the I.C.C. reports that in 1952 inter-city trucks, including privately operated vehicles as well as those operated for hire, handled 140 billion ton-miles; pipe lines performed 160 billion ton-miles; inland waterways performed 155 billion ton-miles; while the railroads performed 623 billion ton-miles, more than all other common carriers combined, and more than four times as many ton-miles of service as did motor trucks engaged in intercity traffic.

"CALIFORNIA ZEPHYR" GETS TOP RATING

A recent article in the *Chicago Daily Tribune*, by Philip Hampson, financial editor, claimed the *California Zephyr* as one of the Nation's No. 1 trains.

It was pointed out in Mr. Hampson's article that any selection of the Nation's top trains should be based on the following facts:

"Its glamour . . . its reputation . . . what the world thinks of it . . . the frequency of its mention in novels and stories.

Equipment. The cars in the train should be the newest and finest available. They should offer the utmost in comfort.

Preferably Nation's No. 1 train should link two great centers of the country.

The service should be superb . . . the crew should be pleasant and solicitous of passengers' comfort.

The patrons. The type of people who ride the No. 1 train should be people who are glamorous, leaders in business, politics, leading lights of the stage, movies, television, and other celebrities."

"Talk to anyone who has been on the *California Zephyr*," stated Mr. Hampson, "and you usually hear words of high praise."

RAILWAY BUSINESS WOMEN'S ASSN.

SHIRLEY BICE TAKES OFFICE

Shirley Bice, Sacramento Northern employee, was installed as vice president of the Railway Business Women's Association, Chapter 27 of Sacramento, on March 11 at ceremonies held in the Gold Room of the Hotel Senator. Georgia Turpin, president of the National Association, conducted the installations.



Other officers installed to serve during the coming year are: Virginia Gordon, Ruth Ann Clark and Leah Thomas, Southern Pacific, as president,

recording secretary, and treasurer, respectively; and Ann Haggerty, corresponding secretary.

On April 23 this association will hold a fashion show, the location of which will be announced soon. A drawing to raise funds will also be held at the show for a hand-painted oil reproduction of Master Simpson, painted by a bed patient at the Weimar Sanatorium. Tickets will be available from any member of the Association.

The committee suggests that anyone from out of town planning to attend the annual Western Pacific dance at Sacramento on April 24 might wish to attend this fashion show the night before, and spend the following day seeing the highlights of Sacramento, such as the State Capitol, Sutter's Fort, and the Crocker Art Gallery.

"It's alright. He smokes." →

S. F. CHAPTER ACTS AS HOST

The Railway Business Women's Association of San Francisco were hosts to national members at their biennial meeting held in San Francisco on March 13 and 14, when members from District 5, including Denver, El Paso, Los Angeles, Sacramento, San Francisco and Salt Lake City, gathered for a two-day meeting with Georgia Turpin, national president, and other members from various states.

The week-end program consisted of a sightseeing tour of the city and Muir Woods, a cocktail party and banquet at the Fairmont Hotel on Saturday, and "brunch" at the Cliff House the following morning.

H. C. Munson, WP vice president, was among the honored guests seated at the head table with President Frances Croy, and California State Senator James Cuninghame as guest speaker.



MILEPOSTS



ARMED FORCES DAY

"Power for Peace" will again be the slogan for Armed Forces Day which is to be observed, as in previous years, on the third Saturday in May—May 15, 1954.

The 1954 Armed Forces Day is expected to be the biggest open house in history. Hundreds of Armed Forces installations and several thousand National Guard armories and Reserve centers in the United States, plus overseas commands, missions and attaché stations, will hold "open house" and present programs designed to invite public interest and promote public understanding of this Nation's "Power for Peace."

The success of Armed Forces Day is dependent on public interest. To help stimulate that interest, the Department of Defense has again called on the railroads for support, along with other national organizations, civic groups, school authorities, state and local government officials, and other community leaders, to encourage groups and individuals to visit Armed Forces installations, armories or reserve centers and become better acquainted with the progress being made by these services in establishing our own security and the peace of the world at large.

"And to think I mortgaged the house to send my boy to college. All he does is go out with girls, drink and smoke."

"Do you regret it?"

"Sure do. I should have gone myself."

* * *

Waiter: "Wasn't that egg cooked long enough, sir?"

Customer: "Sure, but not soon enough."

IN THE ARMED FORCES

In addition to the 150 persons previously reported, the following employees are now serving in the Armed Forces:

PAUL B. ALABONA, assistant signalman, Gang No. 3.

JACK BURRIS, Western Division, Oroville.

MARVIN A. HANSEN, traffic department, Western Division.

DONALD R. HILLAM, signal department, Eastern Division.

WILLIAM D. HUTCHINS, switchman, Oakland.

GERALD L. REINSETH, signal helper, Gang No. 4.

WILLIAM C. WALK, assistant signalman, Gang No. 5.

FRANKLIN D. WEBB, fireman, Western Division.

LEROY G. WILLIAMS, track laborer, Eastern 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.

JUST A THOUGHT

A person who sows a single beautiful thought in the mind of another renders the world a greater service than that rendered by all the fault-finders combined.

TRAIN TRAVEL IS SAFE

President Eisenhower told the opening session of the White House Conference on Highway Safety, February 17, that in fifty years more people have been killed on the highways than in all of the country's wars since the founding of the nation. Traffic safety has become "a national problem of first importance," he said.

APRIL, 1954

Paul Jenner sez:

"Don't Be HALF Safe!"

"In case you haven't already learned, Western Pacific's safety slogan for 1954 is . . . THINK FIRST—SAFETY FIRST!

"This slogan was submitted by Dan Irwin, chief clerk to Superintendent Curtis, at Sacramento, and we wish to thank Dan for taking the time and interest to submit it for our use.

"The slogan is a good one, and we all should stop for a moment and think just what it really means. THINK FIRST—SAFETY FIRST! If we would do just that we know we would prevent many accidents. Our statistics for 1953 indicate that roughly 90 per cent of our accidents fell in the category of avoidable injuries. Only a few were due to unavoidable circumstances, clearly indicating that accidents can be prevented by eliminating the cause.



"Our company is continually making improvements in its roadbed and equipment, and in its mechanical and operating methods, to insure safe working conditions, but these improvements will be of no avail unless we take advantage of the opportunities they afford. Accidents will continue to occur unless we believe they can be prevented and get behind the safety program by lending a helping hand. In order to prevent accidents there must be compliance with rules, careful planning, safe practices, and team work.

"We have heard it said that safety is everybody's business. This is most certainly true. It applies from top management right on down through the ranks. Safety is too big a job for any one man or any group of men; it is a job that belongs to every employee on the railroad and requires the wholehearted support of everyone.

"The management believes a ratio of no more than six for 1954 is not a difficult goal, and I feel confident that we can even reduce this ratio if we think first. Indications point to a better record so far in 1954 than we had in 1953. Since we have not changed our safety program in 1954, we can attribute this better record to the fact that employees are becoming more safety conscious. Let's maintain this fine start throughout the year.

"For a truly safe year 1954—THINK FIRST—SAFETY FIRST!"

ARE YOU WORKING SAFELY?

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of April, 1954:

40-YEAR PIN		
Dennis J. McKenna	Locomotive Engineer	Eastern Division
35-YEAR PINS		
John J. Brown	Locomotive Engineer	Eastern Division
Harry H. Fuller	Locomotive Engineer	Eastern Division
Theibert E. Lewis	Clerk	Eastern Division
30-YEAR PINS		
Frank R. Bouleware	Conductor	Eastern Division
Lowell E. Carter	Signal Supervisor	Signal Dept.
Robert W. Crocker	Traffic Representative	Salt Lake City
Oliver J. Crowe	Conductor	Eastern Division
Edward Hennessey	Assistant Chief Clerk	Western Division
James F. Lynch	Superintendent	Eastern Division
Harvey L. Naylor	Clerk	Eastern Division
Aubrey C. Strickler	Field Engineer	Engineering Dept.
25-YEAR PINS		
John L. Amos, Jr.	General Freight Agent	San Francisco
Chester R. Barry	Roadmaster	Western Division
Tracy Bingham	Section Foreman	Eastern Division
Daniel T. Costello	Commercial Agent	San Francisco
Sidney Henriksen	Secretary to President	San Francisco
William C. Kelly	Conductor	Western Division
Leland D. Michelson	Trainmaster	Western Division
Walter E. Moss	Conductor	Western Division
Arthur Nuzman	CTC Maintainer	Signal Dept.
Rolland F. Rickmon	Carman	Mechanical Dept.
George M. Saxton	Locomotive Engineer	Western Division
Alvin Skootsky	Clerk	Western Division
E. Parker Swain	Chief Clerk, Manifest Bureau	San Francisco
William C. Thompson	Conductor	Eastern Division
20-YEAR PINS		
Raymond A. Retailic	Machinist	Mechanical Dept.
Gerald S. Scott	Machinist	Mechanical Dept.
Gilbert J. Ware	T&T Maintainer	Communic. Dept.
15-YEAR PINS		
Leslie H. Clapham	Diesel Shop Foreman	Mechanical Dept.
Harold L. Huber	Section Foreman	Western Division
Tony Miguel	Sheet Metal Worker Helper	Mechanical Dept.
Jerome A. Nusse	Section Foreman	Eastern Division
Karl Seeman	Boilermaker Helper	Mechanical Dept.
10-YEAR PINS		
Edward G. Alvillar	Carman	Mechanical Dept.
Virgil W. Burge	Carman	Mechanical Dept.
Andres Domingto	Carman	Mechanical Dept.
Ferris J. Emerick	CTC Maintainer	Signal Maintainer
Robert N. Fender	Carman	Mechanical Dept.
Eileen E. Frost, Mrs.	Traffic Clerk	Sacramento
Mervin A. Grother	Yardmaster Helper	Eastern Division
Betty J. Hill, Mrs.	Clerk	Western Division
William S. Merryman	Brakeman	Western Division
Barbara R. Moffitt	Clerk	Western Division
Ralph Patterson	Carman	Mechanical Dept.
Audrey F. Stafford	Blacksmith	Mechanical Dept.
Casteromma Steele	Chair Car Porter	Dining Car Dept.
William J. Walker	General CTC Maintainer	Signal Dept.
Wilson O. Welsh	Waiter	Dining Car Dept.
Delmer E. Zimmerman	Section Foreman	Western Division



In Memoriam

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following whose death has been reported:

William Belcher, retired section laborer, December 30, 1953.

Howard C. Beltz, retired patrolman, February 3, 1954.

Fred D. Cooper, retired Sacramento Northern car cleaner, recently.

Harry H. Denney, retired telegrapher, January, 1954.

Lawrence L. Drake, traffic representative, February 21, 1954.

Jo M. McCracken, retired brakeman, December 12, 1953.

James J. McFarland, switchman, December 7, 1953.

George F. McMichael, retired carman, February 8, 1954.

Dan O'Brien, retired tunnel watchman, January 2, 1954.

Lola A. Parker, laborer, February 10, 1954.

Robert L. Rheingans, sheet metal worker, February 7, 1954.

William J. Rule, retired Alameda Belt Line janitor, January, 1954.

Charles E. Ruse, switchman, March 8, 1954.

Jerry D. Sullivan, boilermaker helper, March 7, 1954.

Gloria A. Thirkettle, stenographer-accountant, March 6, 1954.

WOMEN'S TRAFFIC CLUB INSTALLS NEW OFFICERS

Mrs. Muriel White, Owens Illinois Glass Company, was installed as president of the Women's Traffic Club of San Francisco for the coming year at a luncheon held in that city on March 20.

She will be assisted in her duties by Mrs. Frances Rutherford, General American Transportation Corp., vice president; Miss Barbara Thomas, Pacific Far East Line, Inc., secretary; Mrs. June Olivier, Southern Pacific

Company, treasurer; and Miss Muriel Collins, Harper Robinson Co.; Miss Alexandra Harrington, Haslett Warehouse Co.; and Mrs. Anita Lee Maguire, Pacific Southcoast Freight Bureau, as directors.

Chairman, Mrs. Gertrude Pohndor, WP purchasing department, was in charge of the day's entertainment. Mrs. Gertrude Verbar, general agent's office, is a past president of the organization.



Caboosing

A word of appreciation is due Mrs. **ELSIE HART** and **RAY FENDER** for their splendid cooperation as correspondents at Elko and Sacramento Shops for the past several months. Elsie has been succeeded by Mrs. **THEDA MUELLER**, secretary to Superintendent Lynch, and Ray has been succeeded by Mrs. **MARCELLA SCHULTZE**, who returned to her work after several months leave of absence. Your continued cooperation in furnishing these correspondents with news items will be very much appreciated.

ELKO

Theda Mueller

We're glad to learn that Mrs. **JEAN BALDWIN**, assistant accountant, has recovered from her recent appendectomy and is now back at her desk.

RAY SARGENT, assistant roadmaster, enjoyed a rapid recovery following an operation on his knee at Elko General Hospital, and says his knee is now as good as new.

ANTOINE "TONY" PRIMEAUX, assistant timekeeper, attended the Western Conference of the Presbyterian Men's Council at Sacramento on February 12, 13 and 14.

ELSIE HART was recently called to Hathaway Pines, California, because of her father's illness.

FLORENCE "SCOTTY" DUNCAN, file clerk, recently returned from Denver where she was called because of the

death of her mother. It was just the 19th of October that her father passed away in that city.

Engineer **W. S. THOMPSON** has been released by the doctors and reported to work on March 1. He has been ill since December 20 with virus pneumonia.

JOHNNY ETCHEBEHERE, traveling student accountant, and his wife, **HANNAH**, B & B Clerk now on leave of absence, took advantage of the three-day weekend over Washington's Birthday and returned to Elko from their new home in San Francisco for a visit. Johnny was formerly an assistant accountant in the superintendent's office here.

We're very proud of our Western Pacific bowlers who competed and won several prizes in the City Bowling Tournament, which just ended, both men and women, and we extend them our congratulations. (See story on Sports Page.)

SACRAMENTO SHOPS

Marcella Schultze

A big, big thanks to **RAY FENDER** who so ably covered the Shops news while I was on leave. Hope to get back in the swing again soon and keep up the good work.

While speaking of Ray, did you know he's selling electrical appliances during off-hours.



"Well, I didn't get my raise, but I'm going to get memorandum pads with my name printed on them."

In fact, now that Blacksmith E. R. McPHERSON has informed one and all that he is the proud owner of a TV aerial, he might get a good deal on a new set from Ray!

To mention a few new additions among our WP family, Machinist JACK BUTTERFIELD has a new son; Carman BYRON PARKER, a daughter; and Blacksmith Apprentice D. D. FITKIN, has acquired a wife.

We welcome to the shops Machinist Apprentices GRAY and DABBS who have transferred from Oroville shops to complete their apprenticeship training.

One of our early vacationists, Blacksmith GEORGE ROLLER, has returned from what sounds like an exciting

vacation—a trip to Mexico, a visit with relatives in Arkansas, and sightseeing at Carlsbad Caverns.

Visiting relatives reminds me that Machinist Foreman FRANK COLEMAN was pleasantly surprised when his brother, Leonard, unexpectedly stopped in at his home from Montana for a few days' visit.

Best wishes to Blacksmith TOM BAMFORD for a speedy recovery following a recent operation.

There's still another good reason for joining the WP Amusement Club. Members are presently taking advantage of the discount card issued them through the Club for auto supplies at the Regal Service Stations!

NEW YORK

Alan Hudson

We understand the piscine population of the Sunny State (FLORIDA, of course!) was recently decimated by PERL WHITE took his annual trip thataway to loll and bask under the sun while the little fishies just nibbled on the baited hooks on the line. To make matters worse, for the gilled and scaled creatures that is, we also understand that Mae White, the Missus, is an even better angler than PEW, though if the latter reads this my job security may be a bit weak.

We have the good news that JOHN PEGNIM's mother has recently fully recovered from a somewhat lengthy illness. We've met this charming gal on several occasions and we're quite happy she's back on the road to health.

In making plans for our semi-annual theater dinner party, a poll was taken to determine which smash hit to see. The boys who like to see living dolls parade around won out over the adherents of more serious drama, by giving four votes to "Kismet," two for "Caine Mutiny Trial," and two for "Teahouse of the August Moon." We just love musicals, particularly with GIRLS!

CHUCK HUDGINS and HOWIE BUSSELL, our eligible bachelors, are not getting married again this month!

PORTOLA

Phyllis Laughlin

Eighty-seven-year old GEORGE FRANKLIN McMICHAEL, retired carman, died February 8 in the hospital at Quincy after an illness of several weeks. A resident of Portola for the

past 30 years, he was a member of the Masonic Lodge, Scottish Rite and the Carmen's Union. When President Truman came through Portola during the last presidential campaign, George was the only person aside from the party committeemen and officials who greeted him and while standing on the rear platform of the president's train he told of the autographed picture he had of the president.

Agent HARRY HALL, Portola, and General Agent and Mrs. FRANK ROWE, Reno, receive our birthday greetings.

Congratulations to Mr. and Mrs. DELBERT MORSE on the addition to their family! Twins Cheryl Kay and Sharon Mae arrived on February 3. Delbert works in the water service department and is also minister for the Church of the Nazarene.

Congratulations to Switchman and Mrs. JOHN BASS on the arrival of their first child, Richard John, February 10.

Dixie Lee Sarbach, daughter of Relief Diesel Foreman and Mrs. RALPH SARBACH, and James Rogers, son of Conductor G. C. ROGERS, were married in Reno, Nevada, recently by Reverend Brewster Adams. Our very best wishes to you both!

Welcome to E. C. GERVAIS and his family who have returned to Portola from Oroville. A baby daughter has joined the Gervais family since they last lived in Portola. Eddie is the new baggageman-janitor.

Another new baggageman-janitor is ROBERT SCOTT, who came here from Stockton, and LINO MICHELI, night foreman in the perishable department, has returned to Portola from Elko. DONALD ROSS, janitor, is a new employee at the WP Hospital.

On the sick list but improving are: Mrs. **THELMA EPPER**, steno-clerk at the hospital, who is being relieved by Mrs. **ERMA RAY**; Mrs. **Edna Schuetter**, wife of Section Foreman **AL SCHUETTER**, home from surgery at Reno; Mrs. **Mabel Humpherys**, wife of Clerk **EVERT "HUMPY" HUMPHERYS**, is home after being confined to the hospital with pneumonia; and **Robert Bassett**, son of **Hostler Helper BASSETT**, is improving after surgery at Portola Hospital.

Our deepest sympathy to **GLADYS RUSE**, trainmaster's clerk, on the death of her husband, **Switchman CHARLES E. RUSE**, March 8. He had been ill for the past four months and just recently returned to St. Joseph's Hospital for medical attention. A switchman since August 6, 1939, he is also survived by two daughters, Mrs. **Patricia Bishop**, of Portola, and Mrs. **Betty Wernette**, of Billings, Montana.

WENDOVER

Esther Witt

On January 31 twenty guests assembled at Stevenson's Cafe in Salt Lake City to honor Mrs. **Mary Price** who celebrated her 80th birthday that day. Among those in attendance were her sons and their wives, **Brakeman and Mrs. JOSEPH B. PRICE**, **Brakeman and Mrs. BERNARD T. PRICE**, **Mr. and Mrs. Arthur E. Price**, **Mr. and Mrs. Wallace L. Price**, six grandchildren and four great grandchildren.

Our deepest sympathy to **Signal Maintainer and Mrs. THEAS N. GARFIELD** on the sudden death of their niece, Mrs. **Kathryn Cox**, of Oakland. Also, to **Fireman ROY MAINE** whose wife, **Ellen**, passed away suddenly at Elko.

"February fog will freeze a dog" was proven true by **Agent LEO WATERS**, who on a well intended trip to Salt Lake during our foggy weather struck a dip in Highway 40 causing his car to skid in such a manner that he landed in the salty brine. The family escaped with minor injuries and we wish we could say the same for his **DeSoto**. But, alas! It is a total loss. **Leo** is now sporting a **Chrysler Imperial**.

We enjoyed meeting **Telegraphers Mrs. HARRIET WALLACE** and **Mrs. FLORANCE McCLURE**, who respectively relieved **MILO KACER** while on vacation and **ANNA BELLE ALLBRECHT** who took some time off to attend a meeting of the **Eastern Star** in Elko. Hope to see you folks again soon!

GEORGE W. BARTO is acting as agent at Shafter while regularly assigned agent and **Mrs. GEORGE A. TOOTHAKER** are on vacation.

Mrs. David T. Lynch and daughter, of Ogden, are spending some time in Wendover visiting with **Switchman DAVID T. LYNCH**.



Donna Lou Shea
(See next column)

Donna Lou Shea, the 13-year old daughter of **T & T Lineman THOMAS SHEA**, was sponsored by **Hotel Manager HARRY P. RAWLINGS** for the **Western Pacific** as **Sweetheart Queen of Wendover**. The **Queen** was crowned on February 20 at a **Valentine Dance**, and **Donna** won second place. The funds raised from the votes, which were one cent each, will be used to buy flags and colors for the **Scouts**.

A speedy recovery is wished for **Engineer BILL THOMPSON** who has been a victim of pneumonia. Come back soon, **Bill**.

SACRAMENTO STORE

Irene Burton

JOSE CHAVEZ's 12-year old son was injured recently when the front wheel came off his bicycle while pedaling, causing him quite painful injuries about his face.

HANS O. REINSCH has returned to work after an attack of yellow jaundice. **Hans** found out that he and **penicillin** just don't get along, for it was after a shot of that medicine that the jaundice broke out.

B. S. BOWLING, furloughed from the mechanical department, is now working in the store department.

A card received from **Ed and JULIA HAWKINS** tells of their arrival in **New Orleans** in time for the **Mardi Gras**.

HORACE LATONA has left our office and is now domiciled in the new store building office.

A severe cold kept **CHARLES MARCH-AND** away from work for a week recently.

*"You say Tony gave up his job as a traveling salesman just to please his wife?"
"Yes, it seems she wanted her Tony home permanent."*

SALT LAKE CITY

John C. Martin

J. B. Price

We're happy to report that **Engineer Hy CLEGG** is fully recovered and back to work on the switch engine at **Wendover**. **Hy** suffered a siege of flu during **January** and had a relapse the forepart of **February** after returning to work.

Conductor THOMAS E. CROSLY celebrated his birthday on **February 18**. **Tom**, like **Jack Benny**, isn't a day over 39 . . . so he says. The weather man helped **Tom** celebrate by bringing one of the biggest snow storms of the season.

A speedy recovery is wished for **Frank Malstrom**, father of **Conductor CLARENCE F. MALSTROM**, who recently submitted to surgery.

Recent visitors to **St. Louis** and other points of interest in the middle west were **Engineer W. F. SEICKMAN**, and retired **Engineer and Mrs. GEORGE A. LORENZ**. All reported having a wonderful time.

KEDDIE

Elsie Hagan

Our spring weather has been so nice lately people from **Stockton** have to come up here just to see the sun shine. We mean, **Trainmaster and Mrs. LEE MICHELSEN** and their daughter, who claimed they haven't seen the sun for weeks; **Engineer and Mrs. GENE HANSON**, here for several days; and **Engineer DAVE WAKEMAN** and his wife, who are living here temporarily.

BOB McILVEEN, road foreman of engines, is back from attending the funeral of his 80-year old father who passed away in the **Napa Veterans Home**. He was buried in the **San Bruno Military Cemetery**.

Bill Fisher, son of Conductor and Mrs. CLYDE FISHER is home on a month's leave after being stationed in Honolulu with the Air Force for the past two years. He will go to Kansas following his leave.

Brakeman and Mrs. HERB WOMACK, who have been living in Oroville, are moving to Keddie.

Operator TOM BARRY left early this month with his wife for Lincoln, Nebraska, to be with his sister who is seriously ill.

MECHANICAL DEPARTMENT

Norma Joseph

Anyone interested in planting shade trees? LOUIS DEL MORO, assistant timekeeper, is the man to see for advice. For instance, he advised ART DE LA LLATA, his co-worker, to plant English walnut trees, for shade during the summer and nuts for the winter. Louis' fee? . . . a few walnuts when the tree starts bearing.

JUNE BELEW, steno-clerk, is sporting a new 1953 Ford. What was wrong with the other car, June?

Don't forget to save a few dollars for the Spring Informal Dance, plans for which are now under way. Employees and friends are welcome. April 24, Governor's Hall, Sacramento Fair Grounds, music by Forrest Long. Get your tickets from AL MADAN, chief clerk, store department, or HY O'RULIAN, chief clerk, mechanical department.

One sweet thing to another: "He not only lied to me about the size of his yacht, but he made me do the rowing."

* * *

TV has certainly done things to people. We heard of a friend who turned on his radio by mistake and thought he'd gone blind.

SACRAMENTO NORTHERN

Milton Ziehn

The annual Sacramento Northern retirement party will be held this year on Sunday, June 13, at Veterans' Hall, West Sacramento, beginning about one o'clock. Keep this date open for another good time. Menu will consist of sandwiches, salads, cake and coffee and, as usual, it's all free! There will be door and other prizes. To those who would like to assist the committee in the preparation and serving of the luncheon, please don't be bashful about telling us. We'll need lots of help. Solicitation of funds for financing this worthwhile party will start in May.

Congratulations to SHIRLEY BICE, T&E timekeeper, who has been elected vice president of the Sacramento Chapter of the Railway Business Women's Association.

MYRON K. ANDERSON, our new track supervisor, is being shown the ropes by Roadmaster JACK KELLY.

BILL PARKS, yardmaster at Sacramento, has retired after continuous service since November, 1919. Bill will be one of the several SN'ers to be honored at the June retirement party.

Old man ZIEHN has finally joined the members of the "Sad Sac Club" . . . membership in which is reserved for those who suffer dislocated sacroiliacs and just plain bum backs. Move over, fellas.

CHICAGO

Don Banks

GENEVIEVE SAMARJIAN joined our ranks February 15 as our new switchboard operator, much to the disappointment of the unlucky gals waiting word from Chief Clerk JIM BAKER as

to their chances of becoming associated with this wonderful office. Formerly with Pure Oil Company, she's a native Chicagoan and uses BILL McGRATH's dog team as transportation for she's also a southsider.

Tuxedo rental agencies did a land-office business February 11 when all the Execs and Solicitors got dressed up in their "soup and fish" and another Annual Chicago Traffic Club Dinner became history. This is the event when all modes of transportation people get together for the one thing closest to their hearts—"How to be the hostess with the mostest on the ball," or "How to win friends and influence shippers."

Your correspondent will now be found occupying the desk vacated by GLADYS HESSON in the passenger de-

partment. Gladys left us to devote full time to domestic chores in their new home in Libertyville. Warning to all WP officials! You will be traveling at your own risk the first thirty days as you are liable to find I've put you on the Broadway Limited going to Denver—it's possible. But even this poor soul knows that Broadway is east of the Mississippi so you have to change trains at Dubuque.

After raving about Chicago's mild winter in past issues, at this sitting (February 27) a double order of Crow would be fitting—a la carte. We are having one of the worst days of wet, sloppy, slushy snow ever to descend upon this fair city. I am sure a jury would acquit any Californian on the grounds of justifiable homicide if he



"... and what did my little man do today?"

or she would strangle me for comparing California's climate to this mess. At least it would make interesting reading for the May issue.

That's all folks, glad we could get together. This is "John Cameron" BANKS saying goodnight for the *California Zephyrs* . . . America's most popular trains.

OROVILLE

Helen Small

WILLIAM H. FISHER, signal gang employee before entering the Air Force, and son of Conductor C. E. FISHER, is home on leave from duties in the North Pacific. Bill will be stationed at Smoky Hill Air Base, Kansas, following leave.

Local Switchmen's Order of SUNA held a meeting and roundtable discussion at the Oroville depot in February, with A. F. TUNSEN conducting, and W. A. TUSSEY, G. W. CURTIS, and P. F. PRENTISS in attendance.

Brakeman E. A. GOFF and wife have a new seven-pound daughter, Karen Ann, born February 4 at Stockton. She comes to join sister Lynn Marie. Maternal grandparents are Trainmaster and Mrs. P. F. PRENTISS.

Telegrapher MIDGE ARRUDA returned to work after several months recuperation following surgery at St. Joseph's. She is now at Mason and reports that a big storm snowed her in shortly after arriving there.

Craig H. Fosdick, son of PBX Clerk WILLIAM H. FOSDICK, completed his Navy training at San Diego and is home on leave and reassignment.

Hostler Helper W. T. CORY is improving following a trip to the medical department in San Francisco, and E. B. Cross, sheetmetal worker, is conva-

lescing following surgery and treatment at St. Joseph's.

Mrs. John W. Porter, wife of CONDUCTOR PORTER, has returned from a trip to Knob Hill, Arkansas, where she was called because of serious illness in her family.

Lineman R. E. WILSON was called to Portland on the death of his father, 81-year old H. W. Wilson, on February 15. Roy met a younger brother he had not seen for 34 years. JOHNNY MILTON, division lineman, relieved while Wilson was away.

Mrs. LOLA PARKER, laborer at roundhouse, passed away February 10 at the age of 56.

G. W. WIGGINS, relief clerk, had as recent house guests Vance Terry and his wife from Sacramento. Vance is with the Billy Jack Wells orchestra in Sacramento.

STOCKTON

Virginia Rustan

Glad to report that Switchman BURL HAMILTON, who underwent surgery, and A. A. VAN BUREN, suffering an injury on duty, are both convalescing and well on the road to complete recovery.

Early vacationers: Brakeman C. M. ROBERTS, visiting in Texas and Mexico; Switchman HARRY WAITE, on an extended tour of the East; Conductor GEORGE MILES basking in the Florida sun; and Clerk JOHN G. ROSE enjoying the heat wave in Southern California.

Transfers in personnel include Clerks HARRY B. BEATIE, from Lathrop to Stockton yard; ROBERT SCOTT and FELIX MARTINEZ, from Stockton yard to Portola.

L. B. McNAMARA, chief clerk at Lathrop Joint R.R. Agency, who retired



—Photo by Agent A. D. Prato

The old met the new at Stockton on March 8, when passenger Bertha Smith arrived at WP's station in a 1903 International (IHC) horseless carriage to board the California Zephyr for Lincoln, Neb.

recently, was presented with a television lamp for his home by his office associates at Lathrop and Government employees in the transportation division. Our sincere best wishes for an enjoyable retirement, "Mac."

Fellow workers of GERALD "JERRY" McCAULEY, warehouse foreman, were saddened by the death of his wife, Della, which followed after a lengthy illness. Our deepest sympathy is extended at this time.

We're happy to report that DAVE COONS, retired water service department employee, has returned home and is up and around after undergoing major surgery performed at St. Joseph's Hospital.

These days, the trouble with the household budget lies in the fact that there's usually too much month left over at the end of the month.

* * *

Time: The stuff between pay days.

* * *

A lot of women would look more spick if they had less span.

WINNEMUCCA

Doris Cavanagh

No April fooling! WP anglers have been enjoying some trout fishing for the last couple of months below Rye Patch Dam in the Humboldt River known mostly for catfish.

Two river trout weighing two and four pounds plus were caught by Signal Maintainer BOB KINKADE of Jungo. Maintainer GARY NIELSON of Winnemucca got more sport out of two fighting carp. Norma Hawkins, daughter of Engineer and Mrs. MAZOO HAWKINS, was along.

Engineer FRANK SMITH, formerly of Wendover, has been running out of here recently.

For a number of weeks, Lineman JOHN MILTON has been with the San Francisco department. TED MILLET is the Winnemucca relief lineman.

Fireman and Mrs. RICHARD HARRISON have a new son born February 1 in Humboldt Hospital. Shortly after the baby's birth, the fourth child and third boy in the family, Mrs. Harrison underwent surgery for appendicitis.

Retiring as a fireman, W. T. MARRS left the WP employ on February 19. He had been in WP service since September 30, 1941. Living in Golconda, about 16 miles east of Winnemucca, he will devote much time to his large chicken and rabbit farm.

Upon returning from an extensive trip south of the border, Fireman ADOLPH DEONIER resumed work on the diesels out of Portola instead of his home terminal. Mrs. Deonier sent cards to Nevada friends from Mexico City.

BILL TATE, formerly first trick telegrapher at Gerlach, has moved to Wendover, and ELMER CARTER, first tricker

at Herlong, is serving as relief operator.

Signal Supervisor JAMES VAN BENTHUSEN was hospitalized with a broken left arm after being struck by a motor. Others receiving medical care included Telegrapher DAYLE DAYTON and Yard Clerk MIKE MICHAELS.

Through this column bereavement thanks are expressed by JOHNNY and KATHLEEN HERRON, of Bronte, whose young son, Kenneth, died recently at Reno. They were formerly on the Cholona section.

In recounting his visit to Albuquerque, Telegrapher BILL STEPHENSON confessed he spent too much money, admired Arizona's trees and mountains, enjoyed the Rose Bowl game in Los Angeles on TV, but thought the sagebrush of Nevada prettier than in New Mexico.

Forty-five years ago in April, laying of steel on the original WP grade from Winnemucca west was in full progress. Large crews of men and equipment had reached the present site of the Winnemucca station from the material yard two miles above town.

Crowds visited the scene of operations to watch the Harris tracklaying machine. At the end of April, 12 miles of track had been laid.

LOS ANGELES

Frank Sell

Enticed into sunny Southern California by record-breaking 90° weather for the last few weeks, were WALTER BRUNBERG, general office, and RALEIGH CLEVELAND. Walter was in town ostensibly on company business, and Raleigh, formerly in our Oakland city ticket office, is now head gardener for JOE HAMER's "ranch" in Northbridge,



"What's he got in that basement besides trains? I should think you'd have had your fill of 'em working on the railroad all day long."

and was in town on one of his regular agricultural inspection trips.

BOB ROUSE has a new cement floor in his patio at his home in Long Beach, and it can all be attributed to the long Washington's Birthday week-end. Bob claims to have poured some revolting number of square yards of cement all by himself during the three-day holiday, and judging from his weakened (and week-end) condition and a blister he proudly exhibited to the office on Tuesday, we would say it's a good thing George has only one birthday a year.

The passenger department, JOE HAMER, and the freight department, uncle ED MILFELT, combined forces during February to make one of their yearly safaris to Arizona. A combination like this will undoubtedly result in greatly increased revenues for both departments from this territory during the coming months.

MILEPOSTS

OAKLAND

Hazel Petersen

Twenty-one manufacturing supervisors of the Gerber Products Company recently used the *California Zephyr* en route to an annual company meeting in Rochester. As the streamliner passed Gerber's Oakland plant several hundred of the "poor unfortunates" left behind waved goodbye from in front of the plant office building. Two of the huskier ones held aloft a sign reading: "Have fun and hurry home." GEORGE MIX, traffic representative, handled ticket sales and reservations, and TAL KELLY, shepherded them to Salt Lake City. Accompanying the group were Fred Greenlee, plant manager; Tal Smith, personnel director; and Lowry Wyatt, assistant to vice-president. Traffic Manager Jack P. Sanders handled arrangements for the company.



"But if you haven't tried lady engineers how do you know we won't work out alright?"

APRIL, 1954



Ed Wuelfing, train desk clerk at Oakland, about to open a regular monthly meeting of Saint Elizabeth's Parents' Club as president, assisted by Henry Dombink, first vice president, on the right. Object of the club is to work for the betterment of the high school and the children, and to raise money for various needs such as athletics. So far this year under Ed's guidance, the organization has sponsored a dinner-dance, whist party, raffle, musical concert. Another dance will be held on May 15. Ed is also a member of the Dads' Club and, when he has time, enjoys gardening, having at one time been a florist for eight years. In 1952 he was president of the Holy Names Society and helped build their membership. Ed has been with Western Pacific since 1936, lives in Oakland, and is the father of three children, Edward Charles, 16, a junior; Anne Katherine, 14, a freshman; and little Stephen Mark, 8, second-grader. Edward and Anne are both honor students.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Gwen Monds, Maurice Notter, Mary Nichols, Carl Rath, Bill Royal, Dudley Thickers, Frank Tufo.

While enjoying the Washington Birthday holiday at "Rudy-Beth" on Bethel Island, on Taylor Slough off the San Joaquin River near Antioch, RUDY and BETH ENGEL were visited by CHARLEY VINCENT, duplicating bureau supervisor; MILTON ZIEHN, SN; and AL ROUNTREE, chief baggage and ticket stock clerk, and their wives. But it wasn't all gravy for the guests, as the "one-lung" Hicks motor on Rudy's boat is far from a jet-propelled super-charger. Needing repair, the boys had to lend a hand tinkering with the motor . . . the cost of a dinner!

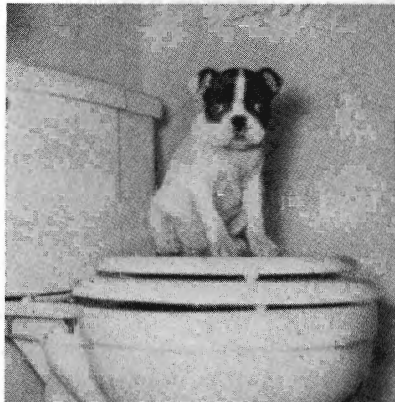
MARIE HOWE, steno-clerk signal de-

partment, returned March 1 from a week at Sun Valley, Idaho, spent skiing. Said she had breakfast two or three mornings with the lovely Norma Shearer (she's a movie star, you younger generation) even though the famous actress was on the opposite side of the room!

Ten of the boys in the freight rate department have pooled their resources with the idea of becoming baseball moguls, or was it because of their love for the future success of the San Francisco Seals. They are hopefully awaiting their share of the profits from their investment of \$1.00 each in Seals stock under the collective name of "Big Brother." The capitalists are: JACK PAPAIZAN, JOE LOMBARDO, HENRY ASHLEY, JOHN PICKERING, FRANK CHAMARD, JOHN KENNEDY, BILL DUTCHER, TOM DOWD, HAROLD DELAHOUSAYE, and BOB MANSON.

Members of the engineering department, and many others throughout general office who had known GLORIA THIRKETTLE since August 2, 1937, when she joined Western Pacific, were deeply saddened over her death on March 6. She had just returned to the engineering department a few months before from the auditing department, where she had formerly worked many years ago.

The marriage of GERTRUDE C. SHOUT, purchasing department, to Leo H. Pohndorf, took place on Valentine's Day at the Finnish Lutheran Church in San Francisco. Following their marriage, the couple left for a three-week honeymoon spent at Guaymas and Mazatlan, Mexico, returning to Oakland where they are making their home.



"Tinkle," three-months old Boston Bull Terrier, is pretty much house broken, says owner Ken Lewis, president's office. He's also great company for son, Bruce. "Tinkle's" father again won first ribbon at the Golden Gate Kennel Boston Bull Terrier Show held at Bay Meadows, San Mateo, February 27.



"Toot-toot-toot-toot... toot-toot!"

MILEPOSTS

SPORTS



Standing, from left: Tom Miller, manager; H. G. "Red" Mahlin, fullback; D. Gordon, forward; C. Walters, goalkeeper; William Dale, F. Drake, forwards; G. Carson, property man; Ed Berde, trainer. Sitting, from left: M. Latino, forward; R. "Dickie" Stadler, halfback; V. Nagulko, fullback; M. Rose, G. Riola, forwards; J. Traversi, K. Jensen, halfbacks.

STATE CHAMPIONS—1937-1938

Remember when this rugged Western Pacific soccer team was the team to beat? They scored many a hard-earned victory and at the time this picture was taken were undisputed California State Champions.

That their fine record was an established fact on the sports pages of leading newspapers, may be attested in the following paragraph taken from the sports page of the San Francisco Chronicle just last March 4:

"20 YEARS AGO"

"The Olympic Club soccer team of San Francisco was upset 2-1 by Western Pacific of Sacramento."

Wonder what kind of a game the boys could now play were they all together?

A golf story of the year appeared on the sports page of a newspaper recently. It read: "At this point the gallery deserted the defending champion to watch Miss Jones, whose shorts were dropping on the green with astonishing regularity."

WP BOWLING TOURNAMENT

Western Pacific held its second annual handicap bowling tournament at Alhambra Bowl in Sacramento on March 20 with sixteen teams competing.

The Zephyr Yard team from Oakland sent 2,976 pins flying into the pit to take first place in the team events. Team members who contributed to the win were W. Wier, L. Brown, J. Russell, R. Harrington and R. Sellars.

Second place in the team events went to the team from Elko who knocked over 2,940 pins to do the trick. Repair Track No. 2, Oakland, took third with 2,895 pins, and Stockton, with 2,828 beat out Oakland Switchmen for fourth place by only two pins.

C. Briggs, rolling for the Oakland Switchmen, walked off with high game and high series honors, when he col-

lected a 254 game and a series of 682.

In the Sweepstakes, which followed the handicap tournament, Leo Sillineri, assistant agent at the waterfront office in San Francisco, was high man. He rolls with the California Zephyrs. Tommy Kyle, service bureau, Passenger Traffic team member, took second, and H. Fly and S. Smith tied for third.

Winners received cash prizes and trophies.

Teams competing in the tournament were, from San Francisco: California Zephyrs, Feather River, Freight Claim, Auditors, and Transportation. From Oakland: Hot Boxes, Switchmen, Passenger Traffic, Zephyr Yard, Repair Track No. 1 and Repair Track No. 2. Sacramento floored two teams: Derailers, and WP Sacramento. Elko, Oroville and Stockton were represented each by one team.

A lady bought a parrot from a pet store, only to learn that it cursed every time it said anything. She put up with it as long as she could, but finally one day she lost her patience.

"If I ever hear you curse again," she declared, "I'll wring your neck!"

A few minutes later, she remarked rather casually that it was a fine day. Whereupon the parrot said, "It's a 'blankety-blank-blank' fine day today." The lady immediately took the parrot by the head and spun him around in the air until he was almost dead.

"Now, then," said the lady, "it's a fine day today, isn't it?"

"Fine day!" spurted the parrot. "Where the 'blankety-blank-blank' were you when the cyclone struck?"

* * *

Two kinds of people are at every party: those who want to leave early and those who don't, and the trouble is, they're married to each other.

* * *

Small Bobby had been to a birthday party, and knowing his weakness, his mother looked him straight in the eye and said, "I hope you didn't ask for a second piece of cake?"

"No," replied Bobby. "I only asked Mrs. Smith for the recipe so you could make some like it. She gave me two more pieces."

At the last home talent golf tournament, the club secretary caught one of the entrants driving off about a foot in front of the teeing mark.

"Here!" he cried indignantly, "you can't do that. You're disqualified."

"What for?" demanded the golfer.

"Why, you're driving off in front of the marker."

The player looked at the secretary with pity. "G'wan back to the clubhouse," he said tersely. "I'm playing my third stroke."

* * *

The nudists were planning a costume party and were worrying over what to wear. "Well," said one, "with my varicose veins, I think I'll go as a road map."

* * *

Three men and a dog were sitting around a table playing poker. The dog held a hand just as the men did, and played its cards with no indication from the other players that there was anything in the least unusual about a dog playing poker.

As the evening wore on, the woman of the household came in. Seeing the dog playing, she said to the men: "Why that's the most amazing thing I've ever seen."

"What's so wonderful?" barked the dog. "I haven't won a hand yet."

ELKO CITY TOURNAMENT

Bowlers from Western Pacific had a field day in the Elko City Tournament held in Elko recently, the men taking four first places, one second, and one third, while the women copped two firsts and two third places.

Frank Oldham, division accountant, won the singles and all events trophies and cash prizes with scores of 1,878 and 673 rolling for the Peraldo Distributing Company. He teamed with Bill Smales, night ticket clerk, and Jim O'Carroll, janitor, to score a 2,731 for third place, missing first place by only 30 pins.

Tom Clark, assistant accountant, and Jimmy Lynch, superintendent, took second place in the doubles event with a score of 1,163, missing first place by 37 pins. Tommy Parker, fireman, walked off with first place in the high series of the men's bowling league, and Assistant Superintendent Bill Howell teamed with Mrs. Barbara Bell, daughter of D. G. Hutchinson, bridge inspector, to win the mixed doubles in the March of Dimes Tournament.

For the fairer sex, Ethel Enger, wife of Bob Enger, wire chief, hit 1,558 pins to score first in the all events and 592 pins to take third in the singles. First place in the latter event went to Margaret Parker, wife of Fireman Tommie Parker, with a nice 634. Adelita Viscarret, secretary to signal supervisor, collected 1,511 pins to score third in the all events.

Western Pacific's all gal team from Elko traveled to Sparks, Nevada, to compete in the State Tournament March 19 and 20, results of which will appear in the next issue.

Members of the team are Mrs. Jean Baldwin, assistant accountant; Mrs. Hilda Beck, wife of Switchman Denzel Beck; Marsha O'Carroll, former stenographer; Elizabeth Tom, secretary to assistant superintendent; and Adelita Viscarret, stenographer. Mrs. Baldwin was unable to attend the tournament and Rosalie Enke, former member of the team and now secretary to signal engineer at San Francisco, will substitute in her place.

WP TEAM COPS TEAM EVENT IN SP TOURNAMENT

For the second successive year a Western Pacific bowling team won the annual team prize in the Southern Pacific Bowling Tournament held in San Francisco on February 20 and 21 at the Downtown Bowl.

The Feather River team hit a 2,944 total to take the honors, and all team members received cash prizes in the singles and doubles.

Members of the winning team are

Tom Dowd, Bill Dutcher, Tony Jackenovich, Horace Lohmeyer and Ray Miller.

Western Pacific's California Zephyr team scored the victory last year.

A man 6 feet 8 inches tall applied for a job as a life guard.

"Can you swim?" asked the official.

"No," he replied, "but I sure can wade."

Milt: "What did the three Russians say when they arose from the dinner table?"

Roy: "Soviet."

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RAILROAD LINES



The Budd Company has scheduled June, 1955, delivery of 22 dome cars for Great Northern's five Empire Builder trains.

• • •
Santa Fe and Norfolk Southern now completely dieselized.

• • •
University of Utah nuclear physicists disclose tentative design for a two-unit, 7,000-hp. locomotive to operate one year with 11 pounds of uranium compound.

• • •
Baltimore and Ohio installed automatic protective devices at 45 grade crossings during 1953.

• • •
Boston and Maine plans to purchase additional diesel locomotives and RDCs, and speed up passenger schedules, during 1954.

• • •
Canadian National to build modern hotel and 28-story office building at Montreal.

• • •
Central of Georgia building five 125-ton depressed center flat cars in own shops.

• • •
Included in Chesapeake and Ohio's \$20 million expansion program is a new \$1¼ million slip and a \$185,000 addition to present marine store at Ludington, Michigan docks.

• • •
CB&Q's \$4 million freight house, scheduled for completion this fall at Morton Park, Illinois, to have 250-car capacity and handle 2,500 tons of freight per day.