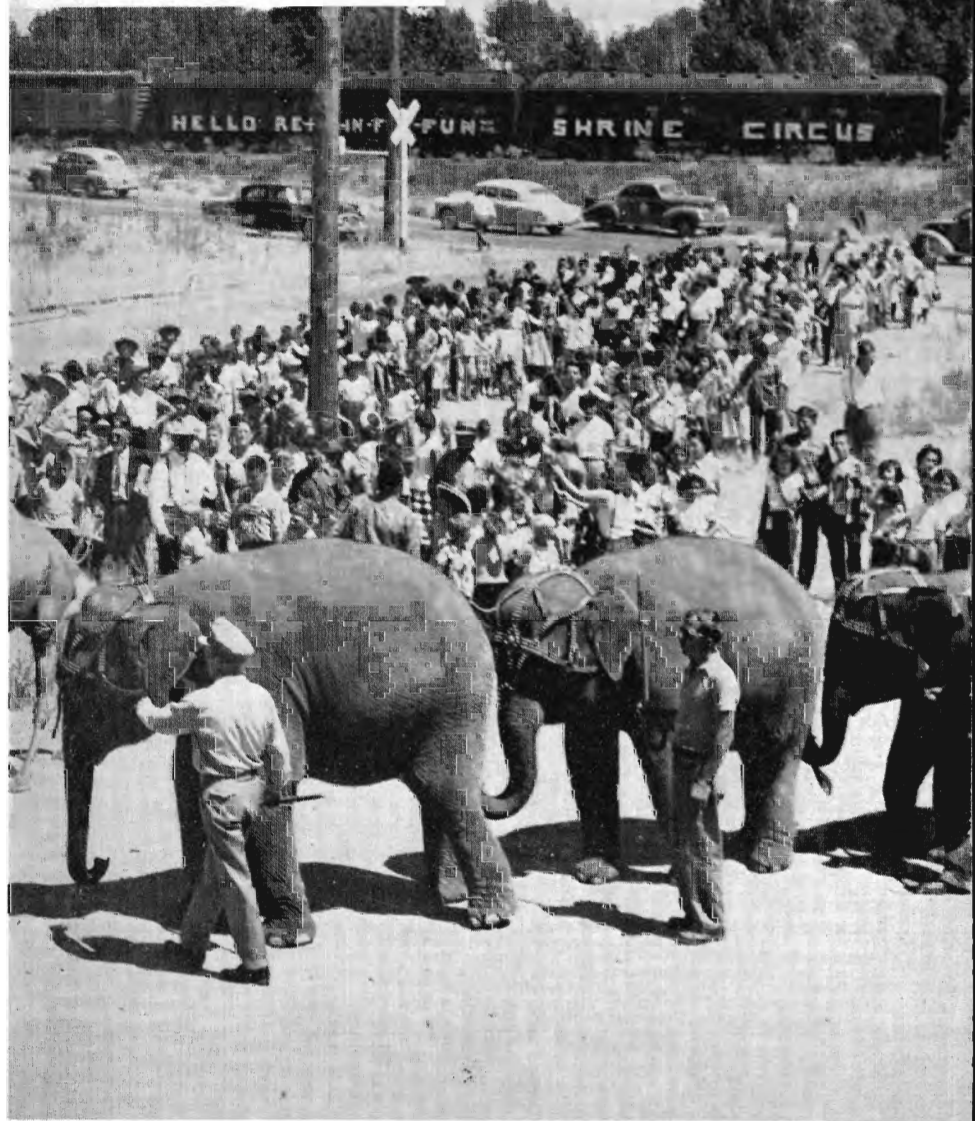


WESTERN PACIFIC
Mileposts
AUGUST 1951



WESTERN PACIFIC Mileposts



Vol. III, No. I

AUGUST, 1951

Milepost No. 25

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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Before the special left Winnemucca, the kids had the cars brightly painted with their own interpretation of circus animals, home town names and other colorful pictures.

The Kids Had Fun

At 7:30 a. m. on August 8, a WP special train pulled away from Winnemucca loaded down with over a thousand happy and excited grammar school boys and girls of every description. Many had arrived by bus from Battle Mountain, Golconda, and other mid-Nevada towns and hamlets. It was the third annual Western Pacific-Shrine circus special trek to Reno—an event that has now grown to be the big event of the year for the Nevada youngsters.

While the baggage car was being stocked with amazing quantities of box lunches, soda pop, ice cream, etc., on the day previous the Winnemucca kids were busy decorating the twelve cars with pictures of circus animals, town names, and various hieroglyphics understandable only to those below the age of 12.

En route to Reno, the special gathered up a few more of the "small fry" at Jungo, Sulphur and Gerlach, and at Herlong nine similarly decorated cars, filled to capacity, were coupled onto the rear.

Upon arrival of the 19-car train in Reno, the men and women of tomorrow lost no time in lining up alongside long ropes to be "towed" behind a contingent of camels and elephants to the stadium for the big show.

For many of the children it was their first circus, for others their first train ride—all made possible through the generosity of the Railroad and the Shriners, who paid the nominal fares required by the I.C.C. Proof that they fully enjoyed every minute of it could be described in no better way than by seeing tired little bodies stretched out in every describable position across the



Part of the 1,060 happy kids who rode the WP special Shrine Circus train to Reno hold on to one of the guide ropes for the short walk to the stadium.

coach seats during their homeward journey. There was no calliope music now, which added much to the circus atmosphere during the morning trip, but there were hundreds of whips, half-eaten Cracker Jack boxes and other circus mementos tightly clasped in tiny fists waiting to be again put

to good use after a good night's sleep.

To the WP and Shrine officers, the adult chaperons, and the doctor and nurse who accompanied the kiddies, the return trip was also a chance to catch a wink or two. For, after all, a circus is still quite a day's experience for the "older kids" as well!

WHO PAYS UNEMPLOYMENT INSURANCE?

The San Francisco Employers Council, in a bulletin to council members under the above heading, state that an Assembly Committee of the State Legislature studying unemployment insurance and its administration finds:

1. 78.1 per cent of employees polled think that they contribute to the State Unemployment Insurance Fund.
2. 80.7 per cent of the unemployed polled also believe it.
3. 93.6 per cent of all employees believe it because other deductions are made from their pay checks.

As a result, most employees think the fund "belongs to them"; that they are entitled to benefits from the fund because "they paid into it." This leads to false claims and other practices contrary to the purposes of the Unem-

ployment Insurance Act and depletion of the fund.

The Unemployment Insurance Fund is sustained completely by employers through taxes upon their pay rolls. Employees contribute to Disability Insurance — not Unemployment Insurance.

In so far as Western Pacific employees are concerned, Treasurer R. E. Larson reports that under the Railroad Unemployment Insurance Act Western Pacific pays one-half of 1 per cent on earnings up to \$300 per employee per month. The employee pays nothing. Benefits include sickness and maternity payments as well as unemployment insurance.

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:

Leonard E. Guy, switchman, San Jose.

Donaciano Hernandez, stationery engineer, Wendover.

Joseph T. Lemons, conductor, Stockton.

Gordon A. Marshall, fireman, Sacramento Northern, Sacramento.

Katar Singh, boilerwasher, Portola.

John F. White, carman, Sacramento Shops.

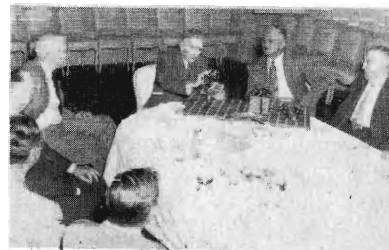
Rolland J. Wolff, carman, Portola.

* * *

When Thomas B. Barry last closed the drawer to his desk on July 31, he did so with a great deal of regret, for WP's freight claim department had been his day-time home for many years. He knew he would miss his many friends and associates during the days ahead, as well as the hustle and bustle of activities that had been so much a part of his life.

Born at Mt. Carmel, Illinois, August 21, 1886, Tom first received his railroad experience in 1906 when he went to work as a clerk for the Santa Fe at Amarillo, Texas, and progressed through various positions to the superintendent's office. He left there in 1917 and came to California for a position as claim investigator for the Western Pacific, but returned to Amarillo in April of 1920 and again joined the Santa Fe, this time in their claim department.

November 1922 found him back with the WP as claim investigator,



Tom Barry opens one of his gift packages following a luncheon attended by various officers of the railroad.

from which position he advanced to that of chief clerk in 1924, assistant freight claim agent in 1927 and was made freight claim agent in 1933, from which position he retired from company service.

Following a short vacation trip, Tom will move with his wife to a new home at 2837 Cypress Street in Napa, where one married daughter and two grandchildren also reside. Another married daughter and two grandchildren live in Piedmont.

He is a member of the Masonic Order, and plans to spend at least a part of his leisure time fishing and endeavoring to reduce his golf score, which, due to business reasons, left him little time to enjoy.

* * *

On Saturday evening, June 30, fellow employees gathered at Table Mountain Inn in Oroville to honor Mrs. Lucille E. Peterson, who retired as telegrapher-ticket clerk at Oroville Depot after many years of service.

With Western Pacific since 1927, she had been railroading for about 45 years, a part of which took place in Canada, where she spent the first years

of her life. Later moving to Lansing, Michigan, where she received her education, she studied telegraphy while teaching school at Minden City, Michigan. Lucille received her first train order from Mr. Neil Clancy, chief dispatcher for the Pere Marquette Railway at Port Huron, Michigan, and later worked as pass clerk and operator on the Lake Superior Division of the Canadian Pacific. She also worked at Montreal, Toronto, and Ottawa during two sessions of legislature. Following this she went to Chicago, where she was the only woman working "on the floor" at the Board of Trade.

Always patient and courteous, Mrs. Peterson was admired by all with whom she came in contact, and she left the company with the best wishes of all her friends and former employees. She has a high regard for WP dispatchers for their fairness and cooperation with the operators and will always have a nice word for Western Pacific.

Mrs. Peterson resides on a small ranch at Paradise with her husband, Harold, a barber in Oroville, and looks forward to many years of happiness.



872 WP ANNUITANTS

According to a report from the Railroad Retirement Board dated July 5, 1951, some 872 men and women who had spent most, if not all, of their years of railroad service with the Western Pacific were receiving retirement annuities from the Railroad Retirement Board at the end of 1950. These employees together were drawing \$69,000 monthly, or \$79.28 each, on the average.

During 1950, 155 former WP employees were added to the Board's retirement rolls and 73 annuitants were dropped, making a net increase of 82 during the year.

The Board further reports that 36,000 employees of the Nation's railroads decided to take their annuities last year, 66 per cent because of old age and 34 per cent because of disability, with benefit payments aggregating \$20,523,000 a month to 248,000 annuitants, the average annuity being \$82.75.

* * *

If you are drawing a monthly retirement or survivor benefit under the Railroad Retirement Act, and have made a change of address, promptly notify the U. S. Railroad Retirement Board, 844 North Rush Street, Chicago 11, Illinois. Give both your old and new address in full, your annuity or pension file number, and sign (do not print) your signature. Do not write the U. S. Treasury or to your former railroad employer. If a change is received by the 15th of the month, your next check will be sent to your new address.



In the Armed Forces

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

CLYDE AUL, signal maintainer, North Battle Mountain.

RICHARD K. BEARY, carman apprentice (and set-up carman), Sacramento Shops.

ROBERT P. BISCHOFF, waybill sorter, auditor of revenues dept.

WILLIAM BREWSTER, JR., grading gang foreman, Wells, Nevada.

ROBERT L. DICK, carman apprentice, Sacramento Shops.

MEL E. GRAHAM, assistant chief clerk, Sacramento.

BOB E. JOHNSON, sheet metal worker helper, Stockton roundhouse.

Bob Bischoff left the auditor of revenues department about six months ago for duty with the U. S. Army. Stationed at Fort Bliss, Texas, Bob is doing a little horseplay with one of his pals, shown scrubbing down the deck in front of the barracks, under the surveillance of Bob's trusty service revolver.



Jack Ditty and Fred Zraggen, on military leave from the auditor of revenues department, sent in these pictures to show how they look in uniform. Jack is stationed at the Alameda Naval Air Base and Fred is now overseas with the U. S. Army.

WILLIAM A. KENDALL, ticket checker, auditor of revenues department.

JOHN A. LILLIE, switchman, Sacramento.

CHARLES J. LYONS, assistant signalman, Gang 7, on line.

ROBERT E. MONSON, revising clerk, auditor of revenues dept.

WALTER L. PHIPPS, fireman, Stockton.

JAMES A. ROGERS, assistant signalman, Gang 7, on line.

URBAN K. SARGENT, machinist apprentice, Sacramento Shops.

CHARLES WHARTON, typist-clerk, auditor of disbursements dept.

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.

NOT HIS LOOKOUT

A sergeant, drilling a batch of recruits, saw that one of them was marching out of step. Going to the man as they marched, he said sarcastically, "Do you know, Bud, that they are all out of step except you?"

"What?" asked the recruit innocently.

"I said they are all out of step except you!"

"Well," was the retort, "you're in charge—you tell 'em."

—Railroad Journal.

Don't Be HALF Safe!

By Walter C. Brunberg

Western Pacific is extremely interested in making as fine a safety record as may be possible and at all times stands ready to listen to any sound ideas that will make this possible. In conjunction with this widespread Safety First campaign, John Nelson, machinist, and member of the Oroville Safety Committee, addressed supervisors and fellow employees at the

Defective Tools,' etc., does a great deal of good toward preventing injuries. I think they were great when pioneering safety first in industry.

"There are plenty of current events that are of vital interest to everyone in this shop, and sports are the one thing active men are interested in. So, instead of putting up a 'Watch Your Step' sign, pick out a sport event of the week such as 'Local Machinist Snags Prize Trout in Grizzly Creek,' then at the bottom of the story put in a suitable Safety First note. Everyone in the shop would stop and read it.

"History tells us that down through the ages very little constructive progress has been accomplished by force. Things that we have and enjoy today have been the result of education, regardless of the field of endeavor, and I think the same holds true with the worker and his shop practices. Safety First should not be a practice that has to be sold to an individual.

"Through a properly outlined program that gets quick results to correct any hazard that might be brought to the Safety Committee's attention, the worker will readily see that it is not just a Motto or Slogan on the wall, but an educational program that gets quick results.

"Heretofore, we have been addressed by our supervisors on the subject of Safety First, and they have given us their view from where they see them. So, by the same token, maybe we can give some views from our back yard.

"Competent supervision is of highest importance. A great deal can be ac-

complished by a good foreman in promoting the best employer - employee relationship and in conducting operations with a minimum of injuries. If the foreman knows his job and knows how to handle men, the worker will respect his judgment and carry out orders willingly. His example in following safe methods in using prescribed safety equipment and in avoiding needless exposure of his crew to injury, will go far toward the elimination of accidents.

"Here in Oroville the safety committee has received every cooperation from the management in getting quick action on all reported hazards. Now as to our own record, we have gone 1,360 days without a reportable injury, and 18 days without a non-reportable injury. Last year we had 27 non-reportable injuries. Up to date of this year we have had 10. Out of the 10, five were eye injuries. We also have for this year eight off-duty injuries.

"I just wanted to bring to your attention these figures. The Safety Committee believes we are making progress in the right direction and, with everyone's assistance and your fine suggestions reported every day in our suggestion book, I don't think a man or woman could work here long and not be safety minded."

For 1951—A Ratio of 4.0

Two cockroaches were lunching in a sewer. One of them was talking about the spotless new restaurant in the neighborhood from which they had been barred.

"I hear," said one cockroach, "that the refrigerators shine like polished silver. The floor sparkles like diamonds. Why, the place is so clean . . ."

"Please," said the second cockroach, "not while I'm eating!"

—Reading Railroad Magazine.

10,000 Pints of BLOOD

A Californian attending Brigham Young University at Provo, Utah, made the 10,000th blood donation aboard WP's traveling blood procurement car, the "Charles O. Sweetwood," on August 10, just ten months after the car was first placed in service. Don Murphy, 21-year-old World War II veteran from Long Beach was honored at brief ceremonies following his donation, receiving a small replica of the WP car at the hands of H. Ray Coulam, general agent at Salt Lake City.

The now famous car was also brought to the attention of readers all over the country in an article by Milton Silverman, which appeared in the August 4 issue of *The Saturday Evening Post*, entitled "This Railroad Car Saves Lives." Dr. Silverman tells how the former business car was converted into the Nation's first military blood procurement car, and has played host to a wide variety of donors, making it possible for citizens living in sparsely settled communities along the main line of the WP to take part in saving the lives of wounded service men fighting in far-off Korea.

While spotted at Salt Lake City on August 4, another unique event took place aboard the "Charles O. Sweetwood." Mal Wyman, newscaster for the Intermountain Network, described actual operations aboard the car while lying on a cot contributing his blood. According to the Red Cross, this was the first time that a radio commentator had broadcast while giving his own blood for this worthy cause.



"Believe me, from now on I'm going to pay attention to safety first!"

June meeting, and his talk is reprinted below.

"Nobody likes to hear old familiar rules, whether Safety First or not, over and over again, and I don't believe that just putting up signs here and there saying 'Practice Safety First,' 'Watch Your Step,' 'Don't Use

THIS IS IT!

If you've been waiting for an evening's outstanding entertainment at a bargain price, we think you'll agree that the WP autumn informal dance scheduled for Friday evening, October 5, is it!

The beautiful and spacious Diablo Country Club, located about five miles south of Walnut Creek in Contra Costa County, has been selected for the occasion due to its appeal and availability to employees as far away as Sacramento, Stockton, and San Jose. The details are of the finest—country club atmosphere; ten-piece name band; floor show featuring the best available

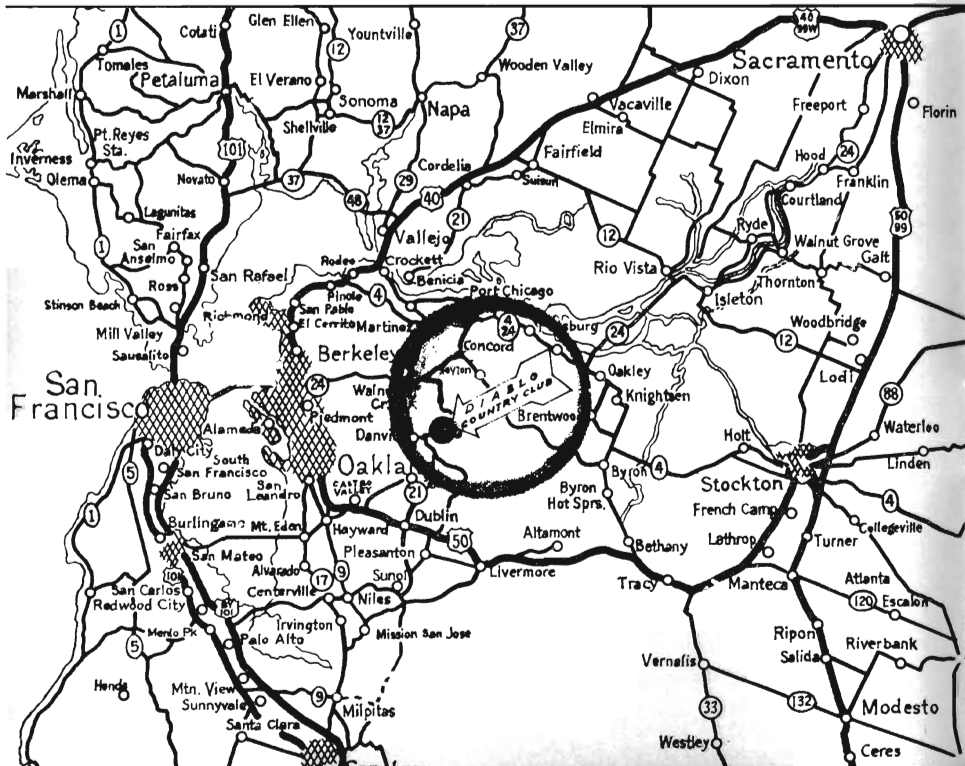
talent from Hollywood; buffet supper as only WP's dining car department can provide; hard, soft, cold and hot liquid refreshments; and a congenial group of people, topped off by a game room featuring Bingo for further entertainment.

Two months of preliminary search and planning convinced Chairman Frank Rauwolf and his committee that nowhere else could WP employees get so much entertainment for only \$10 per couple, which includes everything mentioned above. Advance bid sales are far beyond expectations, which Rauwolf believes is the best indication

of a bargain. Committee members McCann and McAtee report high interest among Stockton employees, necessitating their chartering a special bus to accommodate their delegation. Hy O'Rullian, committee member at Sacramento, reports an equally enthusiastic response among employees there. Presidents Whitman and Kearney and Vice-Presidents Munson and

Poulterer have already purchased bids and are looking forward to attending.

Committee members will keep you further posted. Meanwhile, they suggest you get your party together, purchase your bids well in advance, and plan to gather with a few hundred of your railroad friends for an outstanding evening's entertainment.



According to reports from all departments, ticket sales for the big WP Autumn Informal Dance are zooming. Hazel Petersen, secretary to Assistant Superintendent Stapp, had no trouble collecting from Al Rowland, freight office, Tal Kelly, city ticket office, Edith Sutter, freight office, Colin Eldridge, assistant trainmaster, Joe Hamer, city ticket office, Jimmy Dillon, general agent, and his secretary, Pat Abbot, seated, left above.

At San Francisco (right), Lillian Ball, treasurer's office, gives and takes from Arthur Lloyd, public relations, Richard Ramirez, auditor revenues, Marge Glatt, signal, Ellen Young, traffic, George Welch, and seated, Marilyn Craig, auditor revenues department.

The bosses will be there, too. Presidents Whitman and Kearney and Vice-Presidents Poulterer and Munson purchased their tickets from Bonnie Fleishell, traffic.

At Stockton, Yardmaster Maddox, General Agent Taylor, Terminal Trainmaster Henry, Switchman Foley, Crew Clerk Evans and BRC Local Chairman Reese reach for their bids, as Mary Leach, PBX-typist, takes their money.

Tickets are selling at Sacramento and San Jose, too, but their pictures arrived too late and will appear in the next issue.



Suggestion to a harassed maiden being relentlessly pursued by a wolf: "Head for the roundhouse, Rosie, he'll never corner you there."

A young man stared into a mirror one morning and, noting his bloodshot eyes, resolved never to go into a bar again. "That television," he muttered, "is ruining my eyes."

—Central of Georgia Magazine.



A couple of Scotchmen were walking along a road and one was jingling something in his pocket. His pal asked, "Jock, you must have plenty of money in there?"

"Oh, no," replied Jock, "that's my wife's false teeth . . . there's been too much eating between meals in our house."

—P&N and D&S Semaphore.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of July 1951:

45-YEAR PIN		
William F. Metzger.....	Locomotive Engineer.....	Western Division
40-YEAR PINS		
Earl E. Christian.....	Storekeeper.....	Store Department
Glen W. Curtis.....	Superintendent.....	Western Division
E. E. Gleason.....	Chief Mechanical Officer.....	Mechanical Dept.
35-YEAR PINS		
Jesse D. Fippin.....	Blacksmith.....	Mechanical Dept.
Elmer L. Zinn.....	Assistant Agent.....	Western Division
30-YEAR PINS		
Luther D. Averitt.....	Boilermaker Helper.....	Mechanical Dept.
W. O. Ford.....	Towerman.....	Signal Department
Vina Shostrom.....	Bookkeeper.....	Auditor Misc. Accts.
25-YEAR PINS		
Robert R. Carnaham.....	Conductor.....	Eastern Division
Forest H. Lessley.....	Conductor.....	Eastern Division
Norman E. Martin.....	Conductor.....	Western Division
Frank Martinez.....	Section Foreman.....	Eastern Division
Frank L. Omnes.....	Switchman.....	Western Division
Erastus L. Tomlinson.....	Carman.....	Mechanical Dept.
20-YEAR PINS		
William B. Anderson.....	Compressor Foreman.....	Western Division
R. N. Blagg.....	Section Foreman.....	Western Division
John A. Hamilton.....	Yardmaster.....	Eastern Division
15-YEAR PINS		
Fred W. Brandes.....	Clerk.....	Traffic Department
Frank Calnan.....	Clerk.....	Auditor of Revenues
Ralph W. Landon.....	Conductor.....	Western Division
J. E. Larson.....	Electrician Helper.....	Mechanical Dept.
Florence E. McClure.....	Telegrapher-Clerk.....	Eastern Division
Joseph P. Moudy.....	Section Foreman.....	Eastern Division
J. C. Riegel.....	Traffic Representative.....	Chicago
Theodore Travins.....	Clerk.....	Auditor of Revenues
Birger E. Westman.....	Claim Clerk.....	Western Division
Nelson Woods.....	Locomotive Engineer.....	Western Division
10-YEAR PINS		
Joe Ayala.....	Hostler Helper.....	Mechanical Dept.
Champ C. Bishop.....	Conductor.....	Western Division
Fremont J. Bohanon.....	Locomotive Engineer.....	Western Division
Russell L. Burch.....	Clerk.....	Western Division
August J. Carlson, Sr.....	Car Inspector.....	Mechanical Dept.
Wilmer Chapman, Jr.....	Locomotive Engineer.....	Western Division
Kenneth Cooper.....	Locomotive Engineer.....	Western Division
C. W. Daniell.....	Telegrapher.....	Eastern Division
William D. Gladney.....	Clerk.....	Western Division
Harry F. Hall.....	Telegrapher.....	Western Division
Henry W. Hobbie.....	Ticket Clerk.....	Passenger Traffic
Rufus C. Kennedy.....	Locomotive Engineer.....	Western Division
L. Ivan McAtee.....	Clerk.....	Western Division
Chester F. McDonald.....	Locomotive Engineer.....	Eastern Division
Robert V. McGinnis.....	Locomotive Engineer.....	Western Division
John W. Moss.....	Locomotive Engineer.....	Western Division
Eugene L. Nielson.....	Conductor.....	Eastern Division
Harold E. Parks.....	Locomotive Fireman.....	Western Division
Richard S. Pattison.....	Carman.....	Mechanical Dept.

Othel W. Perry.....	Locomotive Engineer.....	Eastern Division
R. Picchi.....	Section Stockman.....	Store Department
Ray D. Reese.....	Clerk.....	Western Division
Ellis C. Scott.....	Locomotive Engineer.....	Western Division
Allen G. Thurmond.....	Telegrapher.....	Western Division
Homer D. Wolf.....	Conductor.....	Western Division

We wish to correct an error in the July issue, wherein we listed Clay W. Bridges, section foreman, as the recipient of a 20-year service pin. Mr. Bridges' title is Bridge and Building Foreman.

A FRIEND IN NEED . . .

. . . Is a friend indeed, and members of Western Pacific's signal department have two friends for life.

Some people have good luck, but to Harry F. Allen, relief signal maintainer on the Western Division, it was all bad. He suddenly became seriously ill, and just at the time his wife, Evelyn, was expecting her first baby. To push his bad luck still further, things weren't going just right with the baby's birth, and the need was urgent for a good deal of transfused blood for the mother.

But, railroaders are very wonderful people, and can always be counted on when their help is needed. It wasn't long before things were looking a little brighter for the Allens, for money raised by the signalmen made it possible for Evelyn to enter St. Paul's Hospital in Livermore, undoubtedly saving her life and that of the baby. And then again the signalmen came through, this time with blood donations urgently required following Evelyn's operation.

Now the Allens' luck has changed, and the sun shines a little brighter for them, as evidenced by two cards received by the signal department, one a "thank you" note, and the other an announcement of the arrival of Ruby Frances at 11:03 a. m., July 19, weighing 6 pounds 3 ounces. In addition,

Brotherhood of Railroad Signalmen of America, received and kindly loaned MILEPOSTS, the following letter dated August 6:

"I didn't intend to take this long to get my 'thank you' note to you, but the baby's birth didn't turn out as planned.

"I am deeply grateful to the Signal Department for their help; because of them I was able to go to St. Paul's Hospital in Livermore to save my and my baby's life.

"When the time comes to be able to let Harry know about your kindness, he will be doubly grateful to all of you.

"I would like to have a 'thank you' note in this month's issue of MILEPOSTS, thanking all Western Pacific employees, as some of the blood donations came from other than Signal Department employees.

"Harry is coming along fine. Mentally, he is well and has been discharged for that condition but is still at Napa pending transfer to Arroyo Sanitarium at Livermore. His stay there should not be too long.

"Thanks again for everything, and hope you can understand my letter as it is still quite an effort for me to carry on a conversation, let alone write, but didn't want to wait any longer to get this to you.

Sincerely,
EVELYN ALLEN"

MILEPOSTS IN AFRICA

(This is the first of a condensed series of articles written by E. W. Englebright, retired assistant to the president, while en route to and following his arrival at Mozambique, Africa, where he is associated with a group of engineers and consultants studying the possibilities of railway transportation in that area for the Portuguese Government. Engaged by the Knappen, Tippetts Abnett Engineering Company of New York and San Francisco, Mr. Englebright left San Francisco July 13.)

Rome—Monday A. M., July 16, 1951.



Incredible as it seems to me, I arrived in Rome last night about 6:30 from Lisbon and San Francisco after having spent an afternoon and night in New York as well—some 7,000 miles. Now headed for Cairo (Tuesday P.M.) and three days there waiting for a plane to fly us down west side Cairo-Nairobi. Johannesburg-Laurencio Marques will be our headquarters. Now have 7,000 miles behind me with 5,000 more to go!

Warm and humid today. Italians friendly—so were all Portuguese officials, customs, etc. Everybody in a hurry here—millions of motor scooters—and tiny Fiat autos. Have to get an Egyptian visa today and hope to see Coliseum and St. Peter's before leaving.

This is a tiring rat race. Pockets bulging with passport, papers, timetables, etc. Spend a lot of time getting the stuff back again. Then can't remember which pocket you put it in when you next need whatever it is.

"No soap" means that in these European hotels—you carry your own; also, you ask for paper at desk!

Hope to see Pyramids in Cairo, also may visit Karnak. Camera is okay and

I am no longer all fingers and thumbs with it. Can use meter and get pictures quickly and easily.

Nice party of people. Old EWE is grandpa of the lot—the locating man is a professor in the University of Illinois and the traffic man is a consultant from Philadelphia.

Must get on about my business—will report more later when time permits.

* * *

Shepherd's Hotel, Cairo, July 19, 1951.

Here I am in this famous hotel of countless stories of fact and fiction. Arrived here from Rome at 1:00 a. m. Wednesday after a hot and tiresome rat race through Customs again—endless waits in hot airports, etc., finally to bed 3:00 a. m. No reservations south yet—don't know when as I write at 6:00 a. m. in my room in pajamas because I can't sleep any more due to half a dozen busy flies! No screens anywhere in this old-time-style luxury hotel which is ornate and really quite a wonderful establishment.

Everybody around here, black, tan and white, belongs to the Shrine. Certainly that or a big convention.

Spent my last P. M. in Rome visiting the Coliseum alone—and yesterday we spent six hours on trip to the Pyramids, about a half hour from here. What an experience! Our dragoman, Nohamat Ali, a very fine person who protected us from the horde of other guys out there who are the cleverest parties at extracting piastres from you for all sorts of things. "Something for the camel, master?" — "This small scarab, master, what you geeve?"

Great show. Sphinx now fully excavated; also, some granite priests' temples (only nine months for this last). Whole thing is overwhelming. Cheops built 3730 B. C. — 5680 years ago! Climbed long incline inside to granite coffin in King's chamber, etc. Incredible engineering.

You get so you don't remember what day it is or where you put the multitudinous papers in your pockets. Remember, to get your passport back when you give it up at hotel, airport, etc.

Now have 7,500 miles behind me and nearly 4,500 yet to go.

Will headquarter at Laurencio Marques and work Mozambique and Southern Rhodesia, study existing line Baira on coast to Salisbury and two possible new lines from Salisbury and Bulawayo to coast or Laurencio Marques.

(To be continued)

Arthur Godfrey told the story about the young fellow who received his "greetings" from Uncle, but couldn't "see a thing" during his eye test. Asked to read the top line of a chart, the juvenile asked: "What chart?" "That chart on the wall," said the doc. The selectee then inquired, "What wall?" . . . That same evening the young man, now a happy 4-F, was enjoying a movie when the same Army eye doctor sat down beside him. The kid was a quick thinker, for sure. "Pardon me," he said, turning to the medic, "could you tell me whether this bus stops at 84th Street?"

* * *

A gambler died and the funeral was well attended by his professional pals. In the eulogy, the speaker stated: "Spike is not dead. He only sleeps." From the rear came a voice: "I got \$100 that says he's dead!"

—Texas & Pacific Topics.

* * *

Try to be nice to everyone until you have made your first million. After that they'll be nice to you.

AN ACKNOWLEDGMENT

Surely, this must be the first time that a retired member of the Western Pacific family found himself some 8,000 miles away before he was able to settle down long enough to try and say things that were in his heart about a beautiful gift he had received from his fellow employees. But that is my case.

While packing my books and papers, it did not seem that I was really about to cease my duties with Western Pacific—rather, it seemed like getting ready to move somewhere.

But when I walked with my wife into my living room that afternoon and saw that beautiful RCA Regency television set and read that lovely card with the names of nearly 200 of my associates in San Francisco, Oakland and on line, I was too filled up to speak for a while, and the same emotion grips me again as I write these words in this far-away and extraordinary place.

In the rush of getting away for Mozambique (now trying to get beyond here southward), I could only see and thank a few of you, so I hope Gil Kneiss can let me have space in MILEPOSTS to express my thanks and those of my wife to each and every one of you. The thought of your good wishes, your kindness and your generosity will be with me always.

Sincerely,

E. W. ENGLEBRIGHT.

The aggressive wife of a meek little man was hauling her husband over the coals for having made a fool of himself when some friends called. He sat in dejected silence.

"And don't sit there," she shouted, "making fists at me in your pockets, either!"

—M & W Employees Journal.

WP NEWS FROM ALASKA

By GEORGE GALE

Former WP eastern division telegrapher, now with the Alaska Railroad

Train dispatcher Ray Adams, late of the WP at Sacramento, is up here at Anchorage dispatching again. Ray mentioned V. E. Emerson, agent at Herlong, and Larry Contri, power coordinator at Sacramento, and, as everyone does, claims that the Western Pacific is a very good railroad to work for.

Ray had an interesting experience the other day while fishing for Grayling up at Broad Pass. Seems that he caught a great big one but an oversized Kodiak bear wanted that Grayling even more. Ray wanted to show that that bear just how an ex-WP train dispatcher would handle him, but the bear thought differently and viciously made a charge. As a true railroader should, Ray headed for the Alaska Railroad right of way with the bear right close behind. Approaching a wye at Broad Pass, Ray, thinking quick like a good dispatcher should, threw the switch and put the bear down into the wye, while our train dispatcher headed for Broad Pass depot. When the bear found out he would be turned around on that wye, he had to return the way he went in and, after getting back on the main line, really made up time and was rapidly overtaking Adams. But telegrapher George Gore took in the situation and gave Ray the green board and when the Kodiak "Zephyr" came up George threw the board on him. Agent Red Woffard promptly stepped up with his bar rifle and the hide now graces the floor of Adams' Anchorage home.

I well remember, also, a story about Larry Contri. While stationed as agent at Golconda, Larry had a pet rattlesnake that knew the telegraph code, and he would wake Larry up when the dispatcher called Golconda by rattling the letters GD in Larry's ear.

Another WP'er up here is J. P. Whitter, ex-agent from Reno and Herlong. JP is in line for position as traveling freight agent on the northern railroad.

There are a lot of "boomers" up here who worked for WP during their ramblings, and all give it a very, very good name.

"THANKS FOR THE COFFEE"

In appreciation of Western Pacific's contribution to the Oakland Filter Center, Allen Robrecht, administrative supervisor, addressed the following letter to Colin C. Eldridge, assistant trainmaster at Oakland:

"On behalf of our civilian volunteers at the Oakland Filter Center, I wish to express appreciation for the grand contribution which your organization has made. A constant supply of coffee, ready for our workers, is certainly a vital morale factor in our operations.

"Above and beyond the physical contribution of the coffee, cream, etc., I am most pleased by the fact that our business concerns in the area are joining with us in this vital defense. Most certainly all of us are beginning to realize the necessity for a sound defense system is unity and cooperation among all of the people of our nation."

MILEPOSTS carried the story, "Coffee Break," in its June issue.

MILEPOSTS



Paulian Baldanado, laborer on the Eastern Division, died June 30, 1951. Mr. Baldanado entered company service in April of 1951, and leaves his wife, Mrs. Rebecca Baldanado, of Canjilon, New Mexico.

John E. Dunnigan, former electrician, died on July 19, 1951. Mr. Dunnigan began service with Western Pacific on February 19, 1946, and is survived by his father, J. F. Dunnigan, of Bridgeport, Connecticut.

Hollis B. Germain, former clerk, died on July 21, 1951. Mr. Germain came to WP in June of 1945, and is survived by his widow, Mrs. Margaret Germain, of Rosedale, Indiana.

Joseph E. Lewis, formerly employed as machinist, died during the month of May, 1951. Mr. Lewis entered company service on December 26, 1935.

Anton F. Lumkeman, assistant foreman on the Eastern Division, died on June 3, 1951, near Beowawe, Nevada. Mr. Lumkeman entered company service in May of 1949, and is survived by his mother, Mrs. Elsie Lumkeman, of Omaha, Nebraska.

Emil Lygren, fireman, died on July 19, 1951. He began his service with WP in June, 1945, and is survived by his widow, Mrs. Mabel Lygren, Richmond, California.

Louis F. Major, switchman, died on July 21, 1951. With Western Pacific since July, 1924, Mr. Major leaves a son, Ben F. Major, of Philadelphia, Pennsylvania.

Jessie L. Mayfield, former Sacramento Northern brakeman, died on July 15, 1951. Mr. Mayfield entered company service in July, 1948, and leaves his widow, Gracia G. Mayfield, of Portland, Oregon.

Earl L. McMaugh, section foreman, died on July 16, 1951. An employee of the company since April, 1937, Mr. McMaugh is survived by his wife, Mrs. Margarite McMaugh, of Oroville.

Frank H. Miller, brakeman for the Sacramento Northern, died on June 1, 1951. Mr. Miller entered company service during April, 1945, and retired August 28, 1945.

Frank E. Pultz, Eastern Division engineer, died July 5, 1951. Mr. Pultz entered Western Pacific service May 21, 1915, and is survived by his wife, Mrs. Matilda Pultz, of Winnemucca, Nevada.

John T. Sullivan, formerly employed as

MILEPOSTS

section laborer until his retirement December 15, 1946, died April 26, 1951. Mr. Sullivan entered service on September 1, 1945.

Benjamin I. Vincent, who last worked for the company on October 31, 1944 as a car inspector before retirement, died on July 3, 1951. Mr. Vincent entered company service on January 31, 1923.

Ralph H. Allen

Many Western Pacific employees were grieved to learn of the passing of Ralph H. Allen, former head capital expenditures clerk, on June 18, 1951.

The majority of those friends came to Western Pacific long after Ralph began service in the dining car and hotel department at Oakland on August 20, 1910, from where he transferred to the general office at San Francisco. Because of heart trouble suffered over a long period of years, Ralph's activities were somewhat limited, but one of his greatest enjoyments was the weekly poker game on Friday nights — games



which the late Frank Aspre and Frank King, along with Elton McDonald, Jack Strachan, Art Petersen, Dave Spowart and retired LeLon Wagner, will long remember. Another of Ralph's pet diversions was matching dimes, and many are those around the WP office who had to dig every time Ralph passed their desk with his armful of A.F.E.'s.

Following his retirement on February 28, 1945, Ralph moved to Glendale, later moved to Elsinore for about two

17

years, and then made his home at Pleasanton.

A railroader at heart, with a deep concern for Western Pacific, Ralph leaves behind, besides his widow, a brother, Harry, third oldest conductor on the Rio Grande; a half-brother, Gene Proufit, engineer on Union Pacific's president's staff; a younger brother, Frank, with the CB&Q; two sons, Art, WP traffic representative with 15 years service, and Milton, with a WP survey party on the N. C. E.

James C. Bording

James C. Bording, 74, former division lineman for Western Pacific, died in the Humboldt County General Hospital on June 6, 1951.

Born in Kansas on February 10, 1877, Mr. Bording began his service with Western Pacific on July 28, 1908, and retired February 28, 1942, to his home in Winnemucca, where he lived for the past 33 years.

He was active in Masonic circles, being a member of the Blue Lodge in Winnemucca and the Scottish Rite and the Shrine organizations in Reno. He also was deeply interested in civic affairs and once served on the hospital board.

He is survived by his wife; a son, William Bording of Walnut Creek, California; a daughter, Mrs. E. E. Olson of El Cerrito, California; and three grandchildren, Sandra Olson and Loma and Brinka Bording. A sister, Mrs. Mary Way of Compton, California, also survives.

Mr. and Mrs. Bording lost a son, Leroy, during World War II while he was serving in the Army Air Corps.

Morris L. Peterson

Morris L. Peterson, former baggage-man at Western Pacific's Third and Washington Streets station in Oakland, died at Portola Hospital June 13, 1951, following a long illness.

Born in Bornholm, Denmark, 68 years ago, Morris first began railroading with the Milwaukee in Iowa, where he worked for many years before coming west to join Western Pacific on November 23, 1942. He retired from company service on June 10, 1950.

Peterson was married at Council Bluffs, Iowa, and he and his wife celebrated their 46th wedding anniversary last December 20. He leaves a family of five daughters, four of whom are married, and two unmarried sons, besides twelve grandchildren, all of whom live in Cedar Rapids with the exception of those in military service.

Charlotte T. Williams

Miss Charlotte T. Williams, formerly in the auditor of equipment service accounts department, passed away at St. Joseph's Hospital on June 27. She retired from company service August 23, 1950, because of illness.

Charlotte entered the employ of the Western Pacific as agent at Beckwith Station, California (now Hawley), on April 6, 1918, which position she held until the station closed in 1923. On February 17, 1924, she became a member of the car record department (now AESA), where she held various positions until her retirement from the position of head per diem clerk.

Charlotte was loved by all with whom she came in contact, and her passing is deeply mourned by her fellow employees.



MAYBE YOU CAN HELP?

We have need for six copies each of the May and October, 1950, issues of MILEPOSTS. The Editor will very much appreciate receiving any extra copies you may have of these two issues.

Earl E. Christian, former store-keeper at Keddie and now located at Stockton, obtained from the late James C. Bording, retired lineman of Winnemucca, one of the first seniority lists issued on the Western Pacific, and very kindly loaned it to the Editor for an article in MILEPOSTS. The list shows train and engine men in service on the Eastern Division during the period July 1906 to July 1912, and Mr. Bording kept the list up to date by indicating those men still in service, those now pensioned, and those who have either left service or are deceased.

We have been unsuccessful in locating a similar seniority list for the Western Division, and if any reader has such a list available, the Editor would like to borrow it for a short article about these old-timers. The lists will be returned to the owners upon publication.

Oakland

Oakland terminal forces are familiarizing themselves with a new traffic pattern since Third Street is torn up with the rail relaying program.

Also, the Bell Telephone boys, with their little green truck, have been noted at various locations in the Bay Area. We are looking forward to the

inauguration of an Oakland WP telephone exchange.

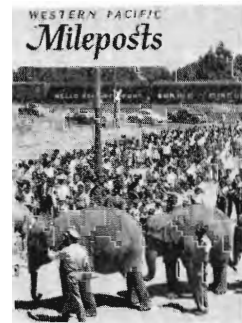
Dieselization of the railroad east of Oroville has brought steam switchers in Oakland yard. The days of smoke and racket are back with us, but not for long—we hope!

There is practically a WP ward at Providence Hospital. Switchman SAM KIRKLAND not only suffered a heart attack, but has double pneumonia as well; Fireman B. E. MOONEY suffered a stroke; Switchman BILL CEDERSTROM strained a leg muscle, and Traveling Accountant WRAGG a compound fracture of the leg, sustained when he fell from a ladder at his home. Understand HENRY LOYD, head electrician, has returned home following illness of several weeks. Newest patient is Engineer C. M. BANCROFT, suffering from a fractured ankle. Hurry up, you fellows, and get well!

The Marine Department floating equipment has had its annual overhaul and repainting and is starting out with "clean bottoms" for the fiscal year.

AUGUST COVER

Circus parades aren't what they used to be, but this group of happy kids got a preview of circus life before they followed some of the elephants and camels right into the big stadium before show time. Hundreds of other youngsters, who also arrived on the WP special shown in the background, were already on their way to the "big show."



Understand there may be a tugboat race between the WP and SFe on Bay Area Harbor Day, August 17. Any bets?

We had a nice group of visitors the other day — IAN FERGUSON, FRANK RAUWOLF, GEORGE WELCH of S. F., JIM DILLON, ED MOSS, Oakland, and JOHN CARROLL, San Jose. Plans were being made for the El Diablo Country Club employee dance which sounds magnificent and should be tops in entertainment for everyone. See you there!

Wonder if TAL KELLY has seen Veloz & Yolanda dance, recently?

Chicago

Efficiency Department . . . JAKE EPHRAIM, since taking over extra duties as freight traffic representative, has acquired a rubber stamp reading "NOTED JHE" to speed up handling correspondence.

A big bouquet should go to our own office sunshine, super-efficient ELLEN REGNIER. One of the most quiet, one of the busiest, and always with a big lovely smile, she takes care of all our mailing and filing.

Vacationers . . . GLADYS and TOM HESSON to Miami, Florida. Spent a few days on the ocean shores and returned via Lookout Mountain, Tennessee and the Great Smoky Mountains. They were very much impressed with the beautiful hill country in Tennessee.

GERRY and JENNY COFFEY, accompanied by the twins, went to Baraboo (Devils Lake), Wisconsin, for a week's "rest." Up at 4:30 a. m. each day because the twins wanted to get started and not waste all day sleeping! In spite of the early risings, the trip and stay were much enjoyed.

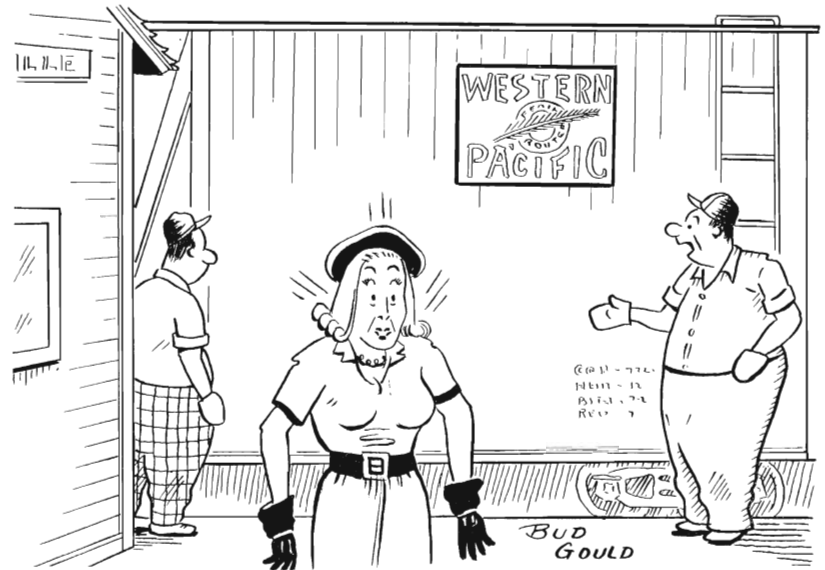
Go! Go! Sox Department . . . At a recent night game between our Sox and the Yankees, Bill Gimbel, president, P&A Shippers, and bossman ART LUND maneuvered genial VP-Traffic H. E. POULTER into betting on the Yanks. The Sox, Bill and Art were the happy winners, but the game was such a thriller HEP was glad to pay—so he says! Johnny Borson, TM, Hotpoint, Inc., who eats, drinks and dreams about the Sox, was also present. When Johnny said it was the most thrilling game all season, it had to be good.

The "You Can't Lose" Department . . . When the above-mentioned fans, who had gone to Comisky Park via taxi, tried to find means of returning to the Loop, they found 50,000 other souls with the same idea. Walking six or seven blocks to get away from the crowd, they found the taxis somewhere else. In desperation they boarded a lone streetcar—bound for no one knew where—and wound up at Dearborn and Jackson after a winding trip, just a block from the Union League Club where they happily disembarked. Where they went then—I dunno.

Curiosity Department . . . JACK BOQUIST wonders, with the recent changes at the San Francisco local freight office, if the waterfront office is now secure from sudden eruptions?

Sacramento Shops

The old story, "I ran out of gas," took a new twist as related by D. HOLLER, machinist helper, when he turned up at the Shops with three stitches in his head. He still maintains the plane in which he was riding ran out of gas and he hit his head while making a forced landing.



"She's bad order—we'll set her out on a siding."

Car Foreman JOE STOUT was appointed the new Fire Chief at the Shops. At a "solemn" ceremony he was presented with his badge of office—a safety helmet painted a brilliant red, with the word "chief" in white. Joe's taking a lot of kidding, especially since in the rush of getting to his first fire he forgot his hat!

Another carman apprentice has left for the Army—R. K. BEARY.

Congratulations to Carman and Mrs. C. E. COOK upon the birth of their first child, a daughter; and to Electrician Apprentice and Mrs. G. KELLER upon the birth of a son.

Car Foreman ROSS KELLEHER was elected president of the Toastmaster's Club, started several months ago by WP employees. This club is now seeking a charter under the name "Fort

Sutter Toastmaster's Club," and plans a big party and installation ceremony when this charter is granted.

Glamour was added to the Shops this month when a movie company on location took several scenes of the diesel shop to be used in a film about the WP. Part of the supporting cast included Chief Mechanical Officer E. E. GLEASON, Shop Superintendent D. R. SARBACH, and Diesel Foreman LES CLAPHAM.

San Jose

A new addition has been made to the force of the general agent's office in San Jose. HARRY C. STOCKDALE, typist-clerk, became a member of the WP San Jose family on May 21. Harry is the son of retired Switch Foreman LEONARD D. STOCKDALE, and returned only recently from Germany, where

he was traffic control officer for the International Refugee Organization until late last year. Married, he has one son and one daughter and his hobbies are singing and spectator sports.

L. F. MAJOR, engine foreman in San Jose Yard, is in the hospital where he has undergone two operations, the most recent on July 16.

Oroville

Engineer R. E. BISHOP's 20-year-old daughter, Mary Lou, has been awarded a scholarship to the University of California by the California Alumni Association. Mary Lou has been attending Yuba College at Marysville, where she was chosen an outstanding music student.

Engineer J. C. McCALLAN's home in Thermilito was gutted by fire late in June with a loss of over \$2,500. They are living in an apartment during repairs to the home.

Engineer W. H. BROWN and wife left July 14 for a vacation in the north and hoped to get in a little fishing.

Assistant Signal Supervisor I. T. ESLINGER and family have just returned from their vacation spent around the Bay Area with a trip up the coast into Oregon.

Others vacationing: Ditcher Engineer and wife D. W. RICHARDS on a trip via Willits, Crescent City, Medford, Crater Lake, Alturas, Reno and home. Roundhouse Clerk BERTIE LONG spent some time in San Francisco and the balance around Lake Tahoe, Carson City and Reno.

Telegraph Operator MIDGE ARRUDA lost her mother, Mrs. Sadie Blair, July 17 following an illness since January. A native of Illinois, she had resided in Oroville since 1910. Other

survivors are Engineer DELMAS BLAIR, Portola; Thomas Blair, Fresno, and Mrs. Billie Woods, Oroville.

Road Foreman of Engines T. D. HUNTER's daughter, Rosemary, accompanied his daughter-in-law, Mrs. Allan Hunter, via auto to Ft. Sill, Oklahoma, to join her husband stationed there. Rosemary returned by train and reports a most enjoyable trip.

Newcomers in our midst: To Dr. J. E. PATRICK and wife, a baby girl; to Fireman GEORGE OELS and wife, Portola, a 7¼-pound boy. Proud grandfather is Agent OELS at Greenville.

Radio Engineer G. J. WARE and family from San Francisco called on old friends at Oroville recently. En route to Elko on business, the wife and children stopped off at Quincy for a week's vacation with Mrs. Ware's mother.

Wedding anniversaries — congratulations! Trainmaster P. F. PRENTISS and wife were wedded 29 years on June 28. T. D. HUNTER and wife celebrated their twenty-fifth on June 25.

Carman R. S. PATTISON's son, George L., of the U. S. Navy, was home visiting his parents following completion on enginemen's school at San Diego, where he will again report for amphibious training.

Engineer W. F. METZGER fired on the first passenger train out of Oakland August 22, 1910, and exactly 40 years later "Billy" Metzger ran a passenger engine out of Oakland to Oroville on August 22, 1950, same date.

A vacation trip via San Rafael, San Francisco, Sacramento, Reno, and Gerlach was enjoyed by JACK LATHAM, brakeman on the *California Zephyr* between Oroville and Winnemucca.

Roundhouse Foreman W. F. STEPHANS and J. E. JONES were also away, but didn't learn their destinations.

Mrs. Abbie Francis Butler, 76, widow of the late JOSEPH M. BUTLER, boilermaker, died at the home of her niece in Vancouver, Washington, July 22.

Sacramento Northern

Vacationists and families who are now back on the job include: Superintendent of Transportation LONG, Trainmaster MULFORD, President KEARNEY, Janitor HERNANDEZ; also, Freight Warehouseman WENCE and Chief Clerk SILVA, of Yuba City, and MOLLY NEWINGTON, steno-clerk, Sacramento.

SHIRLEY BICE, former division accountant, on vacation and leave of

absence, it is reported has had orange juice and coffee served to her (at least once) in bed by husband Merle. Don't let your wives read this, you guys!

Welcome to PEARL COOK, former chief clerk, Chico store, as our division accountant. We hope she likes her new surroundings and fellow workers.

Relief Clerk G. F. CRANSTON has resigned from his position at Yuba City and leaves soon for Seattle, with our best wishes.

A boy, Michael Andrew, was presented to Chief Clerk WILMER ANDERSEN by his wife, Francis, on July 7—their second boy. Other proud fathers are Rate Clerks ART HUFF and PAUL SCOTT, who announced births of a son, Richard, and a daughter, Patricia, respectively, during June.

JOHN D. KARRAS, section foreman at



"Good morning, ma'am, I'm with the Fullup Brush Company."

Vacaville Junction, is looking forward to retirement at the end of August.

We regret to report the recent deaths of J. L. MAYFIELD and F. H. MILLER, both brakemen, on July 15 and June 1.

Keddie

Operator BECKLEY and his wife were glad to get back to Keddie from their vacation in Kansas, Wyoming and Utah. "Too hot for us," they said.

DICK MOUNKES, roadmaster on the high line, and his family have moved into the roadmaster's house atop the hill overlooking the depot. The view is



Keddie Correspondent Elsie Hagen sent in this picture of little Diane Chapman, all decked out in her overalls and cap. The lantern belongs to her daddy, Brakeman Bert Chapman, but Diane likes to borrow it so she can play train, a fascinating game for all small children.

beautiful, but they had to put a fence all around the house account their very young but wandering son.

Conductor ANDY STENE and Brake-man CLAUDE TRIPP spent some time in the hospital last month but are now fully recovered.

Engineer CARL MARSHALL and the Mrs., former residents, stopped off here on their way home to Stockton.

All BARNEY KENNY, yardmaster, had to do to enjoy his vacation was to drop a fishing line out the back window, as his home overlooks the river. Pretty lazy, we'd say! Agent PETE HANLEY also spent his vacation fishing and resting, as did Conductor CLYDE FISHER, while Conductor ANDY STENE and his family visited S. F.

Driving around in new cars are JOHN MILLER, brakeman; GRANT EVANS, trainmaster, and Agent HANLEY.

MISS BONNIE LEE BARNHILL, typist at the general office, vacationed here with her mother, visiting her aunt and uncle, Engineer DE COSTA and wife.

Engineer TIM HANLON has moved his family here from Stockton for a couple of months' mountain vacation.

We will certainly miss O. M. BEARD and his wife, who have moved to Stockton, where he will work in the roundhouse. He was roundhouse foreman here, where they have lived since WP first came to Keddie.

Keddie is also losing some other good friends in Fireman E. E. KIBBLER and wife, and Engineer BOB BANCROFT and family, who have moved to Stockton. Fireman CHARLEY OTIS and his family are moving to Sacramento.

R. M. STROUP, brakeman, and the Mrs. spent a couple of weeks in Long Beach visiting his mother and doing a little sight seeing down into Mexico.

We all welcome the new store here in Keddie and its managers, Mr. and Mrs. LEON FARLEY, of the Farley Markets.

We are really proud of the Keddie Rails, who are now tied for second place in the softball league in spite of their little time for practice.

Yardmaster CHARLEY SELF and his wife spent a nice vacation in Milwaukee where he attended the Yardmasters' Convention.

Sacramento Store

THURMAN MOZINGO has returned to work after being off sick, part of which time he spent in the hospital.

With vacations over, the following are now back to work: GEORGIA CHINDAHL, who, with her family, motored to

Spokane; HORACE LATONA and family from a trip to Yosemite; JULIUS and Mrs. FRICK, who traveled over eleven states; and JOHN PINKHAM, who visited Los Angeles and San Francisco; the latter, he claimed, was just too cold.

A number of our folks have been attending the Music Circus. "Show Boat," "Brigadoon," "The Great Waltz," "Annie Get Your Gun," "The Merry Widow" and the "Red Mill" were some of the plays presented for the first time west of the Mississippi. Sounds like the Railroad Hour!

BRUCE and JUNE STILWELL have moved into their new home at 2052 Delma Way, in the Beverly District, north of town.

VITO PONCIONI is retiring from service after thirty years with Western Pacific. Have been unable to contact Vito as yet to see how he is going to spend his retirement.

The body of Jack Gillette, grandson of our Billing and Receiving Clerk, HARRY MESSER, and brother of ROBERT and RICHARD GILLETTE, both store department employees, was returned

from Korea last month. Jack was just 19 when he was killed in action last September, and he was buried at the Golden Gate National Cemetery at San Bruno, July 25, with military honors.

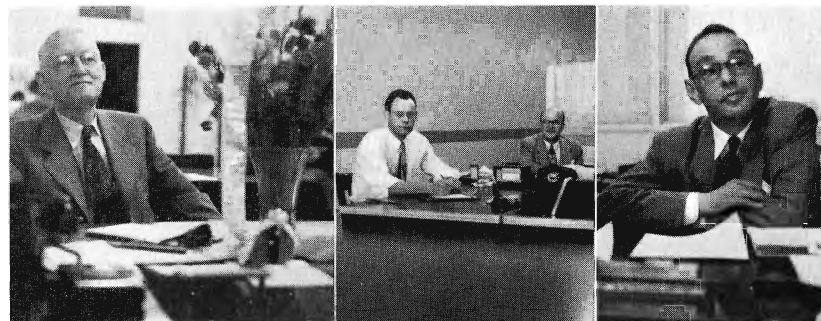
Wendover

Ab Jenkins, veteran racing driver and former mayor of Salt Lake City, established new world's and international Class A speed records on July 20, driving his "Mormon Meteor" on the Bonneville Salt Flats. He averaged 190.66 miles per hour for 100 miles. Due to motor trouble he was unable to complete his hour record. When his car broke down, 68-year-old Jenkins remarked that he had "outworn" his old racing car.

Welcome mat is out for BOB OGELSBY, new switchman here.

DEANE BURHMANN, telegrapher, bid into Elko and DAVE WILLIAMS successfully bid the third trick at Wendover vacated by Deane.

The Osage Oil Company has hopefully drilled 780 feet for oil a few miles south of here, and, so far, looks quite



A large bouquet of dried-up straw flowers and cattails, bedecked with a long baby blue streamer with gold letters reading "Happy Birthday," greeted Fred Worsley, chief clerk, Salt Lake City office, when he arrived for work recently. Clerk Lee Marshall and DPR Bob Gonsalves claim no responsibility for the gag and by the look on General Agent Coulam's face, he couldn't have been the offender. Later, a big birthday cake settled matters.

hopeful. Maybe there is still hope for our little windy city!

We are all watching with interest the steps that are being taken in preparation for building a new diesel house here. At present, pile drivers are working preparing the way for construction.

Brakeman CHARLES "CHICK" OWEN is back on the job after a vacation through Glacier National Park and Waterton Park in Canada. Also on vacation through the Northwest is Engineer HOMER BIRDSALL. BILL PETTIT, switchman, spent his vacation in New Mexico, and Switchman HERB WORTHY stayed here in Wendover. Of all, I bet Herb was the only one who didn't have to go back to work to rest up from his vacation!

Los Angeles

President Milty Wattel . . . excuse, please, we mean WALTER MITTELBERG, traveled down from S. F. to preside over the July meeting of the Pacific Railway Club. General Agent WILKENS and BOB MUNCE assisted him in making it one of the outstanding meetings to date. The Vagabonds House was the scene of a pleasant gathering of many of the guests following the meeting, which was recorded for posterity in the society pages of the more important local papers.

W. B. COOK, traffic representative, was the principal speaker at the July meeting of the Citrus Belt Traffic Club, held at the Elks Club in Anaheim. He presented a paper on freight solicitation which demonstrated his fine knowledge of the subject and was well received.

J. G. WHEELER, PTM, paid a visit to the L. A. office to establish a ticket stock here. All were pleased to see

him and local chest measurements were a little expanded after the nice things he had to say.

We were glad to see NORMAN MENZIES, superintendent of telegraph, who dropped by the office for a moment while here on company business.

KEITH JOHNSON, clerk, blossomed forth in a new '51 Ford in a delightful "fire engine" red. The gals along Hollywood Boulevard, we understand, are fighting for the opportunity for a lift! So far, those of the Betty Grable caliber, only, make the grade.

Received a lengthy note from former Chicago correspondent, BILL McGRATH, now in San Francisco, commenting on our weather. The "document" read: "Munce — Agree! McGrath." Coming from that guy — THANKS!

Our recent newlyweds, DORIS and WILBUR WEST, took off on their delayed honeymoon for a little luck at fishing in the Feather River and other western trout haunts. Had good results, too.

SPEN LEWIS, assistant chief clerk in the general office transportation department, treated his wife to a trip down here a while ago and stopped in to say hello and tell us it was nice to get away from the northern fog for a few days. [Editor's Note: We're glad he said "northern," because don't let anyone kid you they don't have southern fog, too!]

BOB MUNCE, traffic representative, and third assistant weatherman for Los Angeles, has been appointed leadership training chairman for the Hollywood - Wilshire District Boy Scouts of America. To top it off, his wife presented him with a 5-pound

15-ounce daughter, Ellen Glenniece, on August 5. Total offspring now three, including Leesola, 9, and Robert III, 6. After recovering from his relapse, father intends to become active in the Girl Scouts, as well!

Mechanical Department

When E. E. GLEASON received his 40-year pin in July, also the month of his fortieth wedding anniversary, the mechanical department sent him and Mrs. Gleason forty red roses for this unusual event!

On vacations the past several weeks were: W. H. MITCHELL, HY O'RULLIAN, J. LAMALFA, KEITH WILCOX, ROD RODRIGUEZ, M. W. BROWN and C. W. JERAULD. Keith came home from St. Louis with a new Ford.

HELEN SPENCER, steno-clerk, is on leave of absence, and her sister, BILLIE BALENGER, is taking her place. Also on leave is TRUDY MACDONALD, steno-clerk, who is being relieved by MADGE SLAUGHTNER.

NORENE JOHNSON, steno-clerk, and her husband have purchased a new home in Arden Manor, and Norene is looking forward to vacation to spend some time on the finishing touches.

BILL BREINER, special mechanical assistant, will be transferred to the Stockton yardwaster's office on return from his vacation. We'll all miss Bill and his little "pranks."

Mechanical Department employees raised \$122.25 for the flood victims in the Middlewest, for which they are very happy for so worthy a cause.

MARY McKINNON has returned from her leave of absence and it's nice to have her back with us.

L. M. MORRIS just returned from an AAR mechanical division convention



We couldn't overhear the story that Brakeman Joe Helmick was telling Trainmaster John McNally during a recent rail fan excursion, but from John's expression it must have been a railroad story—and a good one, too!

in Chicago and R. F. CARTER, electrical engineer, plans to attend the AAR electrical division convention in September. E. T. CUYLER plans to attend the officers' maintenance association meeting in September.

San Francisco

BERT WETZLER has taken over duties as signal maintainer at Belden, where he reported seeing PETE DUFFY, signal maintainer at Pulga, setting his hook into some fine trout in Indian Creek on July 7.

MARGIE GLATT, steno-clerk signal department, spent an enjoyable two weeks at Strawberry Lodge.

MARY ENG, auditor revenues department, was married July 7 at Reno to George Tom.

TOM BEDFORD, also AR department, was presented with his tenth grandchild July 3 when a grandson was born to his daughter, Rosemary Atkins, of San Diego. Tom has two married sons,

one on his way home from Korea. The grandchildren, five boys and five girls, range from 11 years on down. Tom refuses to tell us his age.

San Francisco, the romantic (what if it is a little foggy at times) city, has worked its charm on several WP employees and we see CALI CALOMIRIS, law department, staggering around with a huge flashing sparkler on that certain finger indicating her engagement to Sgt. Donald Hooper. They will be married next June. Honeymooning in the Northwest, following their marriage August 11, are IRENE and Paul HANSEN, she being the former Irene Florance of the chief special agent's department; which must be catching, because LOIS ONORATO, in the same office, is making plans for her marriage to Don Knoll come November 10. And, carrying San Francisco's charm to far-off sunny Italy last year, LILLIAN NAVONE, secretary to Chief Special Agent THATCHER, convinced (and we use the term loosely) Doctor Rino Bulgarelli to come to San Francisco. He did, and they are to be married here September 8!

Former secretary to Mr. Thatcher, DOROTHY LEE, joined her former co-workers in that office August 9 for a little party, celebrating the marriage of Irene Florance.

Somehow, romance was carried over WP's wire system and we are happy to report the marriage of CARL RATH, manager - wire chief telegraph department, to FLORENCE CLIFFORD, DC&H department, at San Francisco's Our Lady of Victory Church on August 25, with the best wishes of everyone at general office.

Mr. and Mrs. LEO A. BAKER an-

nounced the birth of a baby daughter at St. Mary's Hospital about 6 p. m., Thursday, July 26. Leo is traffic representative for WP.

WES CRAWFORD, also traffic representative in the general agent's office, served a two-week tour with the U. S. Army recently, part of the time being spent at the Oakland Army Supply Depot.

Understand a general agent's office at Washington, D. C., will be added to our fast-growing network of leased wire circuits in the near future.

MARY TRICKETT was in the office recently with her bouncing baby daughter. CARL RATH wanted to "bounce" the baby, but Mary refused.

E. P. PETERSON, assistant engineer, returned from his vacation spent with Mrs. Peterson in the Northwest, just in time to keep his weekly luncheon date with his two pals, retired DICK GLOSTER and JIMMIE GRACE.

GEORGE PURCHASE, engineering clerk, attended the annual meeting of the Philippine Mahogany Association at Mackinac Island, Michigan, as a delegate. George says the *California Zephyr* was out of this world, not to mention the charming Zephyrettes, SHIRLEY CHAP and NELLIE O'GRADY, and the scenery!

The scenery (Zephyrettes to you!) was also enjoyed by PAUL JENNER, en route to Salt Lake City, who blithely also kept his eye on George and explained many of the mechanics of train washing, etc.

RAY COLEMAN, engineering clerk, came home from Crater Lake with a trunkload of wonderful color pictures and said he and his wife, Mary, had a

(Continued on Page 31)

Dear Editor:



Thanks for getting the magazine out. I have a change of address now but have received the magazines regularly. Sure would be glad to get back to S. F. They even had the nerve to ship me out here via a foreign (oh, that awful word) line. Thanks again.

Pvt. Harper A. Petersen
U. S. 56142776—Co. D
A. G. School, 9808 T. S. U.
Fort Benjamin Harrison, Indiana

We're glad to hear from you, Pete, and to know that you are getting MILEPOSTS regularly. Don't forget to keep us posted on your moves so we can keep our lists up to date. The gang from your office in the Auditor of Revenues department send their best regards.

* * *

Many thanks for regular sending of MILEPOSTS in which we are much interested. Although out of service for nearly nine years, due to a stroke, I still like to be reminded of my happy life as an old-timer (August 1910) on the WP. I am at present confined to the Portola Hospital for care, as my wife suffered a broken leg in June and I am partially paralyzed so had to be hospitalized until we can see a better arrangement. Thanks for MILEPOSTS and long life and success to it!

Frank J. McCullough
1640 E. Harding Way
Stockton, California

Thanks for the nice letter, Frank, and hope you don't mind our printing it in MILEPOSTS. I know a lot of your pals on the line will be glad to hear from an old ex-"hogger." Both you

and the Mrs. have the best wishes from all of us for a happy reunion soon.

* * *

Enjoyed your July issue, but can't account for the 141 locomotive units mentioned in the article on your new diesel power. As a "rail fan" with a complete photo album of WP engines, I can account for only 139 units. Am I wrong?

Fred Stindt
Matson Lines
San Francisco

Thanks to reader Fred Stindt, and some of the employees in our own engineering department, MILEPOSTS' staff is kept on their toes eternally. But we're right this time, boys, the total is 141 locomotive units—24 4-unit freight diesels, five 3-unit passenger diesels, and 30 switchers. The 14 switchers mentioned in the caption under our new switcher referred to Alco-GE switchers only.

YARDMASTERS ELECT OFFICERS

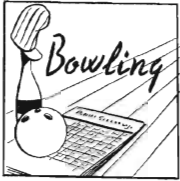
Ray W. Rich, Western Pacific yardmaster at Oakland, was elected grand vice president of the Railroad Yardmasters of America at the twenty-fifth convention held at Milwaukee, Wisconsin, early in August.

Rich entered Western Pacific service September 27, 1929, and has served as the Association's general chairman since January, 1943.

Charles A. Self, yardmaster at Keddie, California, has been made general chairman, effective July, 1951. He has been an employee of the company since February 28, 1942.

It was at the time of the atomic bomb test in New Mexico. An Indian was smoke-signaling a love message to his girl friend, when suddenly a mushroom cloud covered the sky with smoke for miles around. The Ind. stared in amazement, then muttered enviously, "Uh, me wishum me said that."

SPORTS

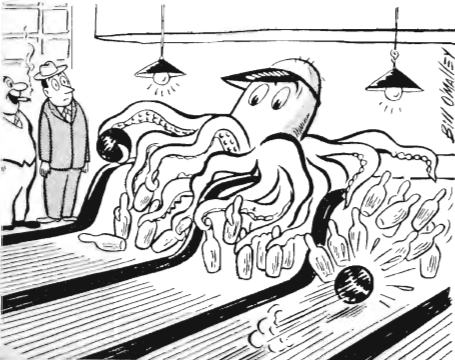


Sparked by substitute Ray Miller's 512 series, the Silver Thistle keglers swept three games from the Silver Bay team for a total of 26 games won and swept into first place and the championship of the Mixed Doubles Summer Bowling League. Other members of the winning team were McKellips, Cotter, Duke and Carlson.

The Arroyos deserve an assist, for they marked up three wins over the Silver Palm team and knocked them out of first place into a tie for second with the Silver Range bowlers, each with a 24-game win record. Fox, Peterson, Clifford and Rath kept the Silver Palms in the running and Donnelly, Thomas, Neilson and Rigdon did the rolling for the Silver Range quartet. Fourth place went to the Silver Canyon team with Studt, Dutcher, Jakanovich and Thomas winning 23 games.

The final week's high series was Ray

"He's the only pin boy I've got who can keep up with that gang from Western Pacific!"



Miller's 512, followed by William Dutcher's 488. Louella Kralka's 448 brought her average up to 149, high among the women of the league. Top averages for the men were Al Potter, 167; D. Johnson, 164; and F. Thompson, 159.

The Sweepstakes, rolled on August 16, concluded this year's summer league bowling activities which began May 10, and found Rath, Swain, Wagener, and Johnson finishing in that order for the men, with Potter and Fox splitting fifth prize. For the women, Stone, Kralka, Mullen, Petersen, Johnson and Rigdon finished in that order.

Highlights of the evening were Rita Connolly's flash bulbs, as she photographed the sweepstakes events from all angles.

Freight Accounts won the playoff for the 1950-1951 championship of the Winter Bowling League, with the California Zephyrs finishing second.

Members of the winning team were Lee Brown, John Morgan, Parker Swain, Al Potter, and Harry Munson.

Hank Donnelly, captain of the Zephyrs, claims the best team lost, but next season will be a different story.

A meeting was held August 16 and arrangements were made for the 1951-1952 season. President Carl Rath was well pleased with the turnout for the meeting and reports that all indications point to a "hotter" league than last season, when the boys really burned up the alleys. The new season will begin Thursday night, September 6, at the Downtown Bowl and will continue for twenty-eight weeks.

Fifteen players turned out for WP's basketball team to be entered in the annual San Francisco Industrial Basketball Tournament which gets under way September 17. According to Coach John Susoeff, relief clerk at Eighth and Brannan freight house, the boys looked good and should make a better showing than they did last year, when they were placed in too high a class as a



organized softball team.

The ladies of Keddie recently gave a "Pot Luck Supper," proceeds from which were used to buy equipment for the Keddie Rails, a newly organized softball team. Assistant Roadmaster Dan Laughlin spent one of his first Sundays in Keddie attending the Portola - Westwood game with his wife, May; twin sons, Jimmie and Dannie, and daughter, Marion. Nick Laughlin, brakeman, Dan's brother, plays first base; Engineer Bill Conant is catcher; Lead Ice-man Red Nally, pitcher; Vince Vallentino, B&B foreman, shortstop; Engineer Ted Woods, center field; Brakeman Walter Powell, right field; Jim Pat Nally, B&B foreman, second base; Herbert Berg, utility; and Switchman Herb Rushing, manager.

* * *

Dan T. Costello, commercial agent, and a director in the Central California Baseball Managers Association, Inc., was elected president of the association at their meeting July 19.

The association promotes and regulates semi-professional and amateur baseball in the Northern California District, and has offices in Oakland.

result of their fine showing in 1949. Out for practice were Al Beban, John Sommerfield, Horace Lohmeyer, Bob Smith, Bob Hansen, Bob Kling, Bob Costner, Welton Lee and Jim Mills, auditor of revenues department; John Dullea and Reggie Dunkley, traffic; Cliff Gershner (captain) and Bruce McCurdy, engineering; and Louis Barrazo, transportation.

Caboosing . . .

(Continued from Page 28)

wonderful vacation among the snow-capped mountains around the lake.

ERICH THOMSEN, assistant engineer, just back from Pueblo after a three weeks' business stay at the Colorado Fuel and Iron plant there. Said it was sure nice to get back to the cool breezes of the Pacific.

GUS KRAMM, assistant engineer, and RAY and Mrs. COLEMAN, recently visited LYMAN LANDRETH, engineer, at the Veterans Hospital in Livermore. Lyman is coming along quite well and hopes to leave there within six weeks.

R. J. BENISH, valuation engineer, returned from his vacation tired but happy. Spent a few days in Carmel with his wife and two sons, but most of the time was spent driving his wife back and forth from his Oakland home to the San Francisco headquarters of the Cerebral Palsy Association, of which Mrs. Benish is recording secretary for the East Bay division. His reward: smiles of the movie stars!

JIMMY PEARCE is back with us again but now a full-fledged engineer, following graduation from the University of Santa Clara in June, and is hard at work to support his wife, Patricia, and two beautiful daughters, Carolee, 5, and Chareleen, 2.

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Railroad Lines

Northern Pacific making two line changes near the summit of the Cascade mountains in Washington to facilitate train movements.

. . .

Union Pacific places into operation the first portion of its relocation project for McNary Dam—26 miles of new track from Hinkle, Oregon, to Port Kelly, Wash.

. . .

Rock Island to build a half-million-dollar classification yard at Council Bluffs, Iowa.

. . .

Frisco Lines will be completely dieselized within the next year when 37 units on order are delivered.

. . .

Milwaukee Road will invest \$3 million in improving its east-bound yard in Milwaukee with retarder system and other improvements.

. . .

To supplement its efforts in development of natural resources, the Chicago and North Western has just purchased a Geiger counter.

. . .

Southern Pacific has installed coin-operated telephone service on the "Lark," operating daily between San Francisco and Los Angeles

. . .

The American Association of Traveling Passenger Agents will hold its 69th annual meeting at Seattle, Washington, September 14 and 15.

. . .

Over 2,000 Nathan airchime horns are now in use in the United States—the majority on road engines—replacing the familiar air horn.