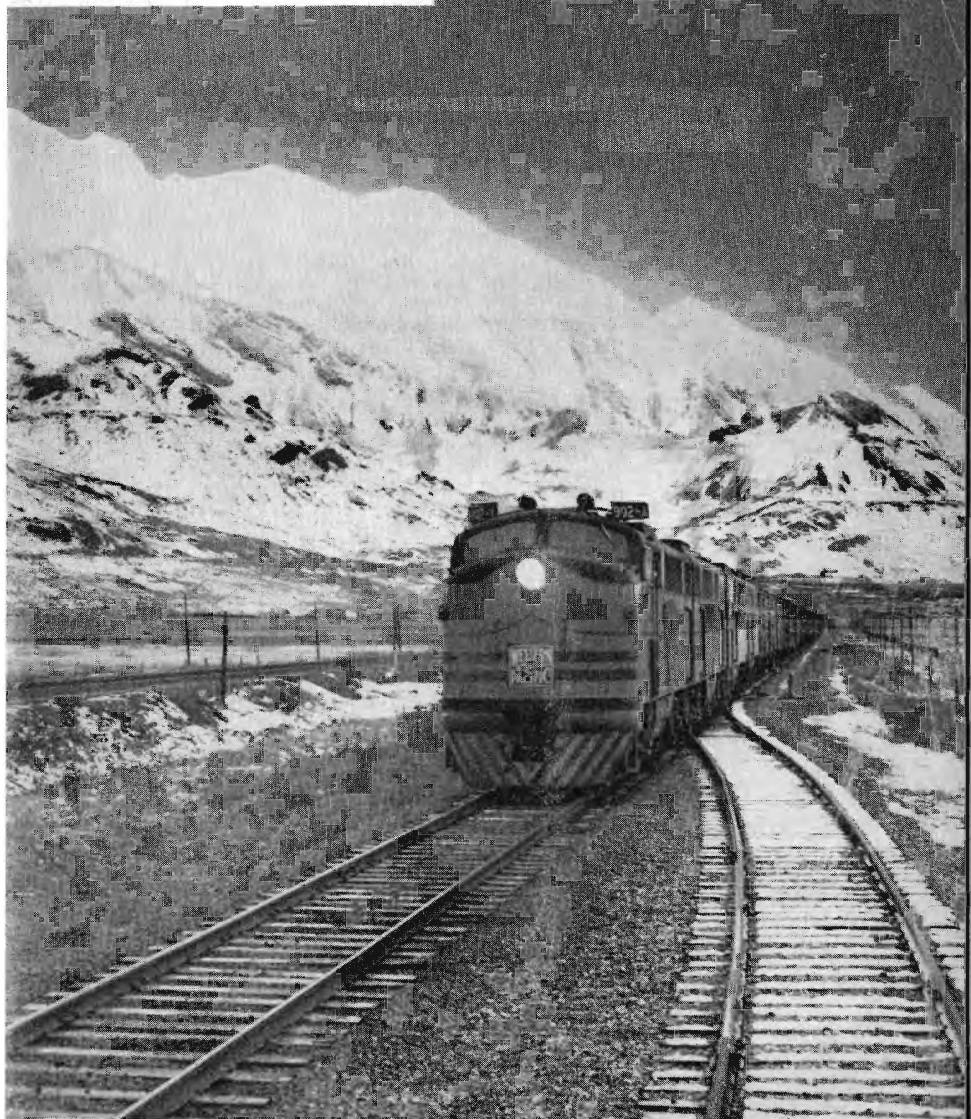
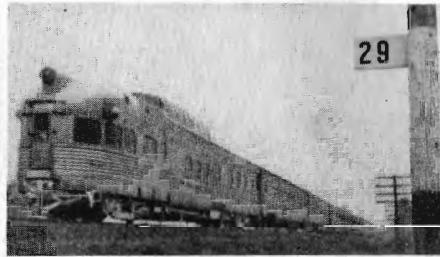


WESTERN PACIFIC
Mileposts
DECEMBER 1951



WESTERN PACIFIC Mileposts



Vol. III, No. 5

DECEMBER, 1951

Milepost No. 29

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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Merry Christmas

TO FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

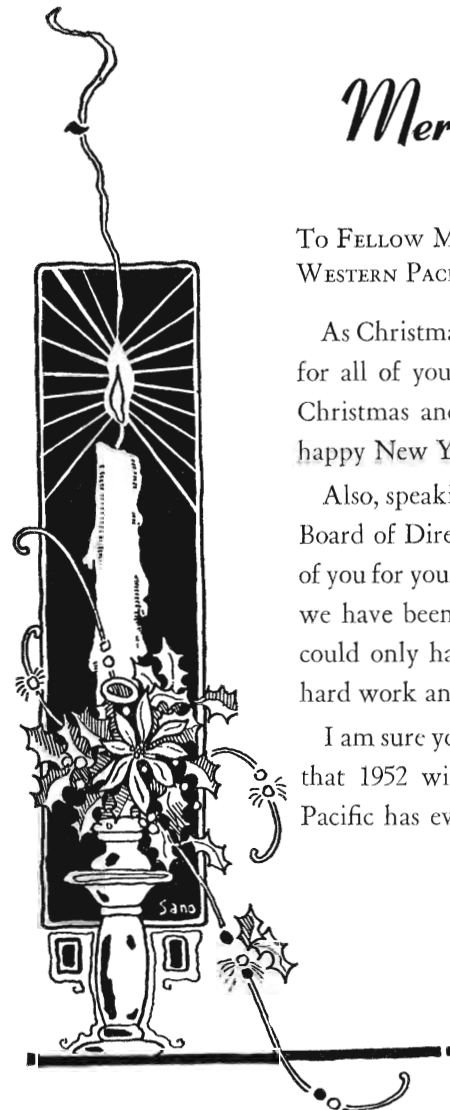
As Christmas approaches I should like to wish for all of you and your families a very merry Christmas and also for 1952 a prosperous and happy New Year.

Also, speaking for the general officers and the Board of Directors, I should like to thank each of you for your fine efforts to improve the service we have been able to render to the public. It could only have been possible because of your hard work and loyal cooperation.

I am sure you will join me in a firm resolution that 1952 will be the best year the Western Pacific has ever enjoyed.

Most sincerely,

F. B. Whitman



TO THE "RAILS" WHO WORK ON CHRISTMAS

While those of us who are more fortunate are at home enjoying Christmas Day with our families and loved ones, let's stop and toast the crews and other railroaders who keep Western Pacific's trains rolling on this most treasured of all holidays.

To them, Christmas has a special meaning—there are passengers to be carried safely and happily from one city to another, and there are loads of freight and mail that must go through on time, holiday or no holiday.

Behind the cord on that Diesel horn sounding a warning at some country crossing, a locomotive engineer keeps a gloved hand on the controls and alert eyes on the track ahead. The fireman across the cab shouts an "all clear" as he sees the green light ahead, controlled by a dispatcher at his board many miles away.

An agent steps from the doorway as the long freight rolls by and waves a friendly hand to the brakeman in the caboose window. Inside the caboose, a freight conductor prepares a report as the train slows down and takes a siding to give way to the high-speed *California Zephyr* approaching down track.

Few passengers aboard the streamliner realize the timing of this meet, as they view the scenery from a Vista-Dome and listen to the Christmas carols which the *Zephyrette* is playing over the train's public address system.

In the diner uniformed waiters put on their best smiles as they carry silver trays of turkey and other Christmas delectables from the kitchen, where

the chefs and their assistants have prepared food "fit for a King," and the steward assists passengers to their seats.

Back in the lounge car a small group of passengers with Christmas spirits are singing Christmas songs and the conductor pauses to smile and listen to their good cheer. Forward, in a Pullman, a porter is busily assisting an elderly woman with her baggage.

As the train pulls into a station, car men are on hand to check mechanical operations. Inside the station, a ticket clerk completes his sale and the passenger hurries to board the streamliner.

The train pulls out, as a switcher couples into a string of freight cars nearby, and a switchman lines up the iron to another track. Outside the station window a train crew, brought from their homes by a call boy, occupy a well-worn bench awaiting arrival of a fast freight. The wire chief inside reaches for a cord as a light flashes and talks with a 'phone repairman working on wires brought down by the weight of snow and ice. A patrolman, on his rounds, stops to chat with a hostler on his way to the roundhouse.

Yes, the railroads work on Christmas Day—the crews, the clerks, the shop employees and the service bureau, the maintenance men and the operators, and the hundreds of other WP railroaders who have a job to do—keeping the trains arollin' to serve mankind.

Let's toast them well—on Christmas Day!



Merry Christmas to All

MILEPOSTS



IN GOLD

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

35-YEAR PINS		
Walter W. Lang	Agent	Western Division
Byron B. Moots	Telegrapher	Western Division
Joseph F. Roderick	Blacksmith	Mechanical Dept.
George T. Rutherford	Locomotive Engineer	Western Division
Elwyn E. Scott	Agent	Western Division
Manuel Silva	Blacksmith Foreman	Mechanical Dept.
30-YEAR PINS		
John Berg	B&B Carpenter	Western Division
John W. Bingham	Clerk	Mechanical Dept.
James G. Breedlove	Locomotive Engineer	Western Division
Charles F. Cunha	Hostler Helper	Mechanical Dept.
Jesse C. Currier, Sr.	Locomotive Engineer	Western Division
Boyd R. Davis	Locomotive Engineer	Western Division
Patro DeGregorio	Painter	Mechanical Dept.
Louis Evans	Carman	Mechanical Dept.
Stephen J. Fahey	Locomotive Engineer	Eastern Division
Earl D. Fonda	Clerk	Western Division
Norval E. Ham	Telegrapher	Western Division
William B. Lewis	Clerk	Western Division
Patrick G. Lorenzana	Machinist Helper	Mechanical Dept.
Peter D. Mamalis	Machinist	Mechanical Dept.
Jose Mercado	Assistant Foreman	Western Division
Albert R. Moseley	Hostler Helper	Mechanical Dept.
James Nelson	Conductor	Eastern Division
Tom Nick Parris	Carman	Mechanical Dept.
Vincenzo M. Quilici	Carman	Mechanical Dept.
Thomas E. Reed	Locomotive Engineer	Western Division
Leo E. Rodriguez	Carman	Mechanical Dept.
Lawrence J. Smith	Carman	Mechanical Dept.
Daniel J. Sullivan	Machinist	Mechanical Dept.
Mrs. H. P. Tyler	General Attorney	Law Department
James O. West	Car Helper	Mechanical Dept.
Roy A. Williams	Machinist	Mechanical Dept.
Mrs. Hazel Wochos	Chief Telephone Operator	San Francisco
25-YEAR PINS		
Alex G. Baker	Carman	Mechanical Dept.
B. R. Beebe	Inspector	Freight Claims
William S. Bowers	Carman	Mechanical Dept.
Peter J. Calcaterra	Clerk	Western Division
Felix Casanova	Machinist Helper	Mechanical Dept.
R. M. Compton	Signal Maintainer	Signal Dept.
Anton Czekalla	Carman	Mechanical Dept.
Charles S. Decker	Fireman	Western Division
Ralph J. Dowe	Electrician	Mechanical Dept.
John E. Egan	Roundhouse Foreman	Mechanical Dept.
Ira B. English	Locomotive Engineer	Western Division
Earl E. Fightmaster	Locomotive Engineer	Western Division
William E. Fosha	Erection Foreman	Mechanical Dept.
John W. Gavey	Office Engineer	Signal Dept.
Herman E. Gerhardt	Boilermaker Helper	Mechanical Dept.
Harrison Gibson	Lye Vat Attendant	Mechanical Dept.
Thomas F. Griffiths	Locomotive Engineer	Eastern Division
John B. Hall	Machinist	Mechanical Dept.
Harry T. Hilton	Locomotive Engineer	Western Division
John V. Holcomb	Machinist	Mechanical Dept.
David W. Jones	Section Foreman	Western Division
Mike Korojohn	Section Foreman	Western Division
Salvators L. Martello	Carman	Mechanical Dept.
Edward C. Martin	Switchman	Western Division

Joseph Marty	Painter Foreman	Mechanical Dept.
William Miller	Locomotive Engineer	Western Division
Bert M. Mitchell	Yardmaster	Western Division
William E. Moss	Car Foreman	Mechanical Dept.
Ernest S. Moyes	Clerk	Western Division
John J. O'Sullivan	Machinist	Mechanical Dept.
Orvil X. Owen	Switchman	Western Division
Joe Paoletti	Carman	Mechanical Dept.
Gilbert R. Patterson	Locomotive Engineer	Western Division
John I. Pierce	Locomotive Engineer	Western Division
Walter C. Rotzler	Roundhouse Foreman	Mechanical Dept.
John Sarinana	Track Laborer	Western Division
Ray Schoenfeld	Car Foreman	Mechanical Dept.
Robert E. Travel	Machinist	Mechanical Dept.
J. O. Van Benthusen	Signal Maintainer	Signal Dept.

20-YEAR PINS		
Orin Adams	Machinist	Mechanical Dept.
Tom Alerich	Carman	Mechanical Dept.
Wilburn J. Booth	Machinist	Mechanical Dept.
Fred C. Burrows	Blacksmith	Mechanical Dept.
Anthony J. Butteries	Carman	Mechanical Dept.
Maurilio Carrillo	Machinist	Mechanical Dept.
Joe A. Cook	Conductor	Eastern Division
Edward S. Coon	Carman	Mechanical Dept.
Tony Cusenza	Stationary Engineer	Mechanical Dept.
Clarence W. Crawford	Machinist	Mechanical Dept.
Harry Dailey	Section Foreman	Western Division
William T. Dunn	Machinist	Mechanical Dept.
Herbert W. Edwards	Machinist	Mechanical Dept.
Charles K. Faye	Manager	Perish. Frt. Svc.
Clarence Finch	Carman	Mechanical Dept.
Forteno Garcia	Laborer	Mechanical Dept.
Irwin E. Gaskill	Carman	Mechanical Dept.
Ernest R. Hoit	Carman	Mechanical Dept.
Jesteen R. Jacobs	Locomotive Engineer	Western Division
George T. Johnston	Machinist	Mechanical Dept.
William G. Ketchmark	Conductor	Western Division
John A. Maddox	Yardmaster	Western Division
M. M. Matich	Carman	Mechanical Dept.
P. Oscamon	Laborer	Mechanical Dept.
Edmond G. Parrott	Conductor	Western Division
Frank J. Pelzman	Carman	Mechanical Dept.
E. L. Peninger	Conductor	Western Division
Joe Manuel Perry	Machinist Helper	Mechanical Dept.
Henry E. Poulterer	Vice-President	Traffic Dept.
Russell F. Rickmon	Carman	Mechanical Dept.
Rolland F. Rickmon	Carman	Mechanical Dept.
Walter E. Shafley	Brakeman	Western Division
Chris Vordis Thompson	Carman	Mechanical Dept.

15-YEAR PINS		
Anibal N. August	Machinist Helper	Mechanical Dept.
William T. Baker	Pumper	Eastern Division
Robert J. Bradley	Carman	Mechanical Dept.
John P. Carroll	Traffic Representative	San Jose
Russel J. Cleland	Traffic Representative	Oakland
John W. Cruikshank	Conductor	Western Division
George M. Crum	Clerk	Western Division
E. Delahoussaye	Waiter	DC&H Dept.
Louis Del Moro	Clerk	Mechanical Dept.
George B. Denney	Stationary Engineer	Mechanical Dept.
Vance Lee Dick	Carman	Mechanical Dept.
Clarence E. Dodds	Carman	Mechanical Dept.
Victor B. Dods, Jr.	Conductor	Eastern Division
Cecil C. Duck	Traffic Representative	Elko
Louis A. Farrington	Second Cook	DC&H Dept.
Paul H. Ferrell	Clerk	Western Division
Leo F. Giesser	Carman	Mechanical Dept.
Wilbur Goldsberry	Dispatcher	Eastern Division

(Continued on Page 8)

Iver D. Gregory	Locomotive Engineer	Western Division
Silviano Garrola	Track Laborer	Western Division
Richard Kinzel, Jr.	Carman	Mechanical Dept.
Robert B. Lambert	Carman	Mechanical Dept.
Monte J. Latino	Painter	Mechanical Dept.
Henry S. Leo	Machinist Helper	Mechanical Dept.
Gail W. Minich	Telegrapher-Agent	Western Division
John E. Murphy	Conductor	Eastern Division
Thomas E. Murphy	Conductor	Eastern Division
Ernest J. Neri	Carman	Mechanical Dept.
Jake Niceler	Hostler Helper	Mechanical Dept.
Noel G. Pendergraft	Conductor	Western Division
William B. Polansky	Telegrapher	Western Division
Libardo Sandoval	Section Laborer	Eastern Division
Jack M. Schenk	Carman	Mechanical Dept.
Paul L. Schultze	Sheet Metal Worker	Mechanical Dept.
Dave Skootsky	Clerk	Fr't. Claim Dept.
John N. Starr	Conductor	Western Division
Charles T. Tinsley	Stationary Engineer	Mechanical Dept.
Kenneth R. Van Skike	Clerk	Western Division
Marion Velasich	Machinist	Mechanical Dept.
J. B. Warren	Eastern Perishable Fr't. Agent	Chicago
Alfred G. Woodward	Conductor	Eastern Division

10-YEAR PINS

Benjamin L. Battles	Agent	Eastern Division
Ora E. Budd	Fireman	Eastern Division
Frank J. Coleman	Machinist	Mechanical Dept.
John W. Cook	Carman	Mechanical Dept.
Robert A. Crumley	Carman	Mechanical Dept.
Edward T. Cuyler	Asst. Chief Mech. Officer	Mechanical Dept.
Jesus Gomez	Machinist Helper	Mechanical Dept.
William A. Hoxsey	Brakeman	Eastern Division
Carl O. Hunter	Carman	Mechanical Dept.
Charles W. Jerauld	Clerk	Mechanical Dept.
James Patrick May	Electrician	Mechanical Dept.
Harry G. Meals	Hostler Helper	Mechanical Dept.
Mildred Nielsen	Clerk	Auditor's Office
Hyrum A. O'Rullian	Chief Clerk	Mechanical Dept.
Gilford S. Rice	Machinist Helper	Mechanical Dept.
Arthur M. Teixeira	Janitor	Mechanical Dept.
Hans O. Uthaug	Laborer	Mechanical Dept.



SOMETHING TO BLOW ABOUT

A Western Pacific Vista-Dome equipped special train will bring University of Illinois' high-stepping 180-piece band to the West Coast for participation in the Rose Bowl game on New Year's Day.

After arriving in San Francisco on December 29, the band will parade up Market Street and then go directly to Seals' Stadium for practice before departing for Pasadena and the big game between their university and the Stanford Indians of Palo Alto.

Mr. J. Mulvihill James was away from home for a few days. A courteous hotel clerk handed him a copy of his local paper, and with amazement he found a notice of his own death in the obituary column.

He rushed to the phone and made a long-distance call to his wife, explaining everything.

"Darling," he said excitedly, "have you seen the notice of my death in the newspaper?"

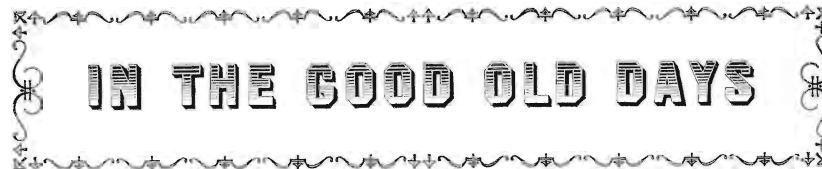
"Yes, sweetheart," came the answer, "where are you calling from?"

—Santa Fe Magazine.

* * *

Jones: "The Chinese make it an invariable rule to settle all their debts on New Year's Day."

Smith: "So I understand, but don't forget, the Chinese don't have a Christmas the week before!"



IN THE GOOD OLD DAYS



*'Twas the night before Christmas
And all through the house
Not a creature was stirring,
Not even a mouse.*

You can almost hear the tinkle of sleigh bells in the crisp night air, and imagine Old Saint Nick, his tiny reindeer and sleigh have just left behind a big bag of toy trains and other Christmas presents, when you look at this beautiful picture of snow- and icicle-covered Quincy Hotel.

THE picture was taken just a few miles from Western Pacific's main line and station at Quincy Junction during the winter of 1929-1930, and was loaned to MILEPOSTS by C. L. Droit, secretary.



Dear Editor:

"A friend in need is a friend indeed." So, I am very glad to send you, via "express," the May 1950 issue of your interesting review (MILEPOSTS No. 25, Page 13, August 1951). I can forward to you this issue because I am only interested by those which are speaking of railway engines, cars, maintenance, and I regret particularly not to mail you the 1950 October issue, because there is an article about Budd cars.

I like very much your railroad, because the "Feather River Canyon" and "Spanish Creek Bridge," and "California Zephyr" are exceptional!

With my compliments, please accept the May 1950 issue, but give me only—for this time—the names of railroads publishing the calendars (wall calendars) appearing in August 1951 MILEPOSTS issue, page 11 (in the two pixs at the top of the page). Are you not publishing also a wall calendar for 1952?

If I can be of some service for you in France, please write to me, and if friend, or some WP employee is going to France, or Paris, say to me, to see him.

Very friendly, but respectively,
Docteur Louis Desrus
35, Route De Blagnac
Toulouse, France

We certainly thank Dr. Desrus for returning, all the way from France, the May 1950 issue of MILEPOSTS to help replenish our exhausted supply of that issue, and for the kind words he wrote about Western Pacific. We wrote the

gentleman with regard to obtaining wall calendars from the Missouri Pacific and Monon railroads and we are certain that any WP employee having the opportunity to visit in that country would enjoy a visit with Dr. Desrus.

* * *

Here is a card of remembrance,

With a wish that is always sincere;
With the joy of Christmas be with you,
And linger through all the New Year.

From an appreciative Australian reader,

H. F. Jones
65 Wardell Road
Petersham, N.S.W.

We sincerely appreciate this beautiful Christmas card from far-off Australia, the first we have received this year. We know all WP employees will be a little proud, as are we, to know that MILEPOSTS has so many friends across the seas. May we take this opportunity to extend to Mr. Jones, and to Dr. Desrus, the very best of Christmas Wishes from the entire Western Pacific family.

* * *

Just received my MILEPOSTS yesterday. You sure had a very nice writeup on Milepost 163 (October, 1951). I appreciate same very much that you gave me space in your good little magazine, to let the boys and all know just what kind of a fellow I am. The trainmen will sure throw me off papers now, and some of the boys are coming up from Stockton pheasant hunting.

Hope you have good luck if you go out after a few birds. Sure appreciate your kindness in sending me the MILEPOSTS. Would be happy to donate to the book if you would just let me know what the subscription fee is, or if you would accept any donations. You received, through me, quite a lot of praise on the pictures you sent me that you took. Everyone said they were fine and the best they had seen. Hoping to see you again sometime when you are passing by. I remain, your friend always,

Ernest "Ernie" Whitlock
Trowbridge, California

Thanks very much for the kind words, Ernie. It's nice to know we have such fine "neighbors" living along the WP right-of-way. We're only too happy to send you MILEPOSTS and—it's on the house.

* * *

I received your several MILEPOSTS and surely enjoyed them. Thank you kindly. I am sorry I have no small picture of myself. I started railroading in 1899 with the Rock Island. Came to Western Pacific on October 7, 1922, as roundhouse foreman at Elko. In February, 1927, was transferred to Sacramento as general foreman under M. B. McPartland. In August, 1936, went to San Jose as mechanical foreman. In 1937, when they put on three foremen I transferred to Stockton. In 1942 I transferred to Oakland as foreman and retired there on June 30, 1946. During my service with the WP I met some of the finest men I have ever known. It was a pleasure to work with and for them. I will always have a very warm space in my heart for them and the WPRR. Wishing them and all employees the best of good luck and

prosperity in all the future years to come. You may use any portion of this letter that you wish. With kindest regards to the Western Pacific entire staff,

Yours respectfully,
Ben D. Bell
224 E. 15th Street
Oakland 6, California

We were very glad to add Mr. Bell's name to our mailing list. We had hoped to secure his picture for our readers, as we know many of his old time WP friends would be glad to see it, but they will be happy to know that he is getting along fine and still think highly of his association with WP in the days gone by.

* * *

I want to inform you that I moved from my old home on Page Street, where I lived for 31 years, to a new home at 331 San Fernando Way, Balboa Terrace, San Francisco 27. Please send the MILEPOSTS to my new address and thank you for sending it to me in the past. I enjoy reading it, but do not find much *Marine News* in it. How about my old shipmates, are they all gone? With best wishes to all WP employees, I remain,

Yours truly,
Captain B. J. Benson

We all wish Captain Benson many happy days ahead in his new home and have corrected our mailing list as he requested. We will try to improve our coverage of the Marine Department in future issues, if they will only send in the news.

Overheard in our elevator:
WP Stenographer: "I bought all my Christmas presents last October."
Operator Rudy Engel: "But how do you know in October who your friends will be in December?"

HIGHWAY "BLOCK BUSTERS"

Half the tragic record of nearly one million killed on the Nation's highways during the last half-century has been written since 1936, as motorized boxcars have all but usurped the nation's roads. But, now, in spite of this record, truck operators want to risk your life still further, and have asked permission of the Federal Government to multiply road hazards by transporting munitions on the highways!

The truckers, always angling to pick and choose high-profit freight and leave low-paying bulk commodities to the railroads, see a chance to make new profits, with little regards for the safety of the 15 vehicles which, on the average, occupy every mile of road.

The photo below clearly illustrates the terrifying effect of a dynamite laden truck which blew up in a small mining hamlet near Greensboro, Pennsylvania. Force from the explosion ripped a hole in the ground 20 feet deep and 50 feet across, and is believed to have killed one man and sent five other persons to the hospital. Luckily, no trains were passing on the adjacent tracks at the time of the explosion. And, think what might have happened had the explosion occurred on one of our already crowded highways!

They also have another motive. Should there be a World War III, they could, as munitions haulers, ask for a greater share of scarce tires and fuel.

Nearly everyone who drives a car has had the terrifying experience of being passed by one of the fast-traveling highway freighters, forced nearly off the road and left shaken by a blast of wind. How much greater the terror if that behemoth carried the warning: DANGER—MUNITIONS! Tons of it!

A few months ago a truck driver hired to haul dynamite from Oakland, California, to Phoenix, Arizona, got a toothache while passing through Los Angeles. So, he just parked his highway boxcar with its 10-ton load of

dynamite and departed in search of a dentist. Luckily, the police noticed the truck, which also carried 55,000 detonating caps and, after locating the driver, sent him on his way.

Reports appear in the press almost daily, telling of some runaway overloaded truck with faulty brakes or other mechanical defects, crashing into lines of traffic, buildings, or overturning on the highway. Certainly, no motorist would want to collide with such a monster of death loaded with tons of high explosives.

The American Automobile Association, in its annual meeting held at Kansas City, Missouri, October 25, adopted a resolution condemning the hauling of explosives and other similar dangerous materials on the highways.

The National Sheriffs' Association, on November 12, opposed truck hauling of munitions on the highways when no national emergency exists.

The Brotherhood of Railroad Trainmen, The Brotherhood of Locomotive Engineers, The Order of Railway Conductors all have joined the railroads' protest against creation of unnecessary highway risks by allowing the trucks to haul explosives on public roads.

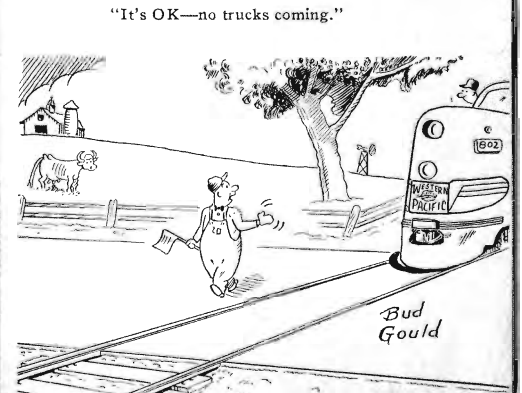
Perhaps you're wondering what you can do about this dangerous practice. You can inform your neighbors of this threat to your community, particularly if you are located on or near highway routes between arsenal and military cantonments.

The railroads, as in the past, can meet efficiently all demands of the military services for movement of munitions and do it safely, just as they have in two world wars, over a protected right-of-way, under supervision of the Bureau of Explosives, which is maintained by the railroads and operates largely as a safety arm of the Interstate Commerce Commission.

WP REPAIRS OWN ROAD

F. V. Dycus, warehouse foreman at Oakland freight shed, took the picture, left below, of WP Extra Gang No. 1 at work on Third Street, between Harrison and Alice Streets, laying 60-foot lengths of 159-pound rail. Supervisor of the gang is W. L. Chapman, foreman, and the crane operator is Dennis Rickman. Rails were welded together by William Beecher and Louis Saulacich of the Acme Welding Company.

Railroads must build and maintain their own roadbeds and other facilities without the use of public funds, which are used to provide the airlines with landing fields and the trucks with paved roads.





"Sh-h-h!" warns Sheila MacRae, as husband Gordon, star of "The Railroad Hour," sneaks into the house with a small Christmas tree and his arms full of packages for their three children, Meredith, 7, Heather, 5, and William Gordon, 3.

Just in time for the holiday season, the MacRaes recently moved into a new and larger home in the San Fernando Valley near Hollywood.

Gordon and his lovely guest, soprano Lucille Norman, will star in a special Christmas program on "The Railroad Hour," Monday, December 24, and a New Year's Eve show, Monday, December 31, on the coast-to-coast network of the National Broadcasting Company.

Caboosing

Elko

J. F. McELROY, agent at Elko, and Dispatcher ANDY PIERS, attended the Shrine convention in Reno last month. They were accompanied by their wives who visited with friends and relatives.

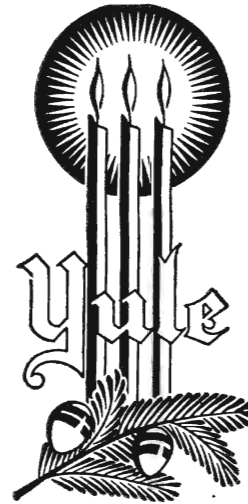
HANNA and JOHNNY ETCHEBEHERE spent their vacation in San Francisco attending football games and visiting with KARL and MARY WRAGG and other Bay Area friends.

TOM and MARY CLARK spent the Thanksgiving holidays with friends in Winnemucca.

HARRY BURNER, burro crane operator, is with our Armed Forces serving in Pusan as an amphibian mechanic.

FRANK OLDHAM, who has been with an extra gang as timekeeper during the summer months, has returned to his former position as assistant accountant.

JOHNNY MURPHY has the unique distinction of having bagged a black deer during the recent season.



FRANK CLAWSON, who enlisted in the Air Corps a year ago is stationed in France, and writes that he enjoys a lot of good meals with relatives of JOHNNY ETCHEBEHERE near gay Par-ee.

HARVEY NAYLOR, extra gang timekeeper during summer months is now general clerk at Warner, and HOWARD JENSEN has returned to the Wendover yard office.

Mrs. Charles Perry, wife of Engineer PERRY, recently sustained a major operation at the Mayo Brothers Clinic and has returned to Elko after recuperating at the ranch home of her daughter in South Dakota.

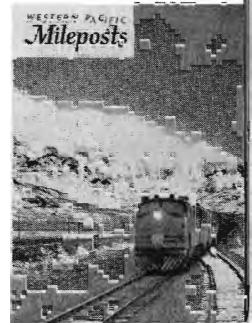
BILL SMALES, who has been in the Army Air Corps during the past year, is now stationed on Labrador.

DAVE CHARLEBOIS, third district road-

DECEMBER COVER

This photo, by Mac Lefebvre, shows a long Western Pacific freight heading east on the main line near Garfield, Utah, as it passes the beautiful Oquirrh Mountains shown in the background covered with a mantle of fresh white snow.

In winter, as in summer, WP crews keep the trains rolling with their never-ending parade of passengers and freight.



master with headquarters at Elko, enjoyed several days of his vacation hunting pheasant and quail near Lovelock. We've often heard it said that they who dance must pay the fiddler, and Dave paid for his full bag of birds with a painfully infected hand.

Outstanding players on the Elko High School football team during the past season were Fidel Vasquez, son of FRANK VASQUEZ of our roundhouse; Tommy Fox, son of Conductor GLENN FOX and grandson of retired Conductor TOM FOX. Presented with an award for being the most valuable player was Stanley Switzer, GORDON's son.

JOE REBORN, J. V. Moan Commissary Co. cook, on one of WP's extra gangs, spent two hectic days in Elko recently. He was incarcerated in Elko's hoosegow two different times on suspicion of being a convict who had escaped from the Nevada State Prison at Carson City, the first time securing his release through Special Agent EL CARLETON, the second time being vouched for by TOM DUFFY of the J. V. Moan Co. Feeling the need for just one teenyweeny beer after his second release, he walked around the corner and stepped into a bar . . . and the heavy hand of the law once more fell upon his shoulder. Two plainclothesmen unceremoniously escorted him back to jail, where without so much as a protest, he spent the night. Came the dawn of a new day and right prevailed, even to finger-printing Joe to prevent a recurrence. The coincidence was, that Joe and the escaped convict were identical—same height, same weight, same color eyes, and same blonde curly hair. Both are bow-legged and both have artificial dentures. When last seen in the office, Joe was still in possession

of his sense of humor and still had a fondness for his graying, blonde curly hair, refusing to act on the suggestion that he have his hair dyed!

Congratulations to TONY and ELLEN PRIMEAUX, who have a new 8-pound boy. The third child—all boys—he has been named Charles Lamar; Charles for different members of Ellen's family, including her cousin, Governor Charles Russell. Lamar is a name identified with the early days of Tuscarora, and is on the Primeaux side of the family

With the surrounding snow-covered mountains, we're reminded that Christmas will have been here and a New Year will have come into being before we write these items again. Much has been said about the latest decree of the Communists banning all mention of Santa Claus. To us, that lovable, jolly old man with the red suit and white whiskers, is just as real as when we were small. In recent years we've come to think of his sleigh floating over the housetops with "Rudolph," the red-nosed reindeer guiding him on his way. On Christmas Day, the most wonderful of all the year's 365, let us give thanks for one of the most beautiful of our American heritages—the right to believe in Santa Claus. May he visit each and every one of you with his Christmas sleigh filled with happiness and cheer and an abundance of health following throughout the New Year.

From the poetic pen of CARL PACINI, with Christmas Greetings to all:

*A few days, a few months, another year,
And Christmas time again is near.
To the working men of our own WP
Whether office man, or just a gandy,
From us, to you, without any fuss
The best of all on this Christmas.*

Oakland

It's a bright Christmas this year in the EVANS' household. Santa will make his first trip with a bag full of toys and things for Craig, infant son of MARGARET and ERNIE, born October 5, while the rest of us were enjoying ourselves at the Diablo Country Club.

PETE LUND is beginning to get the Christmas spirit now that he is out of the hospital and back conducting the Trevarno local, ably assisted by JAMES MURRAY and JOE HELMICK.

Some people are lucky and we are glad that JOE HAMER, a deserving young man, has been appointed to a newly created position in Los Angeles—district passenger representative. He will be succeeded at Oakland by HENRY W. HOBBIE, formerly ticket clerk in our city ticket office.

BILL WELLS, assistant yardmaster, has just returned from his vacation. We also heard that DEE MURRAY, switchman, has been fishing at Hat Creek again. Being very quiet about the whole thing, maybe Dee didn't do so well?

Welcome to the WP family KENNETH KILLE and FRANK YANEZ, bargemen; also DONALD BERRY, oiler, marine department.

Santa Claus will have quite a time keeping up with Captain RAY NIBLOCK, tug *Humaconna*. He has again been called into his country's service and will soon sail for Tokyo, Yokohama and other points as Lieutenant, senior grade, U. S. Navy. Ray served three years with the Merchant Marine in WW-II. Smooth sailing, Loot!

The beaming countenance of EMIL PENNER can again be seen at Fruitvale. Welcome back, Emil!



"See—he fits!"

Merry Christmas and Happy New Year from everyone to everyone. May your holiday season be filled with laughter and happiness. To all the shut-ins, we say "May your days be merry and bright and may all your Christmases be white."



Portola

With the temperature around zero, and snow covering our hills, we are reminded that it is once again Christmas time, calling for our best wishes to all of you for a most wonderful Holiday Season!



Los Angeles

JOE HAMER, former passenger traffic representative at Oakland, is probably the happiest guy in the Western Pacific family right now. Not only did he receive the appointment as district

passenger representative, effective December 1, but—and here is the thrilling part of it—he has been assigned to Los Angeles in sunny Southern California! How fortunate can one guy be? And, to top it off, he rushed out immediately and bought himself a home in Northridge, out in lovely San Fernando Valley.

Attorneys DOOLING and VAN DELLEN passed through on their way to see Stanford do what they shouldn't hadda oughter to the Trojans!

Another successful Pacific Railway Club meeting was presided over by Prexy MILTY MITTELBERG in Los Angeles on November 29. Of course, he was ably assisted by General Agent WILKENS and Traffic Representatives COOK and MUNCE, who saw to it that WP was represented in the proper fashion.

From the land of the sun-tanned Santa Claus comes Seasons Greetings for a Merry Christmas and a Happy New Year to all those who make up that swell family—the Western Pacific Railroad!



San Jose

We learn with deep regret that ARTHUR C. POTTER, retired general agent, is in the hospital. Art has been in failing health for some time, but we sincerely hope this is only a temporary setback and that he will be around again soon.

San Jose's industrial "skyline" is undergoing some important changes. Large new warehouses are being constructed for the American Can Company and Sears-Roebuck Company, as well as a new plant for the Ameri-

can Envelope Company, all served by Western Pacific.

We in the San Jose office, and at San Jose yard, take this opportunity to thank all departments, on-line and off-line, for their coöperation during the past year, and extend heartiest wishes for a Happy Christmas and Prosperous New Year to all officers and employees in our organization.



Stockton

It was indeed gratifying to learn of the tremendous response to the "Red Feather Campaign" by our Stockton terminal force. After years of being identified as a noncontributing employees' group to the Stockton Community Chest, the WP employees of Stockton have erased the stigma by going all out during this campaign by so generously donating to the tune of \$1,398. This makes the WP force the largest contributors of the employees' division in Stockton. Chief Clerk McATEE was justly proud in relating the above news.

Assistant Chief Clerk LAWRENCE DANIELS is enjoying a vacation in Montana. HATTIE WILLIAMS, interchange clerk, has taken a month's leave of absence. Expects to be back after the first of the year.

Now I wonder what's cooking in Arizona? Understand Clerk CHARLES GRINDROD and FRANCES BLAIR have picked that state for their vacations. Then I learn that STILES MARTIN just returned from there.

District Passenger Agent R. R. TAYLOR has returned from an enjoyable two-week vacation in Texas.

Congratulations to Switchman DON

and Mrs. OBENSHA on the birth of their first child, a son.

They say it is hard to pull stakes and move to new territory. But we will have to hand it to Clerk HARRY BEATIE. After 28 years at Stockton yard he has transferred to Lathrop joint agency. Harry has purchased a small ranch and hopes to enjoy his future raising chickens and a few cattle. Welcome to our Lathrop office force, Harry!

BEE CHAMBERLAIN, relief PBX operator, has been on the sick list for several weeks. Our sincere best wishes for a speedy recovery Bee; we miss your pleasant "hello."

In behalf of the Stockton Terminal force, Freight Office, Traffic Department, and Lathrop Joint RR Agency, a very "Merry Christmas" and a "Prosperous New Year" to all!



New York

All quiet on the Eastern front! Not a single writeable thing has happened to us in the past month. We must be an awfully dull bunch. I have asked the boys to coöperate and have babies or something before another month rolls by, and they have said they'll do their best to be newsy.

In the meantime we all send the following message:

That right Jolly Old Elf is peering 'round the corner, making all and sundry conscious of this greatest of holidays. In our mind's fancy we see his sleigh, heavily laden with gifts. We, here in New York, would like to believe that included in those stuffed bags are the following presents, con-
signed to—

The World—that it gets that peace which it cannot give.

America—a special helping of the same.

WP family and the individual families within it — continued well-being and progress.

Each individual reading this — happiness in 1952 and thereafter.

Happy Christmas to all!



Tidewater Southern

A group of weary vacationers returned to their desks—to rest. A. G. TIBBETTS, agent at Escalon, spent his vacation at home engrossed in those odd jobs we always put off indefinitely. Modesto Bill Clerk J. L. RASOR's energies were also diverted to completing similar tasks. However, we're certain those pheasant tags he purchased were not allowed to go unused!

Holiday vacationers include Agent G. N. LYON, Modesto, Agent R. S. THOMSON, Manteca, Chief Clerk O. S. CORREA, and Engineer F. B. EDGERTON, who just returned from a trip to the Northwest.

There is no holiday in view for our sectionmen who are replacing three miles of 56-lb. with 85-lb. steel between Hatch and Chemurgic, and who refuse to allow raging winds and rain to delay their work.

Roadmaster ST. JEOR is suffering—and suffering. Recent winds of near gale proportion tore down his television aerial. It's his favorite recreation, and he is patiently awaiting better weather conditions for making repairs.

We're glad to see Engineer J. L. REED and Conductor W. R. DAWSON

back on their jobs again after an illness and shoulder injury, respectively.

It was like old times when W. C. TRUITT, retired conductor, returned to the TS for a brief turn during perishable season to assist us when sickness and injuries created a shortage of crews.

It is with special pleasure we, of Tidewater Southern, wish you all a very happy Holiday Season!



Sacramento Shops

Best wishes for Christmas and prosperity during the New Year!



Wendover

BOB COLVIN, roundhouse foreman, is back on the job after a vacation to California and Salt Lake City. He was relieved by W. J. BRADLEY.

Also back on the job after a wonderful vacation in the Northwest are the



DAN LEES (ye scribe and husband). The Lees had a wonderful visit with retired dispatcher, LOU GREBENC, and his wife, in Grants Pass, Oregon. They have a nice place and, naturally, it is close to good fishing. Lou has his special room all equipped with his material for tying flies, and it really gives you a lift to see someone enjoying their retirement so wholeheartedly. The Grebencs send their hellos to all!

Several on the sick list. The son of Engineer MCKENNA was in the hospital recovering from injuries received in an automobile accident. Telegrapher WILLIAMS, Wendover, was hospitalized at Elko for several days, but is back to work now. Brakeman BURNINGHAM has just taken his wife home from the hospital recently where she had a lung operation. We're happy to report that she is feeling much better. Telegrapher McCLORE, Winnemucca, is back to work after taking a bit of a rest. She was relieved by GERTRUDE BLAIR.

If one of the telegraphers, or any employee, at Winnemucca would like to send notes to me at Wendover I would be glad to include their copy with ours. Would also appreciate any local news items, as the Elko reporter mentioned last month. If we don't hear the news, we can't get it in print!

We wonder if ANNA BELLE ALBRECHT is going to give a house-warming when her house is completed? Maybe if we push her a little!

Last but not least by any means, from every one of us to every one of you, a very Merry Christmas and a Happy New Year!

Chicago

Brrr . . . feels like we're at the North Pole! Old man winter blew in on the Windy City last month, about three weeks early, leaving us with ten inches of snow and a low reading of six above. Understand he caught several local WP employees unprepared — i. e., no antifreeze in their radiators. 'Sno joke!

Every day now, we hear FRED SWEENEY, chief rate clerk, talking about the time when he and his family will move South. Fred is building a new home in far South Chicago, which will be ready for occupancy in the very near future — he hopes! Incidentally, when Fred told us that his furniture goes back to Louis IV, we told him, that's nothing, ours goes back to Marshall Field's on the 15th!

The preview of the new WP compartmentizer car, held at Union Station on November 20 and 21, was well attended. WP members from out of town in attendance were: H. E. POULTERER, vice-president traffic; L. F. DELVENTHAL, transportation inspector; general agents J. L. CONDON, Detroit; J. J. KIRCH, Omaha; W. M. WORKMAN, Pittsburgh; and traffic representatives, G. M. SMITH, St. Louis; E. A. Heberle, Cincinnati; R. B. RITCHIE, Minneapolis; and C. R. MATHENY, Milwaukee.

While attending the recent FTM meeting with Messrs. ROPER and LARSON, understand that BOYD "FLASH" SELLS, during off duty hours, really saw some of Chicago. Ask Boyd!

Have heard that JERRY COFFEY, one of our most enthusiastic bowlers, is doing all right on the Chicago Transportation Club's alleys this season. JACK BOQUIST is also helping his team hold that top spot.

Our attention has been called to a recent issue of MILEPOSTS, wherein we mentioned a "Mr. Byrd," among various officials from San Francisco, having visited our Chicago office. How this error occurred is a mystery, as we do not even know anyone named Byrd, other than the Admiral and the Senator from Virginia, neither of whom have called here recently. Since no one in this office speaks with a Brooklyn accent the situation becomes even more confusing, but we do offer our sincere apologies to MR. MARSHALL E. BOYD, our genial AFTM of San Francisco and Lafayette, whom we wouldn't intentionally overlook for anything. It was Boyd who was here—not Byrd! (EDITOR'S NOTE: The mystery is solved, and is too good to be true. We wouldn't have printed this retraction but Boyd—not Byrd—promised to sue. Somehow, Boyd's name was retyped as BRYD (R mistake) and when set in type appeared as BYRD, which we failed to catch when reading proof. Anyway, we got two "birds"—or "boids" if you're from New Yawk—on one stone, the printer's stone, that is.)

With the Holiday Season drawing near, we at Chicago would like to take this opportunity to sincerely wish everyone in the Western Pacific family a very Merry Christmas and a Happy New Year!



Oroville

We saw retired Engineer BOB CRONIN of Portola step off the *California Zephyr* the other day to visit with old acquaintances here.

Roundhouse Clerk W. B. "BERTIE" LONG attended the livestock show in San Francisco recently.

Congratulations to PAUL DUFFY, signal maintainer, and wife, who became the parents of a baby boy on November 5.

Mrs. Gracie Gaynor, of Stockton, was in Oroville recently visiting her father, JOHN E. WILLIAMS, retired signal maintainer.

Retired Water Service Maintainer W. W. McDONALD, of Quincy, called at the trainmaster's office a few days ago. He had been visiting a sister in Fresno, and stopped here to visit his son James McDonald and family, of Thermalito.

Corporal Lewis C. Clark, son of Conductor F. B. CLARK and wife, is stationed at Camp Roberts. He has enrolled in the field communication leaders course, an infantry training program conducted by the 7th Armored Division during the last year.

John Lambros, son of Janitor SAM LAMBROS, has been promoted to rank of Sergeant while serving with U. S. Army in Germany. Sam has not been able to work recently because of illness, and we hope he will soon be on the job again.

Mrs. Ed Goff and infant daughter visited at the parental home of Trainmaster P. F. PRENTISS.

Brakeman BRUCE HINTON reports that his wife is in St. Luke's Hospital in San Francisco, having been taken there November 20 for an emergency operation.

Some late vacations. Supervisor of Telephone and Telegraph J. F. STONE and wife expect to spend some time in Southern California. Will hear more about it when they return. PBX-Ticket Clerk W. E. GINTER and family have purchased another car and plans were to do some traveling. Clerk G. W. WIG-

GINS doing relief while Bill was away.

B. S. RUMSEY, line gang foreman, is going around in a pretty new Packard, and FRED O. HARVEY, lineman, has a new Chevrolet.

The Oroville WP Amusement Club held a turkey dinner and party at El Medio Hall on November 9, with about 250 members and their families present. From all reports the food was good, as was the music and dancing. The kitchen committee especially is to be highly commended for the fine dinner and the manner in which it was served. Thanks to Mrs. P. F. Prentiss, wife of our trainmaster, for so graciously assisting with the dance music.

Signal Maintainer ELFORD L. WALL left Oroville recently to take a position as junior draftsman in the San Francisco office. EMORY FIELDS, signal maintainer from Berry Creek, is moving here in Elford's place.

TOM FOX, retired conductor, and his wife, of Salt Lake City spent a week here visiting their many old friends.

Mrs. FRANCES BLALOCK, from San Francisco, spent several days here visiting HELEN R. SMALL, trainmaster's clerk. Frances formerly worked as ticket clerk at Oroville, and her late husband, FRANK, was a telegrapher here.

To all the Western Pacific family, we at Oroville extend our heartiest best wishes for a real jolly Christmas and a prosperous New Year!



Sacramento Northern

Well, we have been at 1025 Nineteenth Street since October 29, long enough to know that although we've

bulged the walls somewhat, it's a very pleasant place to work. We hope the WP employees have found us to be a pretty nice group of folks as we have found them to be. No one will admit, even for a news story, that any of our employees routed themselves to the old office the first morning after the move.

A new home at 1291 61st Street is being enjoyed by MOLLY NEWINGTON, stenographer, husband Dave, and their two husky boys.

WINNIE SCHNEIDER, maintenance of way timekeeper, husband Hank, and daughter Sharon, are also proud of their new home at 1512 Wilton Way.

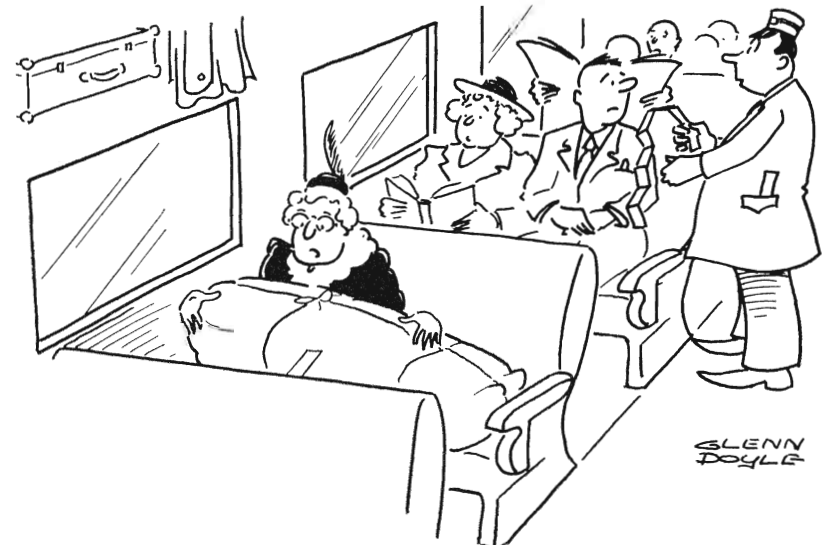
ART HUFF, Yuba City clerk, on vacation, and at the right time for lots of pheasant and duck hunting.

MILFORD PARKER, assistant valuation engineer, on sick leave, and admits to getting fat and spoiled while convalescing.

Open house was given by the ZIEHNS on November 18, to Sacramento SN'ers. HAROLD MULFORD won the surprise door prize — a redwood plant box — after Mrs. Mulford and he had surprise-gifted their hosts with — a redwood plant box!

All of us who saw him often during the passenger train days were saddened to hear of the death of EDDIE OWENS, retired brakeman.

From our new office and along the SN line, we extend to each and every member of the Western Pacific family a Very Merry Christmas and a Happy New Year!



"Be quiet, Junior, here comes the conductor!"



Keddie

First of all, a special vote of thanks and appreciation to Yardmaster JOE CLINTON, and all the other employees who have made it possible to secure all the news items for our column this year.

Conductor JIM FOX, and his wife, NETTIE, our afternoon clerk and call girl, spent several days visiting in Sacramento, Chico and Redding.

Our first snow, which came a little early, caused quite a bit of damage to the telegraph wires between Westwood and Cohala. McDONALD, from Westwood, and CHAPMAN, from Keddie, were kept quite busy during the afternoon and night repairing the damage.

Gilbert Krause, son of Fireman JACK KRAUSE, enlisted in the Naval Air Reserve, although he will continue his senior year at Quincy High School. Bill Fisher, son of Conductor CLYDE FISHER, has also enlisted, in the Army Air Reserve.

Jack's other son, Sergeant Dan Krause, who recently returned home from Korea badly wounded, will remain in Letterman General Hospital for quite some time. In spite of his injuries, he is very cheerful, as are most all the boys there.

Fredrica Ellen Partain was born at St. Joseph's Hospital in Stockton to Mrs. Bonita Partain and the late FRED E. PARTAIN, son of Conductor ELMER and Mrs. PARTAIN of Keddie. Naturally, mother and the grandparents are very proud.

Brakeman and Mrs. W. M. FLIPPEN and family, recently of Portola, have moved to Keddie. We're glad to have them with us.

Vacationists during November were Brakemen AUSMUS and STRAHAN, and Engineers SMALL and BASHFORD, who spent several days in Nubieber doing some duck and pheasant hunting. Roundhouse employee CAUGHY was also away taking life easy.

Points of interest here and there in Keddie: There are at present three tunnel gangs working out of here—we have acquired our first snow plow on the Diesels—Engine No. 564 is now ready for the winter—there has been a great number of new WP box cars rolling through here lately.

JACK BELMONT, fireman, of Stockton, spent Thanksgiving with his family visiting their friends in Quincy and Keddie.

Operator CHARLEY FORD vacationed in San Francisco for several days, but since his return he has been put on the inactive list. We hope the doctor gets you well real soon, Charley.

Mr. and Mrs. CY BATES and little daughter have moved back to Keddie. We knew he couldn't stay away long. Recently a signal material stockman in Sacramento, he has taken the midnight call job.

ELEANOR BURROWS is back in the roadmaster's office, after spending six months at home recovering from an illness. JACKIE GIST relieved on her job while Eleanor was home.

Mrs. Nelson Jones, wife of Conductor JONES, has been on the sick list but has now recovered.

Fireman and Mrs. LES BOONE spent their vacation in Salt Lake City.

Corporal Jack "Hap" Barnhill, nephew of Engineer and Mrs. JACK DECOSTA, and brother to BONNIE LEE BARNHILL, typist at general office, arrived home from Korea after spending

ten months in actual combat. Having spent several summers here, everyone is very happy to hear that Hap is home safe and sound.

Another local boy to come home from Korea is the son of Fireman and Mrs. LESTER BOONE. He was aboard a military transport which docked in San Francisco recently, after having spent many a month in Korean combat duty.

Mr. and Mrs. RAY BISHOP of San Jose spent the Thanksgiving holidays in Keddie with her parents, Yardmaster and Mrs. CHARLEY SELF.

Wilma and CHARLEY MOUNKES' daughter, and the son of Roadmaster DICK MOUNKES, spent Thanksgiving at home. Both youngsters are attending Chico State College.

Mrs. Lavina Jane Reddick, wife of Brakeman E. E. REDDICK, passed away on November 18 in the Industrial Hospital in Quincy following a stroke, and

we all extend our deepest sympathy.

May your Christmas be a merry one, and your New Year most prosperous!



Salt Lake City

Conductor J. B. PRICE and wife vacationed in Los Angeles during the Thanksgiving holiday. Stopped at Las Vegas and lost everything including the hip.

Fireman BILL BOGUE is the proud father of a new son—all three doing well. Wonder if Bill will name him 1006!

Letter from retired Conductor GUS A. SNOWBERGER, who now lives in San Gabriel. Gus wanted to know if Salt Lake had been taken off the map because of no news in MILEPOSTS. Very glad to get your newsy letter, Gus—we'll do better from now on.



Congratulations to our Company for having every Fourth District road crew in Salt Lake for Thanksgiving—hope can repeat for Christmas.

J. C. "MOSE" CAVENDER has been out of service for a few trips account having spent several days in the hospital for a check up.

FRANK RANDOLPH, retired conductor, and really an "oldster," passed through Salt Lake City recently on his way to winter in Oroville. He looks extremely well, and we were very happy to have seen him.

It seems mighty good to see H. L. "SHRIMP" MCGLOTHLEN back in passenger train service after an absence of many years. Due to a prolonged illness it was necessary for him to take a leave of absence from his duties as trainmaster. On his return to service he took the run as a conductor on the *California Zephyrs*, with which job "Shrimp" is very happy.

HARRY GIBSON, retired eastern division passenger conductor, and our most enthusiastic train traveler, just returned from a month's trip in the East with Mrs. Gibson.

Here's a good one for the books. During the recent Utah deer season, when there was a dire shortage of train personnel, JIM COLLINS, a *Zephyr* man, once again became a conductor on a certain freight and who do you think was his brakeman? . . . none other than Trainmaster LEE MICHELSON!

We're happy to see BRUNO MARKOWSKI, assistant stationmaster, back on the job after a bout of many months in St. Mark's Hospital with a heart attack.

Understand that A. W. RAY, depot ticket agent, is home once again after

many weeks confinement in St. Mark's with a heart attack. Wonder if it's "catching" around the Salt Lake Union Depot?

General Agent, H. R. COULAM, and wife, spent Thanksgiving week-end in Sacramento. They attended a party announcing the engagement of Barbara Hubble, of that city, to their son, ROBERT, who is in the engineering department at Sacramento Shops. Strangely enough, the Hubbles were old friends of the Coulams when they lived in Klamath Falls, and Bob had not seen Barbara from the time they used to play together as youngsters until he went to Sacramento a year ago.

MARJORIE DAVIS, secretary to general agent, is en route to Detroit to visit her brother, Jerry, who is stationed at Selfridge Air Force Base.

WAYNE PEARSON, ticket agent at the Salt Lake Union Depot, is out of a wheel chair, off crutches, and back on his feet at work after letting a trailer drop on his foot, breaking several bones.

Salt Lake City extends Holiday Greetings for happiness and good health to all our fellow employees from California to New York.



Sacramento

Welcome LARRY CONTRI, power coordinator; hope you enjoy working in our office!

Welcome back EILEEN FROST, transportation clerk, returned from leave of absence!

Ticket Seller E. E. SCOTT returned from an exciting vacation traveling via

California Zephyr to Chicago, then to Niagara Falls, Buffalo, Boston, New York, Washington, D. C., Jacksonville and Orlando, Florida. While at Orlando, Scotty travelled 1,000 miles by car to various points of interest there. As soon as his movie camera prints are ready, he has promised to reel them off for us. While away, Scotty was relieved by CLIFF SCHUETZ, relief clerk.

While Chief Dispatcher, ED HILLIER, was in general office working on the new timetable, he was relieved by Assistant Chief, GEORGE HARLAND, whose position was taken over by Assistant Chief, BILL WHEELER.

Do you have a "Personal Shopper" in your office? Well, we have—none other than smiling, happy AGNES ORR, comptometer operator. She is always happy to make purchases or pick up packages for others.

A letter received in the office of Assistant Roadmaster HOWARD BRECHT, from a Mexican National who had returned to Mexico, requested his discharge check for three days work be sent to him at his address there. Quote: "I was working in the little village of Rive, and the name of the section was Peet." Investigation developed that the gent'eman had worked at PIT RIVER! Wouldn't it be funny to see—

DAN IRWIN, chief clerk, without a 'phone to each ear. AGNES WELCH, secretary to assistant superintendent, arriving at the office on her horse "Harmony" instead of driving up in her Buick sedan. MAXINE NAISBITT, transportation clerk (accidents), coming to work with her twins, Eric and Val (2 years old) and their little brother, Marc (1 year old). MARIAN SELDERS, PBX operator, with idle hands—no incoming or outgoing calls. LAVERNE

WILLIAMS, file clerk, with no files to match. OLGA OLSEN, discharge check clerk, walking leisurely down the hall. KENNY WILLIAMS, assistant T&E timekeeper, without his pleasant smile. GORDON SWITZER, assistant division engineer, not jingling silver dollars. BILL YEAW, division accountant, without his moustache, and last but not least, EARL BROWN, assistant accountant, crowned with a "Perule."

Recently, one of the carloading firms requested models of a flat and box car, but because of such short notice given to us we were having difficulty in obtaining such models. Then, DON RICHMOND, assistant T&E timekeeper, came to our rescue and on his own initiative purchased the necessary kits and assembled the cars over a week-end. We know the Company is grateful to Don and appreciates his efforts.

We offer our sincere sympathy to Night Chief Dispatcher WALTER S. GRAHAM, in the passing away on November 3, of his son Bud Erickson.

Birthday Greetings to Superintendent GLEN W. CURTIS on December 4.

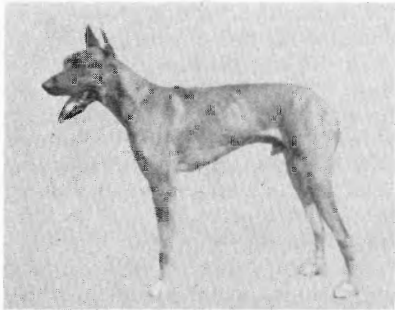
Thought for the Day: "People don't find Happiness—they create it!"

M—istletoe	H—appy
E—nriches	A—nd
R—ooms	P—leasant
R—ound	P—astimes
Y—ou	Y—ield
C—heery	N—octurnal
H—earth	E—stacies
R—ays	W—hile
I—ncite	Y—uletide
S—uch	E—nds
T—ender	A—nd
M—emories	R—olls along.
A—nd	
S—miles.	



Sacramento Store

We are sorry to report that the weather has not been at all pleasant,



Pictured above is "Miko," Great Dane brindle owned by Martin Coughlin, section stockman at Western Pacific's Sacramento store.

Miko was a reserve winner at the Vallejo show this year at the age of thirteen months. He stands 34 inches high at the shoulder and weighs 140 pounds, and is from the Llantwit Kennels of Sacramento.

in fact, not even good enough for ERIC BORG to do a little pheasant hunting while spending his vacation at home.

HARRY and Mrs. MESSER returned home recently after traveling over seven thousand miles in their journey through sixteen states. Harry says that all of the crazy drivers are not in Sacramento, as he ran into (not literally) some dillies in Spokane and in a number of the smaller towns in the Middle West.

We are sorry to report that EVELYN RICHARDSON has been off from work due to an infected foot.

GEORGIA CHINDAHL and family are now domiciled in their new home at 6225 Broadway.

In a recent issue of MILEPOSTS we wrote of the troubles that beset B. L. GREEN, when he was attending the diesel school at La Grange, Illinois, and had not heard how he returned to his home. His version, told to us at our annual Thanksgiving party held by the

Railway Clerks, Local 266, was: He wined his brother, who lives in Sacramento, for money, which was duly sent to Chicago. However, B. L. had to go back to La Grange to be identified before anyone would cash the check! Having no pass, he did run into difficulties on the train, but all in all, he arrived back home in time to report back to work on the designated day. Moral: Always carry two sets of identification papers — also Travelers Cheques.

We hope all our fellow employees have a most wonderful Christmas and New Year Holiday!



Oakland Terminal

MARK DURHAM, car clerk, and his sportsman's group gave a frog dinner recently which turned out to be a huge success. Several OT employees and their wives attended.

F. STABLER has been assigned from relief to regular car inspector. Good luck, Freddie, glad to have you with us regularly!

Car Clerk J. E. COOPER has been having considerable trouble with his left eye and has now been told by his doctor that his tonsils must come out. Tough luck, Jimmy, but we hope it will clear up your eye trouble.

J. K. McCracken, switchman, has just returned from the hospital after suffering a painful operation and a three-week layoff.

Superintendent B. L. LINDLEY and Trainmaster P. T. McNALLY extend to all OT employees the best of luck and prosperity for the coming New Year!

A very Merry Christmas and a

Happy New Year to all our friends at Western Pacific!



San Francisco

WALTER BRUNBERG, former assistant dining car superintendent, reports that FLORENCE SUTTON, of that department, is now better known as WP's Esther Williams, because of her having been promoted to the head of the class where she has been taking swimming lessons.

The best of luck to TONY PALLADINO, head file clerk, and LORIN OGBURN, file clerk, on their enlistment in the United States Air Force. They, along with ERNIE DESOTA, auditor of revenues department, who also gets our best wishes, will receive training at the Lockland Army Air Base at San Antonio, Texas.

When Corporal Jack "Hap" Barnhill arrived at Treasure Island from combat duty with the U. S. Marines in Korea, he was greeted by his sister, BONNIE LEE, auditor of revenues department, and mother, Mrs. Rachel Barnhill, who carried a huge sign reading "Hap Barnhill," so he could find them in the jostling crowd.

JOHN SANDSTROM, chief clerk, auditor of revenues department, and wife, Betty, are the proud parents of a second daughter, Joan Ellen, born December 2. A 7 pound, 5 ounce girl.

LYMAN LANDRUTH, draftsman, is once more at his desk, looking fitter than a fiddle and full of vim and vigor, after being away for nearly a year on account of sickness. Lyman spent five months in the Veterans' Hospital in San Francisco and four months in the Veterans' Hospital at Hayward. We are

all pleased to see his smiling face again and hope he will continue to improve.

CARL GERMANN, engineering department assistant chief clerk, has just completed 12 lithographs, beautifully framed in mahogany, each depicting a locomotive of American design, the work of early pioneers. No two are alike and they are a delight to behold. Carl has also recently completed a three weeks' exhibit of 100 pictures of ox teams and covered wagon trains, on College Avenue in Oakland. These are all in old walnut frames. This historical exhibitor is at present working on his stage coaches Wells Fargo, St. Gothard Post (Swiss Alps) and many others, to be shown in a winter's exhibit soon.

ANNE MALFA, transportation department, was among the many hundreds who boarded one of WP's two football

Little "Rick" Carlson, three-year-old son of Bridge Engineer Arthur and Mrs. Grace Carlson, tries out a new "bike" in the back yard of their new home at San Mateo. His dad has been with WP's engineering department since December 18, 1937.





Two-year-old Judy Marie Carlson turned on her best birthday smile October 1, 1951, for her mother, Mrs. Ethel Carlson, stenographer-clerk in the office of superintendent of transportation.

Her mother joined WP in February of this year, after 8½ years with the SP at Stockton and Oakland Pier.

specials en route to Stockton to attend the USF-COP football game November 17.

While KAY FISCOE, statistical bureau, stopped in Grand Junction, Colorado, on vacation to Omaha, she met MARVEL LEVY, industrial department, who was en route to New York.

Congratulations to LELA CARBONELL, traffic, on her marriage in Yuma, Arizona, November 3, to Earl Paul of the U. S. Navy.

ELIZABETH WOOLSEY, passenger accounts, says the fish were sure running at Franks Tract (wherever that is) and she and her party had a good catch of 8 and 10-pound bass to prove it.

KATHERINE MEANS, formerly of trans-

portation, stopped in to visit while on a trip from her home in Seattle. We particularly liked that "Mary Martin" haircut!

From the entire staff at San Francisco to all WP employees, wherever they may be, go the best wishes for a very Merry Christmas and a most prosperous New Year!



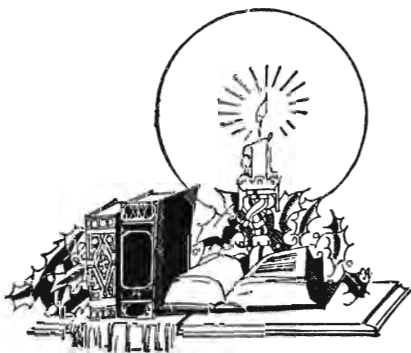
School on Wheels

On October 23, Miss Wilkinson's second grade class of the Cherryland School, Hayward, gathered at the Oakland Pier for a conducted tour through Western Pacific's California Zephyr, accompanied by Colin Eldridge, assistant to Henry Stapp, and Arthur Lloyd, public relations representative.

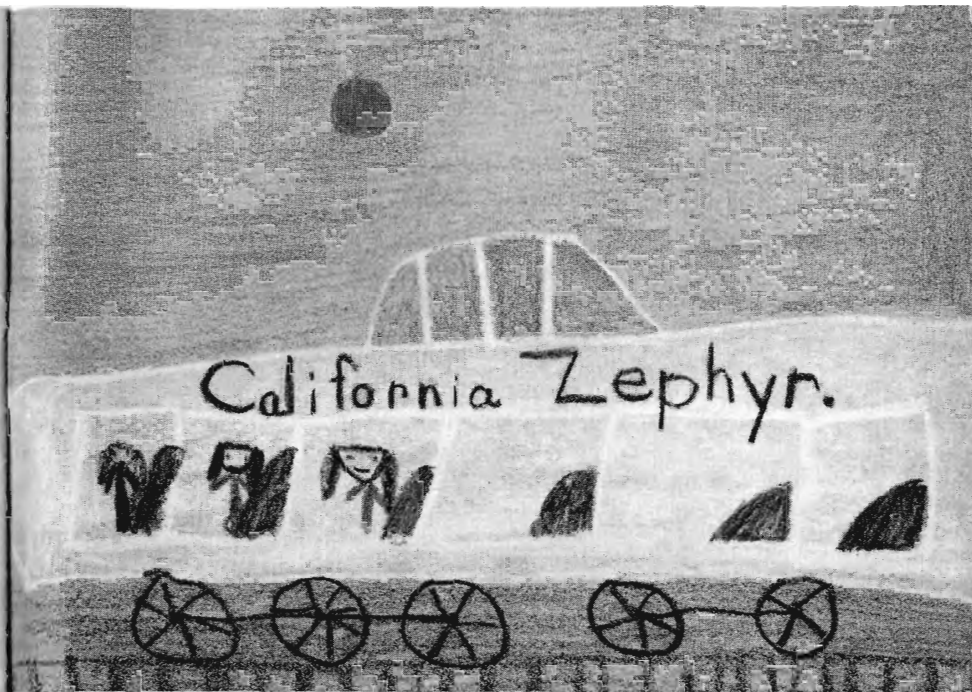
A crayon drawing of the famous train and letter expressing their appreciation for the tour, received by the Public Relations Department, is shown on the opposite page.



CHRISTMAS—a widely observed holiday on which the past nor the future is of so much interest as the present!



MILEPOSTS



Dear Mr. Kneiss,

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Second Grade Cherryland School

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Santa Claus Special

By Frank T. Westmeyer, District Manager, Association of American Railroads, Seattle, Washington

The caller heard it jingle.
So he grabbed his telephone.
"I'll have a train of 80 cars,"
He heard the YM drone.

"I'll have the train at midnight
And it's pretty classy freight,
So call a crew to leave on time
For this train can't be late."

The caller checked the roster
('Twas December twenty-four);
The guy first out was Santa Claus,
Same as the year before.

"We'll have your train at midnight,"
The caller told old Claus,
"So get your duds and hurry,
Don't hesitate or pause."

Sharp on the stroke of midnight
He eased out toward the main
With 80 cars of fancy freight,
A truly special train.

He watched the cars as they rolled by
From the engine to the hack;
Then swung aboard quite satisfied
They'll all stay on the track.

He checked through 80 waybills
With increasing jubilation
As he noted each car's contents
For each separate destination.

Then Santa wrote the wheel report
And when it was complete,
He glowed with satisfaction
For he thought it hard to beat.

There were ice skates and toboggans,
Wooden blocks and books and crayons;
There were bicycles and tricycles
And fine electric trains.

There were wagons, horns and whistles,
Balloons and teddy bears,
Paper dolls and magic tricks,
And children's rocking chairs.

There were cookies, there was popcorn,
There were oranges, round and sweet;
There was one tank car of cider,
And other things to eat.

At each hamlet, town or village,
Santa jumped down from the haul
And loaded many things
Into a sack upon his back.

Quickly made the round of chimneys,
Filled the stockings, trimmed a tree;
He didn't waste a minute,
He worked so rapidly.

Thus he peddled all the tonnage,
Dropping empties on the way
And setting out the last car
With the dawn of a new day.

There he was at dawn of Christmas
With an engine and a hack,
So wearily he wye'd
And promptly doubled back.

He laid off when he got in,
But he said he'd mark up when
He'd be sure to be first out again
About a year from then.

