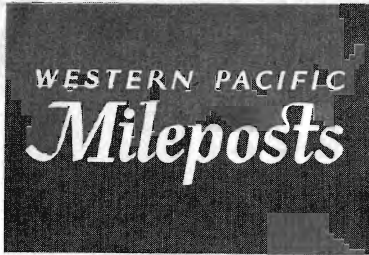


WESTERN PACIFIC
Mileposts

NOVEMBER 1950





Vol. II, No. 4

NOVEMBER, 1950

Milepost No. 16

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

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We All Like Orchids!

The tremendous success of the California Zephyr is, to a very large extent, due to the personal pride taken in this now famous train by its operating personnel and the thousands of other employees. Even today, after nearly two years of continuous daily operation over our line, the California Zephyr makes the heart of each employee—boss, clerk, trainman, roadway employee and mechanic alike—beat a little faster each time she speeds by, and also when the train is mentioned through conversation or by letter.

Proof that pride in the beauty, comfort and operation of this famous streamliner is felt by those not connected with Western Pacific, is conclusive in the many letters received almost daily from our traveling friends. Excerpts from a few of these are shown below. As you will notice, many are directed to those whom the correspondent met in traveling. Naturally, each employee mentioned has been duly advised of the appreciation which his service or pride in his work inspired.

For instance, former University of California football coach, Stub Allison, writes:

"Have traveled your railroad due to reservations made by JOE HAMER. The trip was fine, sights, food and care were perfect. Thanks a million for all the trouble. Joe did an excellent job and there were no hitches in the trip. Your dining car steward, MR. KENT,

handled things perfectly."

Warm admiration for the California Zephyr was expressed in this letter from Muriel E. Moore of Glendale, California:

"... I can say without reservation that compared to my other trips across country, its speed, comfort, beauty and service are ultimate. I would especially like to compliment the steward, MORTON D. LINDLEY, who expertly supervised (and with excellent results) the dining car. The food was delicious, being prepared and served in a most appetizing manner at all times; also, CLARENCE McAFEE, the waiter, who was most polite, helpful and pleasant to have around at meal times. Our porters, WILLIAM BAILEY, on the trip eastbound, and MR. WEAVER, on the westbound trip, gave prompt and often self-initiated service."

There are many times when considerable finesse must be used by public servants who, through experience, have learned that diplomacy will win friendship even when the customer is wrong. So writes Nancy Ford, railroad editor, *Chicago Journal of Commerce*:

"... Incidentally, one of your waiters—No. 6—did a peach of a job on that trip (September 26-27). Not only was he hardworking and courteous at all times, but I observed that on two occasions he patiently handled a couple of situations that required some delicacy. Once was at dinner, when two gents at our table were supercritical—probably as the result of too

many martinis—and next morning at breakfast with two obstreperous youngsters. In both cases, the customer was wrong, but he had them calmed in no time. (Personally, I would have hopped all of them.)”

From one who spends much of his time riding trains comes this report from C. H. Heasley, special representative, Railroad Unit, U. S. Treasury Department:

“The California Zephyr is one train that reaches up to and exceeds the claims of its advertisements . . . the same applies to the Feather River Route . . . being myself somewhat of a gourmet I am inclined to think your

dining car service and cuisine are tops. All in all, the California Zephyr was a pleasant and comfortable surprise to one whose daily life is largely taken up with riding on railroads.”

Traffic Representative W. E. CRAWFORD, Steward H. J. ZELIN, and President F. B. WHITMAN, each received letters from Santa Rosa Savings & Loan Association’s assistant secretary, Alethea B. Read, after having been royally treated during a recent trip to Chicago.

“ . . . everything was done to make our trip one that will never be forgotten. Aside from the extra courtesies extended to us, we admired the ap-



Shown above are a group of National Student Association regional delegates before leaving Oakland on the California Zephyr in August bound for the NSA convention at Ann Arbor, Michigan. Left to right: Marge Kester, UCLA; second girl unidentified; Sally Marsh, ABUC vice-president; Alice Goughlin, UC; Paul Pitner, UC; Phil Patten, Santa Clara; Louis Bell, assistant editor UC Daily Californian.



When P. J. Hannaberry, commissioner of Commonwealth Government Railways of Australia, stepped off the California Zephyr at Oroville on a tour of a few of this country’s major railroads, he was greeted by assistant chief mechanical officer E. T. Cuyler (left) and C. L. Droitt, corporate secretary (right). The CGR were the first users of GM diesel power in Australia.

pointments of the train—the conveniences of our bedroom and the thrill of riding smoothly along the scenic route in the dome cars. We were also glad that this pleasure was shared by those who were not fortunate enough to partake of Pullman accommodations . . . please accept the sincere thanks of my daughter, Barbara Lee, who was initiated to train travel on the California Zephyr, and loved it . . . Western Pacific has the plug, and will be recommended every possible time!”

We could go on for pages repeating excerpts from our fan mail. Such nice things as: “because the service was

so outstanding” . . . “such good fellowship on the part of the waiters is contagious” . . . “most delightful train trip I have ever had” . . . “good people have augmented the good scenery to make the trip delightful” . . . “thank you, sir, for taking such good care of Western Pacific employees as well as taking such good care of Western Pacific passengers” . . . “finest train, finest food and finest service in America” . . . “especially noted the outstanding roadbed” . . . “I especially like their idea of securing reservations for dinner which eliminates standing and waiting for accommodations” . . .



Fluck

"Dear, how many times have I told you to wear your glasses?"

"thank you very much for a beautiful experience" . . . "I have traveled widely in this country and abroad and I can say without reservation that the service and attitude of all the railroad employees on the train were the best ever experienced" . . . "as soon as plans can be completed, I want very much for my mother to take this ride so she, too, can thrill to the surrounding beauties aided by the Vista-Domes."

Yes, Western Pacific railroaders, you deserve some orchids.

Look! Look! Look!

Spread over six pages of the December 5 issue of *Look* Magazine is a picture story on the second annual Western Pacific-Shrine Circus special train that left Winnemucca August 16 and took some 700 Nevada children to the "big show" at Reno. (Story also appeared in September issue of MILEPOSTS.)

CROSSING SAFETY

Trainmaster, W. G. Howell, told the San Joaquin Safety Council at a meeting held early this year, that the motoring public should be educated to respect railroad crossing signals.

"The railroads spend large sums of money installing the finest crossing protections, but it is up to the motorists to obey the traffic signals instead of trying to beat the trains over the crossings," he said. "Where tracks are not protected by signals," Howell continued, "members of the train crews, as a rule, control traffic and speeds are so slow there is little danger if motorists would respect city speed restrictions."

Howell further pointed out that when an engineer of a locomotive fails to comply with a stop signal he is usually deprived of the right to operate a locomotive, and that it would be a good idea if the motoring public would be subjected to the same penalty.

Roses ARE Red . . .

Believe it or not, but those fresh red roses displayed at each table in the California Zephyr diners make a complete round trip between Chicago and Oakland on each train.

The secret is a special chemical added to the water and a return of the roses to refrigeration at the end of each day. After considerable experimentation with many brands of roses, some of which turned brown when traveling over high altitudes, successful results were obtained with double Garnett roses.

Believed to be unique in train travel, these beautiful deep red roses add much to the other resplendent appointments found only in California Zephyr dining cars.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
George D. Keyes.....	Agent.....	San Jose
George H. Newman.....	Conductor.....	Western Division
John W. Roberts.....	Locomotive Engineer.....	Western Division
35-YEAR PIN		
Samuel C. McDavid.....	Agent.....	Lyoth
30-YEAR PINS		
Irving L. Kilgore.....	Trainmaster.....	Eastern Division
Harry A. Mugridge.....	Clerk.....	Western Division
John Smith.....	Locomotive Engineer.....	Eastern Division
Arthur W. Taylor.....	Trainmaster.....	Western Division
25-YEAR PINS		
Herbert A. Berg.....	Locomotive Engineer.....	Western Division
Philas O. Damon.....	Carman.....	Mechanical Dept.
John Gordon.....	Telegrapher.....	Western Division
Guy J. Hardy.....	Locomotive Engineer.....	Western Division
20-YEAR PINS		
Oscar D. Jensen.....	Claim Clerk.....	Western Division
James L. Lee.....	Section Stockman.....	Store Department
Leon F. Nelson.....	Locomotive Engineer.....	Western Division
Arthur Nuzman.....	CTC Maintainer.....	Signal Department
15-YEAR PINS		
Daniel G. Brew.....	Agent-Telegrapher.....	Delle, Utah
Elwin L. McCann.....	Division Special Agent & Claim Agent.....	Keddie
Frank Makar.....	Clerk.....	Western Division
Ralph W. Riess.....	Ditcher Engineer.....	Western Division
Frank P. Semenza.....	Clerk.....	Western Division
Leo Servia.....	Water Service Maintainer.....	Eastern Division
10-YEAR PINS		
Alvin W. Powell.....	Conductor.....	Eastern Division
Virgil H. Simpson.....	Brakeman.....	Western Division

GOOD NEWS FOR RAILS

A 9 to 1 decision against the Pacific Inter-mountain Express Company's application for permission to acquire the operating rights and property of the Keeshin Freight Lines, Inc., was announced November 15 following hearings held before the Interstate Commerce Commission some months ago.

If successful, the PIE lines now operating from California to Chicago would have been extended to the Atlantic coast with over 25,000 route-miles to serve 23 states and the District of Columbia. The Commission decided that such an operation would have drawn traffic away from the railroads and forced them to raise rates and the project was therefore against the public interest. Many similar truck line applications are

ANNUAL REPORT AWARD

Western Pacific has been awarded a Citation by the *Financial World* Magazine for the second best 1949 Annual Report of all Southwestern railroads, at the *Financial World* Annual Report Awards Banquet, held in New York City on October 30.

Selection was made by an independent board of judges who reviewed more than 5,000 financial statements submitted during 1950 in 100 industrial classifications.

The Missouri-Kansas-Texas Railroad won the "oscar of the industry" in the Southwestern railroads classification.

pending and the decision is an important precedent.

DISASTER GROUP CHIEF

For thirty-six hours five powerful radio sets were continuously beamed out of San Francisco during a week-end last month, and messages of simulated disasters in major cities and towns in the eight Western States and Alaska were received.

Purpose of the test, an annual affair conducted by the Red Cross in cooperation with the American Radio Relay League, is to prepare amateur personnel for a disaster in which telephone and telegraph service would be disrupted.

The sets were manned by the amateurs, some of whom stood by from noon Saturday until midnight Sunday. They drank coffee and snoozed on cots as static-threaded voices talked about imaginary forest fires, atom bombs and explosions.

According to Richard F. Czeikowitz, chief clerk-telegraph, and sectional communication chief for the ARRL, "we would function for the first few hours after the disaster and until normal communication services could be restored. We worked that way in the Texas City blast, for instance."

Amateur radio "hams" at the scene broadcast the extent of the damage, and the equipment needed, to the nerve center in San Francisco. They, in turn, relay the information to Red Cross headquarters in Washington and to communities near the disaster scene.

During the recent heavy storms in Northern California, they were called on for a two-hour shift in the evening, when Eureka became isolated from wire and telephone communications. The Eureka coordinator handled all Western Union and Weather Bureau

information by radio to the San Francisco coordinator, who in turn forwarded the information by telephone.

Since announcement of the test in the local papers, Czeikowitz was called on by one of the large news syndicates for similar emergency service in the event of a breakdown in their wire services.

IN THE ARMED FORCES

In addition to those listed in last month's MILEPOSTS, the following Western Pacific employees are now serving in the Armed Forces:

WAYNE R. BENEDICT, fireman, Western Division.

P. W. CAULFIELD, signalman, Eastern Division.

J. C. CURRIER, fireman, Western Division.

LEWIS M. JONES, B & B helper, Eastern Division.

DALE MITCHELL, switchman, Western Division.

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

As the newly-weds stepped off the train, the bride said: "John, dear, let's try to make the people think we've been married a long time."

"All right, honey," he replied, "you carry the suit case."

In Memoriam

MILFORD J. BAKER, formerly employed by this company as a car repairer, and who had been retired since January 2, 1939, died on September 10, 1950. Mr. Baker had intermittent service since October 2, 1922.

DARWIN CALENDER, retired locomotive engineer, died August 12, 1950. Mr. Calender entered company service July 1, 1917, and retired January 9, 1948.

Retired Sacramento Northern machinist, FREDERICK H. DRAEGER, died on August 5, 1950. Mr. Draeger entered company service on May 27, 1915 and retired from duty on July 1, 1946.

FRANK T. ELLIS, formerly employed as a car carpenter at Sacramento before retiring under the Company's Provisional Retirement Plan on January 21, 1946, died July 22, 1950. Mr. Ellis entered company service during April, 1917.

DEMETRIOS GEORGELOS, Sacramento Northern section laborer, died August 18, 1950. He is survived by a son, Nick Georgelos, of Oakland. Mr. Georgelos entered service June 29, 1950.

Roundhouse laborer, GARWOOD L. HOLT, died August 7, 1950. Mr. Holt entered Western Pacific service during March of this year. He is survived by his widow, Mrs. Virginia Holt, of Stockton.

CECIL J. HUFF, traveling accountant, who began service with the company in December, 1909, and retired from active duty on October 16, 1948, died September 26, 1950.

MATHEW J. MARK, formerly employed with this company as a pipefitter before retiring on June 11, 1938, died August 27, 1950. Mr. Mark entered company service October 17, 1922.

RUDOLPH MAUS, agent for Sacramento Northern, died September 8, 1950. He is survived by his widow, Mrs. Anna M. Maus, of Concord, California. Mr. Maus entered company service December 5, 1923.

Retired since January 11, 1948, CARL J. NELSON, formerly employed as B&B foreman on the Western Division, died on July 27, 1950. Mr. Nelson entered company service May 10, 1916.

Former locomotive engineer CLARENCE J. REYNOLDS, who retired from service February 8, 1948, after nearly thirty-seven years' service, died on September 2, 1950.

FRANCIS SILVA, machinist, died on October 6, 1950, after having been in company service since November, 1930. He is survived by his widow, Mrs. Louise Silva, of Sacramento.

EXODUS WINFREE, conductor on the Western Pacific until his retirement on February 11, 1940, after a service that began December 20, 1909, died on September 24, 1950.

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:

Charles C. Cadjew, carman, Sacramento.

Charles R. Gowen, car distributor-telegrapher, Elko.

Manuel Huerta, track laborer, Trowbridge.

Andrew C. McEnerney, car inspector, Winnemucca.

August E. Nelson, Janitor, Sacramento Northern, Sacramento.

Carl J. Ronnow, lead signalman, Sacramento Northern, Oakland.

"Pull over, mister," said the traffic cop. "You haven't any tail light."

The trucker stopped, got out for a look, and was speechless with dismay.

"Well, it's bad, but not that bad," said the officer.

Recovering his voice, the truckman quavered, "It isn't the tail light that bothers me, officer, but what became of my trailer load of lumber!"

UP THE LADDER

On September 1, David A. Rowland took over newly assigned duties as commercial agent at Oakland, in which position he will have supervision of the Oakland general agency in the absence of Carl W. Mangum, general agent, who has temporarily been assigned to special duties at San Francisco.

Known as Al to his co-workers, Rowland was born at Marengo, Iowa, November 22, 1887, where he received his primary education with a business course later at the Cedar Rapids Business College. He came to California in the spring of 1909, just too soon to ride the Western Pacific, and took a job in the shipping department of the old Byron Jackson Iron Works in Berkeley. In 1910 he was working for the Standard Brass Casting Company at Third and Franklin Streets, Oakland, and was on hand when WP's first passenger train rolled into that city. Shortly thereafter—September 20, 1910, to be exact—he took a position as stenographer and clerk at the Oakland freight office under C. B. White, first local freight agent for WP at Oakland.

Working as bill clerk, claim clerk and cashier, Rowland transferred to the traffic department in 1917 as chief clerk to Walter B. Townsend, then



David A. Rowland

Oakland general agent. With the close of those offices during World War I, Al returned to the local freight office where he remained until 1924, returning to the traffic department as a representative under W. G. Curtiss, then general agent there. He remained in that position, serving under later general agents J. H. Coupin and C. W. Mangum, and took over his present assignment this year.

In earlier years, Rowland followed the sport of competitive rifle shooting, using the Army Springfield rifle in the National Rifle Association matches and earned the reputation as being one of the most difficult men to beat in match competition over ranges from 200 to 1,000 yards. In 1918, while shooting under the banners of The Olympic Club of San Francisco, and appointed as a member of the California Civilian Rifle Team for National Match competition at Camp Perry, Ohio, Al brought the California team through to second place among the other State teams. In the individual President's match for the Civilian Championship, he won this event against some five hundred competitors and was awarded a special rifle from President Woodrow Wilson as his prize.

November 11, 1918, interfered with his entering the Army as a small arms instructor at the close of World War I.

Rowland's other hobbies include telescope making—up to 8 inches, archery—bow and arrow making, and woodworking, which he claims is plenty to keep him busy.

As the result of a reorganization in Western Pacific's traffic department, Peter Citron was appointed office manager of that department effective September 1.

Pete came to Western Pacific in October, 1933, as file clerk in the Traffic department, following which he was made freight traffic agent in August, 1935, in the general agent's office, which position he held until March, 1944. After service as chief clerk in that office from March, 1944 until October, 1946, he advanced to the chief clerk's position for the freight traffic department at general office in Novem-



Peter Citron

ber, 1946, until his latest appointment was recently announced.

A native son, born in San Francisco July 17, 1907, Pete attended local public schools, and after graduating from Commerce High School went to work for a local security firm before joining Western Pacific.

Married in 1934, Pete lives in San Francisco with his wife, Jeannette, and one 12 year old daughter, Katherine.

A member of the Fraternity Club and the San Francisco Chamber of Commerce, Citron is a past chairman of the Membership Committee of the Pacific Traffic Association of which he is also an active member.

Interested in all sports, week-ends will find him returning heavy smashes out on the Golden Gate Park tennis courts. A member of a folk-dancing group of twenty couples, he has participated in several folk-dancing exhibitions around the Bay Area.

OTHER DEPARTMENTAL CHANGES

Further in line with the reorganization of traffic department personnel, the following assignments went into effect September 1:

Paul Meyer, Chief Divisions Bureau (No change)

L. B. Larson, Chief of Rate Bureau (No change)

D. H. Copenhagen, Chief - Sales & Service (Formerly supervisor Solicitation Bureau)

Frank Murphy, Assistant Chief - Sales & Service (Newly created position)

Jack Hyland, Chief Rate Analyst (Newly created position—formerly Chief Rate Clerk)

In the office of Auditor of Freight and Passenger Accounts, the following appointments were effective Oc-

tober 1:

William G. Levy, Auditor of Revenues

N. A. Schoepfle, Assistant Auditor of Revenues

V. W. Geddes, Assistant Auditor of Revenues.

L. P. Hamilton has been assigned to the position of Yard Master at Stockton.

Succeeding William Page, recently transferred to Chico, J. E. Walton of Sacramento has been appointed agent for the Sacramento Northern Railway at Colusa.

Effective October 1, B. L. Lindley has been appointed Superintendent for the Alameda Belt Line, succeeding W. W. Dickman, who has resigned to return to the service of the Santa Fe.

Don't Be HALF Safe!

By HOMER BRYAN

(The following message to all Western Pacific railroaders comes from Homer Bryan, assistant to general manager, upon his retirement from the company on November 30, in lieu of his Safety First message usually presented in this column. A biography of his life and service with the company will appear in the next issue.— Editor)

Anyone who could retire from responsible railroad service after more than 42 years of close relations with the men and women in that service without emotions that are deep in his being would indeed have a lifeless soul. To give expression to all of my thoughts would go far beyond the limits of space, time and my humble powers of expression. There are a few things that I desire to say, however inadequately it may be done.

Recently I visited as many of my co-workers as was possible to do in order to have that one last touch of human association that I have enjoyed so much down through the years. As it was not possible to see everyone, Mileposts has been kind enough to offer its pages for my few words of appreciation.

While I am retiring from responsible railroad service, I trust that there will never be a time when I am unable to render some service to an industry that has truly been good to me. It is my hope that I can be of some service as an Ambassador of Good Will for the railroad industry in general, and the Western Pacific in particular.

There is gratitude in my heart for many things:

My gratitude is deep indeed for the privilege that I have had to work on a job with a group of people that have contributed so much to my abundant interests and happiness.

I am grateful that thousands of people have pooled their savings to pro-

vide the railroad plant and equipment which provided me and so many others with the opportunity for a good livelihood for us and our families. Their invested savings have been the very foundation of my well-being.

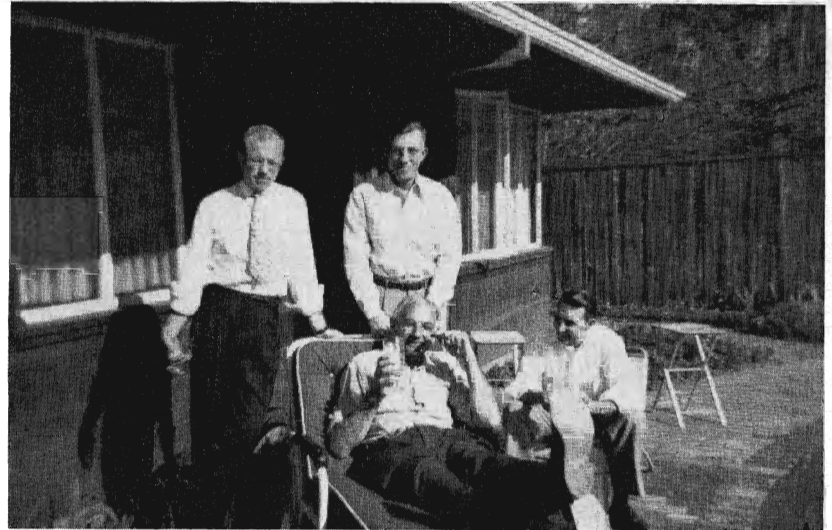
I am grateful that my work has brought me into close relations with all of you Western Pacific people whatever your job and wherever your location. God grant that my soul may never be so dead as to forget the kindness you have shown me. My memories of the time that I have spent with you will, in all humility, be forever cherished.

I am deeply grateful for having had at least a few months of close association with our new leaders, Fred Whitman, Harry Munson and Frank Woolford. I've never enjoyed men more. Their task is a difficult one, but I have come to know them well and I know that they certainly do not have concepts whose only virtue is antiquity. They are sterling leaders to whom we can all be proud to be helpful.

As to my future, Don Blanding puts it well in the following verse from his delightful book, "A Grand Time Living":

*"I've had a grand time living,
Not that it's over yet;
Seeking, finding, having,
And releasing the things I get.
Never too much possessing,
Never too much possessed,
Grateful for all that has been so far,
And bustling to know the rest."*

I shall spend most of my time in God's great bounty in the realm of floriculture. In it are many things that I've never found and never will find. But much happiness will come



Practicing up for those happy days ahead, Homer Bryan (that's not battery juice in the glass) recently entertained a few friends at his Saratoga home. Standing, friends Bob Martin, contractor, and George Seelig, Alameda school department, and seated, Bill Tussey, assistant supervisor labor relations.

to me as I seek the unattainable. I shall forever marvel as I look at a tiny dry seed within which is held the mystery of life.

Thanking you sincerely for all that you've been to me, may I leave this one thought with you: This is a hurried

world, but let us take time for sympathetic understanding, for life's richest blessings flow from the simple trait of a kindly interest in those we know.

Men and women of Western Pacific, with a grateful heart I bid you God-speed.

Homer Bryan

BERT SIMMONS

Many of those who knew him will be glad to learn that retired assistant to general manager, Bert J. Simmons, is making quite a name for himself in the art world, at Carmel, California.

Simmons came to Western Pacific in 1924 as assistant engineer and after three years became engineer of maintenance of way and structures, which he held until his appointment to the general manager's office in January, 1944. He retired in 1946.

Always deeply interested in art, and a former student of Lee Randolph and Ralph Stackpole at the California School of Fine Arts in San Francisco, Simmons has continued his studies since moving to Carmel, working under Randolph, Abel Warshawsky and Frank Myers. A one-man show of his work was given in 1948 at the Seven Arts Court in Carmel. Simmons has been an active member of the Carmel Art Association since last March.

GEORGE NEWMAN RETIRES

Having reached the age of 65 on October 30, conductor George H. Newman completed his 40 years of Western Pacific service by making his last run on the California Zephyr between Winnemucca and Oroville on that date.

Born in Oakland on October 30, 1885, he began work for the Fruit Growers Express in 1906 on the ice gang where he gained some first-hand knowledge of railroading. He came to WP under



George received his 40-year Service Pin from C. L. Droit, corporate secretary, as he stepped off No. 17 at Oroville after making his last run from Winnemucca. Superintendent Curtis, general chairman Ace Arnall, and trainmaster McNally were on hand to extend best wishes on behalf of WP employees, and a host of friends and members of the Oroville Lodge of Elks presented him with a handsome three-piece luggage set.

trainmaster Corwin at Stockton and made his first trip October 29, 1910 on train No. 3, Oroville to Oakland. He stayed in passenger service until 1912 when he entered freight service, working out of Stockton and Portola most of the time until 1940, except for a period during 1920 and 1921 when he worked as yardmaster at Oroville Yard. Since 1940 he has been in con-

tinuous passenger service between Oroville, Portola and Winnemucca. He is a member of Railway Conductors in which he has served faithfully every office in that order.

George tells this as one of his most exciting incidents of his railroad career. He and John Fletcher were braking for conductor Griffin on the Oroville-Keddie local. It was a dark cold night and they had some cars to set in at Spanish Creek. The engineer had misunderstood the number of cars he was to drop at Spanish Creek and went in much too fast. But George pulled the pin and the cars started down grade and though he was trying to set the hand brakes they would not hold. With ice on the running board, his feet slipped out from under him while going over the top of the cars to get to the head brakes, he lost his brake club and lantern, and with the cars gathering speed as they were about two-thirds of the way down grade, a little rock slide, which had come down during the night, stopped the cars before reaching the bottom of the grade, saving George from possible oblivion. He says this was the only time in history that rocks were ever known to have fallen at this point. "The Master must have had his protecting arm around 'Georgie'", remarks Newman.

George, with his wife, Lotta Newman, plan to enjoy his retirement in Oroville. They will do some traveling along with his favorite sport—fishing.

American railroads in the five years since the end of hostilities in World War II have spent more than 4½ billion dollars for new freight cars and locomotives and for improved tracks, terminals, signals and other plant improvements.

END 60 YEARS' SERVICE

Fifty employee friends and wives attended a breakfast at San Francisco's Whitcomb Hotel Sunday morning, November 5, to honor two old timers retiring from Western Pacific service.

Captain Manuel C. Silva, senior captain of WP's marine department, completed 37 years service on November 3, and Andrew B. Corra, checker and lumber handler, retired November 10 after 23 years with the company.

At the conclusion of the breakfast, the program was conducted by toastmaster K. F. Henrich, stationmaster at WP Mole, and following presentation of a wrist watch to the captain and a traveling case to Mr. Corra, a few remarks of appreciation were made by both recipients and several friends were called upon for a few words of greeting.

Captain Silva came to Western Pacific as second officer on the Steamer *Edward T. Jeffrey* November 1, 1913, after eleven years marine service with the S. P. and Santa Fe. Upon sale of the *Jeffrey* to the S. P. in May of 1933, Silva was placed in command of tugboats towing car floats across San Francisco Bay in which service he continued until his retirement.

Back in 1908 and 1909 the Captain annexed the lightweight championship while boxing for the Reliance Athletic Club, during which time he entered the ring with some of the best amateur boxers including Bob McAllister and Bill Marshall.

Now interested in flowers, he expects this hobby to keep him busy at his home on Oakland Avenue, in Piedmont.

Corra began service at the Oakland WP Mole on April 5, 1927, after moving

West from Beaver Meadow, Pennsylvania, where he was born on November 13, 1885. His first employment with Western Pacific was with a tie gang at the Mole, and during his years with the company has remained at that location checking countless loads of sugar and lumber passing through.

Mr. Corra resides on 58th Street in Oakland with his wife, and is looking forward to many happy days which will include a little fishing and a chance to catch up on some traveling.



"Cap" Silva and Andy Corra just couldn't leave their old hangout and, as luck would have it, were both on hand to congratulate each other on their retirement and take a last look at the location that had given them many years of pleasant association.

HOW TRUE!

"What do you call your mule?"

"Railroad," replied the elderly negro.

"How did you come to give him such a name?"

"From studyin' de animal an' readin' de papahs. Dis mule gets mo' abuse and blame dan anythin' else in de township, an' goes ahead doin' his work jes the same."

WHAT? NO FIRE!



With "Red" Cox at the keyboard, and Elmer Carleton, Art Gifford, Charles Beam and Andy Stevenson making up the barber shop quartet, entertainment got under way with the following little ditty to the tune of "McNamara's Band":

Oh the Forest Service Dinner is an annual event,
 The WP and Forest Boys make up the audience,
 We get together and laugh and sing and have a helluva time,
 We say goodbye to old Rule G and wine before we dine.
 Oh the U. S. Forest Service has a bunch of dandy guys,
 We find they treat us mighty fine and troubles never rise,
 While trains go rollin' onward through our tunnels, cuts and fills,
 We're mighty glad to have those guys a-watchin' them thar hills.
 Oh the Forest Service Dinner is a very fine event,
 We'll gather at the bar and there'll be many an elbow bent,
 We'll eat and drink and drink and eat and pour another beer,
 And try to make it last us till we meet again next year.

—By C. C. "Red" Cox, asst. spec. agent.

A bunch of the boys were whooping it up—at Portola, that is—on the evening of November 3, when WP's special agents and claim agents were hosts to their friends of the Forest Service Department at their seventh annual dinner and get-together.

This was the fourth affair to be held at the Log Cabin Restaurant in Por-

tolta, the original clam-bake being held down the Canyon at Sloat when Division Special Agent and Claims Agent E. L. McCann first invited a half dozen of the government boys to dinner. This year, the group totaled eighty and, under the planning of McCann, the evening rolled merrily along with much gusto and a lack of all formality.

Under the watchful eyes of the "coppers," Rule G was sidetracked, and by the time dinner was served the appetites were quite healthy. And well that they were, for the big—and we do mean big—spread left nothing to be desired.

When a group of "rails" and "woodsmen" get together, there is bound to be a little horseplay, and this evening was no exception. Led by C. L. Peckinpah of the Plumas National Forest, who MC'd the banquet, appropriate "gifts" were presented to several for their "outstanding performances" during the past year. Tales that would shock Paul Bunyon filled the room, and whistles and boos brought down the house when anyone mentioned "flying brakeshoes." Speeches were

taboo, and to start one was a signal to be seated—or else!

Mel Schooler, just re-elected sheriff of Plumas County, Under-Sheriff W. C. Abernethy, Dr. Coulter, division surgeon of Portola, Burt Train, Quincy Flying Service, and Constable G. W. Sapp of Sloat, were among the invited guests. The railroad was represented by A. D. Thatcher, A. T. Stevenson, J. C. Sterner, C. C. Cox and E. H. Carlton of the special agents' department; Roadmasters N. G. Anderson and C. R. Barry; Assistant Roadmaster R. J. Mounkes; Trainmasters A. W. Taylor and J. J. McNally; Terminal Trainmaster F. E. Miller; and Yardmasters W. W. Geil and C. M. Beem.

Consensus was that the dinner was the best ever, and . . . "we'll be seein' you fellows again next year!"



NEW BOX CARS FOR WESTERN PACIFIC

In line with the nation-wide program to eliminate future box car shortages, Western Pacific placed an order November 6 with Pullman Standard Car Manufacturing Co. for 600 standard steel box cars at a cost of approximately three and one-quarter million dollars. Shipping schedule for the 40½-foot, 50-ton box cars has been set up for delivery of 300 cars in September and the balance in October, 1951.

For many years Western Pacific ownership of box cars has been growing less and less as retirements of equipment exceed the acquisition of new cars. In 1935 the company owned 3,670 cars but at the present time our total box car ownership is only 1,995 or 54 per cent of the total owned in 1935. This decline has occurred notwithstanding the fact that 800 new all-steel box cars have been acquired since 1937.

In the period from 1935 to 1949 our

"Oh, so you're with the railroad . . . in the roundhouse, I suppose?"



freight business, as measured by net ton miles for all traffic in all classes of cars, increased 112 per cent. In 1945 our wartime peak of traffic showed an increase of 236 per cent over the net ton miles in 1935. In anticipation of a continued high level of traffic for several years to come, a large proportion of our present supply of box cars is gradually becoming obsolete and, based on the average estimated service life of thirty years, an anticipated retiral of approximately 950 cars is expected by the end of 1954.

On July 28 the Association of American Railroads adopted a program for increasing the box car supply of the country in view of the growing car shortage, due principally to increased military movements and production for national defense, the almost universal rush on the part of both consumers and industry to stock up against future uncertainties, the effects on loading and unloading cars of the five-day week, all of which caused disruption in the normal pattern of distribution and return of cars and a reduction in the total number of serviceable cars. As a result of the extensive study by AAR's car Service Division, the railroads received specific recommendations as to how they should increase the number of box cars they now own and also reduce the number of bad-order cars.

As a result of the recommendations, Western Pacific stepped up its program of car repair by authorizing over-time work at the Sacramento shops, and placing this order for new cars which is slightly higher than the quota recommended by the AAR.



Caboosing

Oroville

Wedding Bells—Our soft-voiced roundhouse clerk, MARION "ELMER" EBBERT took unto himself a wife, Violet Lee, daughter of Mr. and Mrs. John Lee of Thermalito, at the bride's home on October 18, and machinist helper G. S. RICE middle-aisled it with Mrs. Myrtle Ferguson at Reno in an October wedding. Congratulations and best wishes to the happy couples!

ROY E. WILSON, foreman of telegraph gangs, was rushed to the Winnemucca hospital with a ruptured appendix early in October, and latest reports are that he is recovering satisfactorily.

A real "old timer" was visiting with old friends in Oroville recently. Many of you will recall his name—LEONARD D. TOMASSO, driver of the last spike near Keddie. It was 70-year-old Leonard who drove the "ruby spike" when Western Pacific celebrated its 40th anniversary last November 1.

Trainmaster McNALLY called on Conductor FRANK NICHOLS at St. Joseph's Hospital while consulting the "doc" about that arm that has been bothering him since his July fishing trip. Frank is getting fine care and coming along nicely, but John now has his arm in a cast.

Still not too late for vacations say carman JOE ROMBACH, visiting with his mother in Eau Claire, Wisconsin, and train desk clerk M. A. McCLAIN, who

has journeyed to Los Angeles with his family for a week's visit with friends. At the same time, General Foreman F. J. STONE of the telegraph department, and wife, are vacationing in the Northwest along the Oregon and Washington coastline.

A back injury sent machinist R. J. REED to the hospital in San Francisco for treatment. Hope you will be back soon!

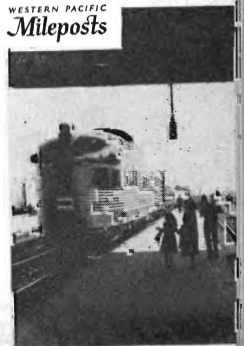
Switchman JERRY E. MILLER now knows all about the birds and the bees—particularly hornets. During recent switching operations he stirred up a swarm which placed him in the hospital for treatment of stings all over his body. "I've been stung before," says Jerry, "but not like this!"

Retired Conductor E. E. WINFREE passed away at his home in Portola, September 24. Masonic funeral services were held at Memorial Park in Oroville. He is survived by a son, Edward, of Sacramento; two daughters, Mrs. Susan Manning of Glendale and Mrs. Beth Lusor of Sacramento.

WESTERN PACIFIC Mileposts

OCTOBER COVER

Right on time, the California Zephyr pulls out of Oakland Pier train shed on its way east with another trainload of excited passengers, while their friends, who came down to see them off, have to be satisfied with a last long look.





At the reception this du Charme photo caught Winifred Wyche, Philip Wyche (executive assistant), bride Virginia Wyche and groom Robert Morton, Mrs. Philip Wyche and Philip Wyche, Jr. (former employe), following the young couple's marriage on September 16 at Burlingame's St. Paul's Episcopal Church.

Clerk J. E. NEWBROUGH has retired from railroad service. With WP since July, 1943, he served as baggageman-caller and later as clerk in the Oroville yard office as well as PBX operator and ticket clerk at the depot. Ed was manager of the Western Union Telegraph Company here for many years prior, and he and Mrs. Newbrough have a ranch in the Sierra foothills where they will enjoy his retirement.

San Francisco

BRUCE EDWARD arrived on schedule September 9 at the Peralta Hospital, Oakland, the son of proud parents Barbara and Pennell Abbott. Pen, of the traffic department, finally arrived at the rate for a 7-pound 1-ounce, 19-inch package.

Pontiac around in a mist green

Chieftain is JOHN SANDSTROM, chief clerk, auditor of revenues, while offering a little competition in a blue Buick Special is PETE LAENZ, rate and division clerk in the same department.

Deepest sympathies are extended to BERTHA WILLIS, auditor of revenues department government clerk, who lost her husband October 23 following a sudden heart attack.

Two new draftsmen are now turning out profiles, etc., in the engineering department. WALLACE IRWIN came to WP from the Army, before which time he was with the Forestry Service. FRANKLIN LOOIE, a former WP'er some two years ago, returned following his furlough and says he is glad to be back again. A caricaturist in his spare time, Franklin studied under Jimmie Hatlo, creator of "Little

Iodine" and other famous Hatlo cartoons, and his training is aptly shown in his drawings.

A hearty welcome greeted H. J. FLYNN, assistant engineer, upon his return to the signal department following two weeks' illness. A good man is always missed!

Visitors to SF recently for a signal department conference were: L. B. CARTER, signal supervisor Western Division; A. MOLDENHAUER, signal supervisor Eastern Division; and J. S. ANDERSON, superintendent of construction. Completing the group were Signal Engineer F. A. TEGELER, CTC Engineer A. L. HERBERT, and Office Engineer, JOHN GAVEY.

Employees at GO were saddened to learn of the death on October 26 of Mrs. VIRGINIA RATH, wife of CARL RATH, manager-wire chief, telegraph office. Virginia spent one year as night clerk in the telegraph office during 1945-1946 and at the time of her death was regional president of the Mystery Writers Association in this city. During the past few years she has had twelve extremely successful mystery stories published. Final resting place was Marvin Chapel, near Colusa.

Early on the morning of November 2, C. G. CREEGAN, third trick telegrapher, GO, was found dead in his hotel room. Believed to have been born in Canada, he began work for WP's Eastern Division January 31, 1945, and came to GO in 1947. Burial was at Sedalia, Missouri.

Just so their friends at WP will have a nice place to stop and relax in a well-upholstered chair or sofa and listen to the latest TV or radio program (?), RAY LEE, treasurer's department, and wife, DOROTHY, chief

special agents department, have resigned as of November 30 to open a furniture store in Santa Barbara. We all wish you the very best of luck, kids, and hope to enjoy our visit.

Two recent visitors to the general office were MARK V. WINDUS, retired conductor since February, 1947, and C. M. KIRKLAND, retired eastern division agent-telegrapher. Both send their regards to their old friends on WP. Ex-Conductor Windus just returned from an extended trip through Europe and advises that mail will now reach him at 634 West Hillcrest, Monrovia, California. Mr. Kirkland says he feels fine and is getting younger every day. He now resides in San Diego.

Congratulations to DICK GROVE and BOB SEARLE, both of the traffic department, on the birth of two fine daughters. Virginia Lee Grove tipped the scales at 8 pounds 10 ounces on October 25 while Nancy Searle weighed in November 12 at 7 pounds 15 ounces.

Following their wedding at the Presidio Chapel at 2:30 p.m. November 11, LOIS HEIMAN, secretary to C. K. FAYE, manager perishable freight service, and former WP'er DON BURGESS drove north in a new car for a week's honeymoon. Don, now in the advertising business, was formerly with our traffic department. A successful author, Don is now working on a new book.

Eighth and Brannan

ZILDA NESOOG, relief clerk, has transferred to the Sacramento freight office, after purchasing a new home in that city. Best of luck, Zilda, and don't forget to pay us a visit occasionally.

DORIS SCHNEIDER, expense clerk, has taken a leave of absence to be with her



With a sign reading "Ship and travel Western Pacific" on the back of his home-made trailer, Wilbur Hanson, accounting department, and his wife enjoyed a tour of Southern California and Nevada this summer, at the same time making friends for the WP.

husband at Ogden, Utah, who was called back to active duty in the Air Corps. We hope you will be back soon, Doris.

We are glad to have FRANCES ZEIGLER, expense desk, back again after being off several months with an injured knee.

There was a good reason why WALTER HARPER was passing out cigars and candy on October 18. You guessed right, Mrs. Harper presented him with a fine young son, David Robin, and congratulations are much in order.

San Jose

About sixty shippers and railroad representatives met at the San Jose Country Club on October 5 to promote good relations between WP personnel and San Jose shippers. VP&GM MUNSON acted as chairman and General Agent CARL NIPPER as host. Among the guests were Congressman Jack Z. Anderson, and Mayor Clark Bradley of San Jose. WP was represented, in addition to H. C. Munson and H. E. POULTERER, vice-president-traffic, by JOS. G. WHEELER, CHAS. K. FAYE, BERT STRATTON, GILBERT KNEISS and W. G. CURTISS, all of San Francisco, and G. W. CURTISS, superintendent from Sacramento. According to

Carl Nipper, general agent at San Jose, WP stock went up three points on the market the following day!

SHERILYN AYLESWORTH, 12-year-old student at the Sunol School in San Jose, left on the California Zephyr October 21 bound for Valley Forge, as the result of winning second place in Freedom Foundation's essay contest in national competition. Sherilyn competed with 138 contestants. Subject of her essay: "America—Way of Life." She was accompanied east by Principal C. H. Kost and wife.

Store Department

We are all sorry to learn that HARRY MESSER's grandson, Jack Gillette, has been reported missing in the Korean campaign. We sincerely hope that his family will receive good news before too long.

PERCY WRIGHT recently made a trip to Georgia, via Wyoming and Colorado, to visit with relatives there.

Loafing around Monterey and Carmel for a few days wasn't hard to take, says ROY FALQUIST. "These vacations are not bad—not bad at all."

HORACE and WANDA LATONA have moved into their new home at 2413 Laredo Way, in the San Anita tract north of Sacramento.

R. J. LANDROVE was recently appointed custodian for the Store Department.

RENO PICCHI is now section stockman for Store No. 7. LEE WILLIS bid and received the position of payroll and personnel clerk, vacated by Reno, and GLADYS MORTON received the position of requisition clerk, vacated by Lee Willis.

BRUCE STILWELL's Oldsmobile took the brunt of a falling elm tree limb

during the recent tornado-like storm and came out second best.

With \$60 collected, the Store Department is proud again to go over the top with their Community Chest donations.

Irene Burton enjoyed a two-week vacation in Lemoore. Weather was beautiful and she made the most of it.

Wendover

Helen Hutchenson, daughter of motor car maintainer L. HUTCHENSON, was chosen "Miss Tooele County" in a recent contest, which entitled her to compete for the "Miss Utah" title at the Utah State Fair. She also presented trophies won in the various races on Bonneville Salt Flats and presided over other social functions during her reign as Queen.

Lineman TOM SHEA's wife, PEGGY, and Section Foreman BRENT PETERSON's wife, EDITH, are now working in the Wendover Snack Bar. Mrs. "Pete" has nearly five years' previous service as a yard clerk, but we think she will enjoy her new work—especially around "coffee time."

The welcome mat is out for KAY and LEE LINES, GENE JONES and GEORGE BLANCHARD. Kay helps out in the snack bar, while the three gents have hired out as switchmen.

We extend our sincere sympathy to hostler helper PAUL PARKS and his family in the loss of Mrs. Parks' father, W. W. BRADLEY, who passed away following an operation in San Francisco recently. Mr. Bradley worked several years in Wendover as car inspector before his retirement.

Tidewater Southern

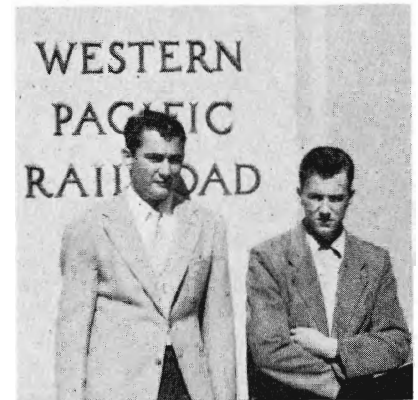
R. S. THOMSON, Manteca agent, is convinced that perseverance is all it

takes . . . after trying for four years he bagged a deer on the final day of hunting season. Bob claims the deer appeared the size of a small elephant. However, after it was cut up, Bob's share was one roast, seven chops, two steaks and six packages of "deer-burger"—the latter pretty well filled with shot! He also got his limit of ducks on opening day.

Rumor has it that BILL ST. JEOR, roadmaster, Modesto, is capitalizing on a good thing. Seems a recent television show at his home drew an audience of some twenty guests. Considering leasing a popcorn and candy concession, Bill?

Los Angeles

October was a big month in the life of the LA office. Installation of our teletypes resulted in several major changes in our physical setup. At one time, teletype, telephone, linoleum and carpet men, painters and electricians



Junior signal draftsman Roy Gifford and signal draftsman David Thompson were quick to help a fellow employee recently when they each donated a pint of blood to replace plasma used during the recent illness of Mrs. Ruth Steward, wife of signal maintainer R. B. Steward.

were all working. What confusion! But now everything is neat and orderly and while the teletypes chatter merrily, we keep in intimate touch with our railroad. NORMAN MENZIES and his able assistant, JIM COTTER, from the GO telegraph department, came in and lent a helping hand.

Several local showings of the color movie "California Zephyr" during last month included presentations at Oxnard Traffic Club, Studebaker Supervisors Club and Carnation Company executives' luncheon.

General Agent WILKENS took time off to spend a week with his grandchildren at Coronado, near San Diego. All indications pointed to a wonderful time.

Now that our happy little Bruins have disposed of Stanford in the proper fashion, we are looking forward to similar treatment when the Big Bear of Berkeley tries what the Indian failed to do. (Editor's note: Need we say more???)

Sacramento Northern

RUDY MAUS, agent, who was stricken ill last summer, passed away September 8. Rudy was employed as agent in December, 1923.

Welcome back to JIMMIE TAYLOR, who was seriously injured in an auto accident April 2 and recovered after a determined fight. He returned to work as revising clerk, Sacramento freight station, October 4.

Mrs. SHIRLEY BICE, division accountant, is sporting a new Plymouth tudor.

Superintendent LONG just returned from an enjoyable vacation in Chicago and Minneapolis, accompanied by Mr. Long, their son, Lt. K. E. Long, harbor-master for Oakland Naval Supply Depot, his wife and son.

C. E. BROWN, formerly agent at Woodland, has been assigned car distributor in the chief dispatcher's office, a recently established position.

We all extend our best wishes for many happy years ahead for C. J. RONNOW, leading signal maintainer, Oakland, who retired after twenty-seven years of service.

We are sorry to learn that GORDON HALVORSEN is leaving the company for new unknown vocation, but wish him well in his new work.

Elko

Congratulations and sincere good wishes to STEVE HERNANDEZ who was married to Remelia Hernandez while on his vacation a few weeks ago.

Before BILL SMALES, FRANK CLAWSON and KEITH PETERSON relinquished their clerical positions to receive basic training for the U. S. Army Air Corps, at San Antonio, Texas, they were honored by fellow workers at a banquet at the Stockmen's Hotel. Each boy received a new paring knife, sharpened to hair-splitting accuracy, to lighten their potato-peeling future. TOM CLARK was master of ceremonies, and a poem, "A Day in the Life of a Soldier," was written for the occasion by CARL PACINI and, divided into six parts, was read by World War II veterans FRANK OLDHAM, ERNIE MUELLER, JOHN ETCHEBEHERE, CARL PACINI and STEVE HERNANDEZ.

ELAINE GAMBRELL, secretary to Division Engineer CHARLEY FORSETH for the past several years, has transferred to the Western Division as secretary to Trainmaster BILL HOWELL at Stockton. Bill is a former Elkoan and a fine boss. JEAN BALDWIN, whose husband, Mills Baldwin, was called into the service

shortly after the Korean outbreak, has been appointed secretary to Forseth.

Chief Clerk LOREN AMES returned from his Yosemite vacation with bear tracks on the back of his car. Your next trip to the Valley will bear watching, Loren!

PAT MURPHY, JOHNNY's daughter, is convalescing after an emergency appendectomy performed a few days ago. She expects to return to school soon.

Johnny's son, Jack, departed for Sacramento after enlisting in the Army Air Corps and will receive his basic at San Antonio.

Brakeman HANK STAPP is nursing a

broken elbow as the result of a fall while deer hunting.

LILLIAN CARRILLO SMITH, after holding down various stenographic positions with WP for four years, resigned to accept a position with our friendly competitor as secretary to their trainmaster at Carlin.

BLANCHE MILLER, Elko telegrapher, returned to work after receiving medical attention at San Francisco.

MARY LAMBERTY has returned from an extended vacation with relatives in Paw Paw, West Virginia, and Hagerstown, Maryland.

Contrary to the usual custom of con-



Eugenia Loo, car records, announced her engagement to Norman Wong last month by handing each gal in the department a carnation corsage. Her boss, Dave Spowart (poor guy), was coaxed (?) into the picture and is shown admiring Eugenia's lovely ring.

gratulating the happy parents, we're extending congratulations to Paulette Redant, Judith Squire and Bryan Strange for having chosen nice people for parents. Oh, yes, the parents—**JACKIE REDANT**, steno in the chief dispatcher's office, and husband **LEO**, machinist at the roundhouse; **WILBUR SQUIRES**, engineering department rodman; and **FAY STRANGE**, first assistant timekeeper in the superintendent's office.

New employees are **ANN CHURCHFIELD**, steno in the chief dispatcher's office during **JACKIE REDANT**'s absence; **ADELITA VISCARRET**, steno to assistant chief clerk; **CAROL JONES**, assistant accountant; and **DON HETHCOCK**, 800 Report clerk.

We were very sorry to learn of the death of **ALVA OVERLIN** at Los Angeles. Al was dispatcher at Elko during the war years after duty with the **D&RGW**, and retired two years ago, moving to Southern California with his wife into a new home there.

We've seen a lotta loud ties—some come into the office screaming at us, but **TOM CLARK** recently set a record that will be hard to "tie." Did we imagine it, or did that Hula Hula gal (grass skirt and all) really shimmy her hips when Tom laughed? Ummm-ummm!

LOU GREBENC, dispatcher, has retired, and with "Red," will make their home in Roseburg, Oregon, where he will have time to pursue his fly-tying hobbie. We'll bet he comes up with some dillies that will dazzle the fish into leaving their favorite holes.

Before leaving Elko to take over duties as assistant division engineer on the Western Division, **GORDON SWITZER** and his family were guests

of honor at a banquet at the Stockmen's Hotel given by the clerks and attended by a large group of his co-workers to wish him well. He was presented with a pen and pencil set and admonished to use it freely should it ever become necessary to send us an SOS for help. Three and one-half years ago, Gordon came from that division to fill the position of **B&B** Supervisor at Elko and in a short time was advanced to assistant division engineer. Liked by officials and rank and file, we are sorry to lose him and our loss is their gain. Mrs. Switzer and Stanley will remain in Elko until spring.

RUDY KLOTZ arrived in Elko to take over the **ADE** position, succeeding Gordon, and our welcome mat is out. We hope you, too, like Elko, Rudy.

Chicago

New Arrival . . . Bright-eyed, eager, rarin' to go, **CHARLEY MATHENY** made his debut in Chicago as our Wisconsin representative. Charles made a fine record in and around Kansas City and we're glad to get him. He has quite a sense of humor and writing ability and might scoop **McGRATH** as **MILEPOST** representative. My buddy—and just because I tried to sell him part of State Street!

FTM Meeting . . . Was it possible that the reason **KEN STONEY** came here in place of **BY LARSON** was due to the sinking of "By's" 49'ers . . . in a financial way that is, By.

Gay Lothario . . . Understand the dashing **BOYD SELLS** is Bermuda bound following termination of the **FTM** meeting. You lucky gals. We hope you don't up and marry some classy number just because she has a couple of millions stashed away in the **First Na-**

tional. Keep your affection here among us peasants, puleeze!

So Help Us, It's True . . . **GERRY COFFEY** and **JIM BAKER** happened to be comparing commodity descriptions on export bills of lading versus export declarations when they came across the item of "Two cases upholstery" on the **B/L**, whereas the accompanying declaration (required to cover by a similar description) listed the item as "two cases brassieres"! Again, this is fact and not fantasy. . . .

Sheltered . . . **KEN RANK** finally found a home to his and **Vi's** liking and no longer are worrying about sheltering themselves, the three kids, and the dog in the Chevrolet. Ken reports the location as "north of Chicago," but if you ask me, I'd say he was a lot closer to the Canadian border than to Chicago, Illinois.

Oakland

ROBERT T. HAIR, Electro-Motive service representative and **EDWARD D. MEREDITH**, Budd Company service representative, are spending a few months in the Bay Area checking operation of the new Budd car. They are highly enthusiastic in the car's operation over **WP's** high speed mountainous terrain, an operating schedule quite different than experienced on other railroads using this type car.

DIXIE ULISSE, nee Gibb, is sending out an SOS for an apartment in which to put all her new wedding gifts.

MRS. BILL WILKINSON is recuperating nicely after undergoing surgery at **Permanente Hospital**—We hope recovery is soon.

OTIS ALLBRITTON bought a new green Plymouth—so-o, he had his office painted to match!

Greetings to two new employees, **GRACE SIMMONS**, relief clerk, formerly of West Coast Trucking, and **GEORGE BALSBAUGH**, timekeeper, formerly of Zellerbach Paper Co.

HOWARD HUFFMAN, chief clerk, and **ROLLAND RICKMON** spent all their hard earned cash at Las Vegas last month and are now working like mad and saving their dough. Don't tell me they want to go back?

Just received word that former clerk **ELSIE BELL** has a new son, Richard Charles, Jr., while Gary Robert, 8 pounds 11 ounces, arrived at the home of **DORIS BROWNE** the 9th of October. Doris is on leave from the freight station, Oakland.

HANS JORGENSEN, assistant cashier, Oakland, bought a new Ford but stayed home on his vacation. Broke, or just breaking the car in easy, Hans?

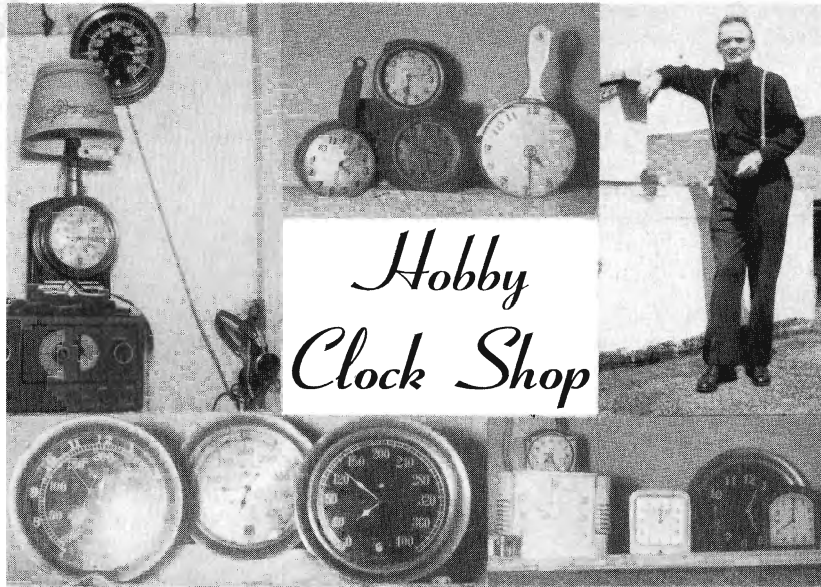
GLENN HERSHINGER, switchman, who has been hospitalized since October 10, is improving rapidly and is now outside most of the time in a wheelchair. We are sorry to hear that it was necessary to amputate his right leg above the knee.

Among those still incapacitated account the recent "flu" epidemic is **DON CRAMPTON**. His job has been temporarily bid in by **LOIS MORGENROTH**, assistant chief yard clerk. **PAT ABBOTT**, steno clerk in agent **JIMMY DILLON's** office, is still too ill to return to work and is being relieved by **LAUREL HERRICK**, the Castro Valley redhead. Cute, too!

JEAN McHARDY is back at Oakland yard on the midnight interchange job after having been furloughed for over a year. Welcome back, Jean.

We were all sorry to learn of the

(Continued on Page 29)



While an alarm clock to most people is just something to be turned off as quickly as possible during the wee early hours, or to be thrown at the neighbor's cat on the back fence, for Engineer Nelson Woods it is music to his ears.

Before Woods came to work for the Western Pacific back in July, 1936, he became interested in clock making while employed with a Swiss clock maker in Los Angeles, and after several years in that business turned to railroading for his vocation and building novelty electric clocks as his avocation.

"Nearly any type of an article makes a good clock," says Woods, who thinks nothing of turning kitchen frying pans and other utensils into serviceable clocks. Just recently he purchased

from the Sacramento storekeeper a dozen gauges from engines that were being scrapped. After removing the oil and dirt that had accumulated on them, he came up with some slick brass cases in which he installed G.E. and Telechron electric, or hand wind, works. For the clock dial he used the original steam gauge dial—a black dial with white figures, or a chrome dial with black figures—and adds the clock figures either on the outer edge of the dial or the inner circle. He believes he has the only electric alarm clock fitted into a steam gauge, and this he uses to be sure of getting to his job on time. "The alarm sounds like a telephone bell," claims Nelson.

Engineer Bill Metzger was the first WP employee to give Nelson an order for a gauge clock. Bill considers it not

only an accurate time-piece, but a tangible memento of railroad days gone by.

Engineer Woods started with Western Pacific at Cromberg, hiring out on the extra gang. He later hired out firing and worked in pool and freight in Oakland until 1938. He worked the next year as motorman for the Central California Traction Company, and in 1939 was again firing for Western Pacific. Promoted in June, 1942, he worked passenger and freight engines during World War II. He again spent some time with the C.C.T. during 1946 and 1947 before returning in 1948 to his present position as fireman on the W.P.

Mr. Woods lives at 1021 So. Stanislaus, Stockton, and anyone interested in seeing his collection is welcome to drop in at his hobby shop any day.

Caboosing . . .

(Continued from Page 27)

death of switchman J. A. WILFONG last week at Sacramento. He had been ill for a long time and was under care of his doctor in that city. He will be missed by all.

As a hobby, car inspector HAROLD R. BROTHERS has been editor of the Bayview Bulletin for the past eight years. The magazine is the official publication of the Bayview Aerie 2323 Fraternal Order of Eagles of Albany. Hal has 11 years' service with WP.

Stockton

Everyone at the freight office was very concerned about the illness—one of those long unpronounceable kind—of B. B. HARDING, seal and industry clerk. Though he lost 29 pounds DR. J. POPE, one of WP's newer docs, brought

him through and he is picking up weight and his work again.

A very heavy cold kept M. LEACH away from the PBX board at the yard for several days. Doesn't want to take any chances of spreading the cold says Mary.

ERNE DAVIS is quite proud these days and no wonder. He was just made an honorary scoutmaster of his youngster's troop.

VIRGINIA RUSTAN, formerly bill clerk at the freight office and Mileposts' correspondent, says she misses the old gang very much but is very pleased with the cooperation she has received from the SP personnel in her new job as cashier at the Lathrop joint agency.

Couldn't get a word in while talking to ELEANOR HARRIGAN, interchange clerk, recently, following her trip to New York with her husband BOB, ticket agent, on the California Zephyr. "Just wonderful—simply marvelous," said Elly.

When GENE MACOMBER, traffic representative, stopped in the office to pick up mail one morning he had only one shoe on. A bedroom slipper covered the other foot from which a piece of chipped bone had been removed. Better than having both feet on the ground, Gene!

Didn't even have a flat tire, says GENE TRACE, who just recently made a 7,000 mile round trip to Indiana in 16 days.

Switches in office personnel: ALTHEA EVANS, formerly steno in the freight office, now crew caller at the yard office; WALT HARRIS, formerly trainmaster's clerk, now steno at the freight office, and ELAINE GAMBRELL, formerly of the Eastern Division in new trainmaster's clerk.

(Continued on Page 31)

SPORTS

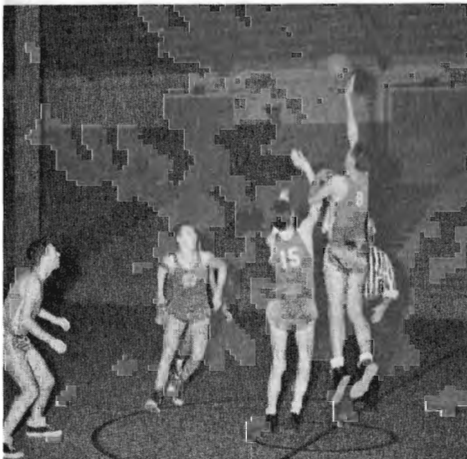
BASKETBALL

Western Pacific's basketball team wound up the season in the Industrial Men's Basketball Tournament with a one-win and five-loss record, after dropping their last game to Best Foods 63 to 51.

Placed in a league with faster competition following their showing last year, the outclassed railroaders won the opening game from Crocker Bank in a 46 to 45 thriller, lost the second game to Bank of California by three points, and dropped a one-point game to Standard Building, followed by a 42 to 30 loss against Anglo Bank and a 62 to 52 decision against Hibernia Bank, champions of the league.

Two cracked ribs suffered in an early game prevented lanky Cliff Gerstner from playing against the builders, which WP lost 34 to 33, and

Rangy Cliff Gerstner goes high to get the jump on his Anglo Bank opponent in the opening play of the game.



handicapped his usually fine floor work and scoring ability in the following contests.

Though playing out of their class, the trainmen were in there fighting all the time but were unable to keep the leads they picked up in several rallies, which opportunities their opponents were able to make good.

Final league standings were:

	WON	LOST
Hibernia Bank	6	0
Best Foods	4	2
Standard Building	4	2
Crocker Bank	3	3
Anglo Bank	2	4
Western Pacific	1	5
Bank of California.....	1	5

WESTERN PACIFIC CLUB

	Ht.	Wt.
Bob Ahlgrim.....Treasurer's Office	6'2"	210
Jack Ditty.....AF&PA	5'11"	157
Reggie Dunkley.....Freight Traffic	5'11½"	190
John Dullea.....Freight Traffic	5'10½"	180
Cliff Gerstner.....Engineering	6'4"	200
Martin Goldman.....AF&PA	5'7"	145
Bob Hanson.....AF&PA	5'11"	170
Horace Lohmeyer.....AF&PA	5'8"	148
Tony Palladino.....AF&PA	5'10"	150
Harper Petersen.....AF&PA	5'11"	160
Jim Mills, Mgr.....AF&PA		
John Suseoff, Coach; Eighth and Brannan		

"What shall I say about the two peroxide blondes who made such a fuss at the game last night?" inquired the news reporter.

Editor: "Why, just say that the 'bleachers' went wild."

- Reading Railroad.

A man went out to play golf, lined up the ball, swung his club and missed, hitting the turf and killing some ants. Disturbed, he again lined up his ball, swung hard and again missed, killing more ants. At this point, the leader of the ants looked around and said: "My brothers, if we are going to survive, we'll have to get on the ball."

BOWLING

After nine weeks of bowling, team standings for Western Pacific's San Francisco Bowling League are as follows:

TEAM	WON	LOST
California Zephyrs	18	9
Freight Claims	15	12
Traffickers	14	13
Engineers	14	13
Oakland Carmen	13	14
Auditors	12	15
Feather River	12	15
Freight Accounts	10	17

Pete Casey leads the keggers with a high series of 607, with Ken Stoney holding down second place with 597, followed by Don Johnson with 591, A. Potter with 578 and Chas. Dooling with 576. High games rolled to date finds Chas. Dooling with a 243 score, Don Johnson and F. Thompson tied with 232, F. Marx with 229, W. Williams at 225, and A. Palladino scoring 220.

* * *

In the Sacramento Western Pacific Bowling League, standings as of November 11 show the Wreckers leading with a 2302 high series score and a high team game of 785. High individual series to date goes to R. Campbell with a 512 score.

Other teams are the Derailers, Zephyrs, Staggs, Lariets and Caboose.

* * *

At Elko, the Western Pacific bowlers, again sponsored by Blatz, include Frank Oldham, Ernie Mueller, Johnny Murphy, Loren Ames, Adolph Moldenhauer and Al Glenn. Bob Blair, employed for many years by WP, has again joined the team this year.

They're in their favorite spot—first place. (We forgot to mention that we always add from the bottom upward!)

MILEPOSTS

Caboosing . . .

(Continued from Page 29)

GLADYS EVANS, PBX-steno at the yard office, spent several hectic days when her Cocker Spaniel "Shammy" was run over. Now home and good as ever with one exception—one missing tooth!

With Stockton's new "Pacific Memorial Stadium," football is the number one topic and RALPH CHRISTY, transit clerk, and wife, are avid fans.

ERNE DAVIS, demurrage clerk, was playing ball with his youngster and got hit on the back of his hand—bad enough that he couldn't write for four days. These kids are tough nowadays, Ernie.

ANSWER THE PHONE, ROVER

Then there is the couple with a pet dog who loves to hear the telephone ring. The pooch reacts by jumping up, barking, and romping joyously around the apartment. When these people spend an evening away from home, they always telephone just to give him a treat. A friend, cognizant of this situation, secretly arranged to be in their apartment when he knew they were going out. Sure enough, the telephone rang. The friend lifted the receiver and barked—replacing it gently. Patting the pup on the head, he departed, shaking his own head as he went away.

—Pacific Telephone Magazine.

I'd rather be a could be
 If I couldn't be an are,
 For a could be is a maybe
 With a chance of touching par.
 I'd rather be a has been
 Than a might have been, by far,
 For a might have been has never been
 But a has was once an are.

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Railroad Lines

Southern Railway's winter-season streamliner, Royal Palm, goes back into service December 14-15 between the Great Lakes and the East Coast of Florida.

. . .

Following the recent annual stockholders meeting of the New York Central System at Albany, N. Y., the railroad prepared a 16-page illustrated news summary of the proceedings in booklet form for distribution.

. . .

As soon as materials arrive, the Soo Line will begin building four hundred additional 40-foot box cars and one hundred twin hopper gondolas in the company's shops at North Fond du Lac, Wisconsin.

. . .

Work is nearing completion on the Pennsylvania Railroad's multi-million-dollar tunnel and track improvement project between Pittsburgh and Columbus, Ohio.

. . .

Orders are being placed by New York Central for another seven thousand new freight cars, and a 53-hour work-week was inaugurated for employees in its major freight car repair shops.

. . .

A training course in effective letter-writing techniques has been given to some 600 Baltimore & Ohio workers since February. The course will be extended to personnel at many points on the railroad's system during coming months.

. . .

A 30-minute, thrice-weekly "State Farmer" show over the 13-station Rural Radio (FM) Network is being sponsored by the Associated Railroads of New York State pointing out the close affiliation of interest between agriculture and the railroads in that State.