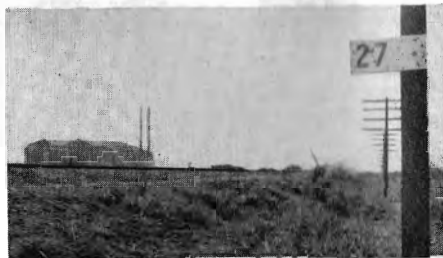


WESTERN PACIFIC
Mileposts
OCTOBER 1951



WESTERN PACIFIC Mileposts



Vol. III, No. 3

OCTOBER, 1951

Milepost No. 27

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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CORRESPONDENTS: Jim Baker, Chicago; Nevada Michelson, Elko; Elsie Hagen, Keddie; Robert Munce, Jr., Los Angeles; Alan Hudson, New York; Hazel Petersen, Oakland; Al Coady, Oakland Terminal; Helen Small, Oroville; Phyllis Rockwell, Portola; Clarisse Doherty, Sacramento; Madge Slaughter, Sacramento Mechanical Dept.; Milton Ziehn, Sacramento Northern; Marcella Kahl, Sacramento Shops; Irene Burton, Sacramento Store; Bob Gonsalves, J. C. Parker, Salt Lake City; Rita Connolly, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickens, Frank Tufo, San Francisco; Charles H. Myers, San Jose; Virginia Rustan, Stockton; Dora Monroe, Tidewater Southern; Shirley Lee, Wendover.



MILEPOSTS

Directors Meet in Utah

The first meeting of Western Pacific's board of directors to be held away from the company's general office at San Francisco, since the firm was organized 42 years ago, took place in Salt Lake City on October 2.

The meeting followed a luncheon given in the Hotel Utah, which was attended by directors and officers of the company, Judge Wilson McCarthy, president of the D&RGW, Mayor Earl Glade of Salt Lake City, local business men and other prominent dignitaries of that city.

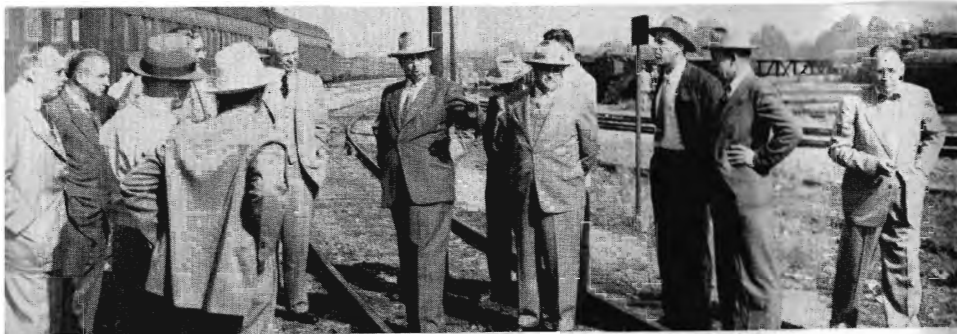
The group of directors and officers of the company left Oakland September

30 aboard a special train for an inspection trip over the company's property, including the Keddie-Bieber line. A stop was made at Winnemucca on the afternoon of October 1 to permit the party to inspect the railroad's military blood procurement car, the *Charles O. Sweetwood*, followed by a layover that night at Elko, headquarters of the company's Eastern Division.

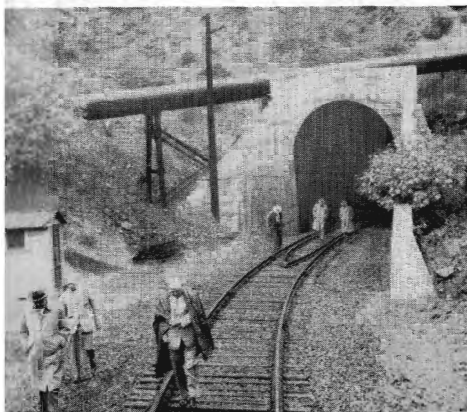
The special departed from Salt Lake City following the directors' meeting, stopping at South Sacramento on the return trip for a visit through the Sacramento shops.

Eastbound, the special stopped at Winnemucca to let the directors and officers visit the railroad's military blood procurement car, the "Charles O. Sweetwood." Standing on the ground at the rear of the car are, from left to right: C. L. Droit, secretary; Sidney Henricksen, secretary to the president; G. H. Kneiss, assistant to president—public relations; R. E. Larson, treasurer; Directors J. W. Mailliard, Jr., J. A. Folger, and Harley Hise; W. T. Richards, engineer of maintenance of way and structures; Director Stuart Jenkins; H. E. Poulterer, vice president—traffic; and F. R. Woolford, chief engineer. Left to right and upward on the steps and platform: President Whitman; Director Chas. B. Henderson; Red Cross Nurses Maxine Papier, Mary Cheever and Mrs. Freda Mills; Pete Ureuta, donor; and Walter Polkinghorn, Humboldt County Chapter Chairman of the American Red Cross, Winnemucca.



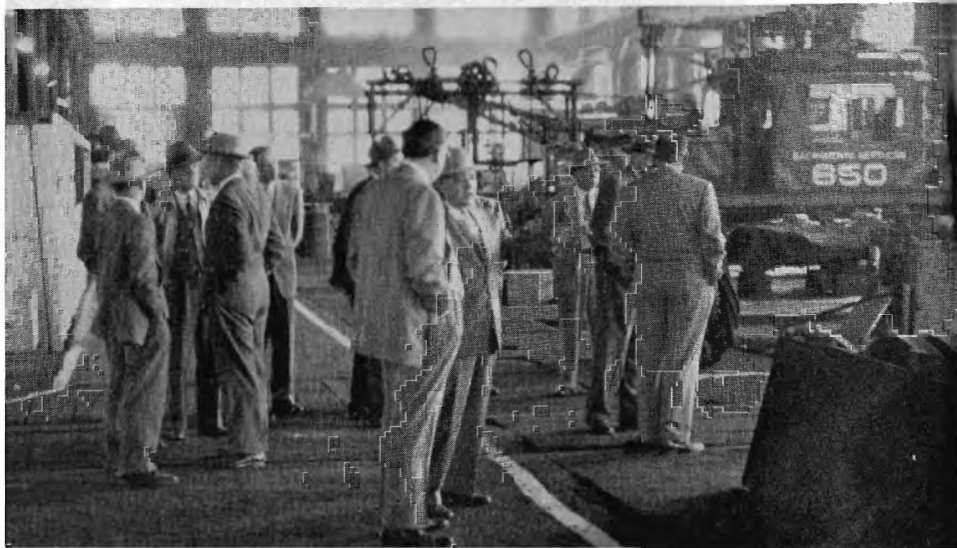


Above: Chief Mechanical Officer E. E. Gleason points out an interesting feature at the Sacramento Shops during the group's visit on the return trip from Salt Lake City.



Left: It was a little damp when the party inspected 7,343.7-foot Tunnel No. 35 near Spring Garden (Mile Post 297.18), the longest tunnel on the Western Pacific System.

Below: The group continues their inspection at South Sacramento with a trip through the shops.



The boss talks railroading with Judge McCarthy, president of the Denver & Rio Grande Western, and Director Hise, before departure from Salt Lake City . . .

While Treasurer Larson, Secretary Droit, Directors Folger, Jenkins and Mailliard "talk shop," H. R. Coulam, Western Pacific's general agent at Salt Lake City, may be seen standing between Directors Jenkins and Mailliard talking with two unidentified persons. In the background are Chief Engineer Woolford and Engineer of MW&S Richards.



"The Gang on Nights"

By FLATWHEEL JONES

The G. Y. M. showed up about half past eight;
He was crabby, as usual, because he was late.
As he was handed the dope you could hear him roar,
Something had happened the night before.
A car of eggs tipped over on six,
The bottom fell out of a car of bricks,
Sixty-six left about three hours late,
A drawbar down about the middle of eight.
A car of gas was leaking on the east end of two:
"Order an extra for ten, call the crew,
The mill and elevator want a switch right away,
They claim you promised them yesterday."
"A circus train will arrive at four,
They want one engine . . . maybe more.
Someone ran through the junction switch,
I think it was the engine for number six."
"The house is not switched and nothing is set,
And the agent is mad as a hen that is wet,
Someone shoved through track number nine,
Tipped over a flat and a car of lime."
The G. Y. M. was in a terrible rage
And said naughty things for a man of his age.
Just then the phone rang and the roundhouse said,
"The night crew forgot to put coal in the shed."
As he left that night he was heard to say,
"If I only, only had my way,
And wasn't afraid they would crab my rights
I certainly would can that gang on nights."

"The Gang on Nights" was sent in to MILEPOSTS by T. G. Moran, head bill clerk, Sacramento freight office, and "California Zephyr" was written and sent in by O. Earl Lyles, engineer, of Stockton.

"Flatwheel Jones" must have had a bad day. Railroading on the WP is rarely that tough—in fact, with all the fine records our railroaders have been chalking up recently to put Western Pacific first in various operating statistics, we were a little flabbergasted, and hope that "Flatwheel's" conditions are now much improved!

"California Zephyr" could well have been part of a recent article by Ward Allan Howe in the travel section of the *New York Times*, in which he very favorably describes a trip from the Atlantic to the Pacific made entirely in dome coaches, riding the Baltimore & Ohio's "New Columbian" from Washington to Chicago, and from Chicago the "California Zephyr." A clipping of the article was sent to the editor by R. W. Landon, a WP conductor with service from July 16, 1936.

A three-year-old from the Santa Anita track got bored with his stall, walked into the clubhouse bar and asked the bartender for a Martini. The surprised bartender, not accustomed to talking horses, nevertheless mixed the drink and served it to the horse, who looked at it a second and said, testily: "C'mon, chum, put in the olive!"

When the bartender dropped in an olive, the horse drank it and walked out. Turning

"California Zephyr"

By O. EARL LYLES

If all of the world is seemingly blue
And you're tired of the bustling city,
Just scuttle your wares, worries and cares,
Here's how you will be sitting pretty.
Come out where the stars in a western sky
Shine down on the bounding main,
Where the sweet lullaby of a pine tree sigh
Greets the swish of our Zephyr train.
When you pack your grip for an easy trip
To the cool, curving Western shore,
You'll snuggle down in a Vista Dome
With luxurious service galore.
Thrill to the touch of a Zephyr breeze
That romps from the Western sea
On the polished rail of the high iron trail
Of the far-flung W. P.
We want you to meet our know-how chef
In a dining car that's a honey,
With a galley so clean, his menu a dream,
And you don't need to be in the money.
You'll glide along as smooth as silk
With your cocktails, or crumpets and tea
And a friendly domain on the Zephyr train
When you ride on the W. P.

to a customer the bartender, shaking his head, said: "Well, I never saw anything like that before, did you?" Answered the customer: "What's so funny about it? Ain't you always supposed to put an olive in a Martini?"

Say it with flowers, say it with sweets,
Say it with kisses, say it with eats;
Say it with jewelry, say it with drink,
But never, oh, never, say it with ink!
—Reading Railroad Magazine.

Milepost 163

On page 4 of Western Pacific's western division timetable, there appears a station named Trowbridge, 161.5 railroad miles from San Francisco. Trowbridge is hardly more than a station, consisting of just that, a small rural community store, church, and a warehouse or two used by local farmers for storage and shipment of grain. Passengers get little more than a glance at the tiny community as the *California Zephyrs* whiz by through some of California's richest farm land, but to Western Pacific's freight and passenger train crews, Trowbridge has a special significance.

It all began about twenty-one years ago, when Ernie Whitlock first came there from Sutter County, where he was born on October 25, 1881, and set up a little farm machinery repair shop just a half mile beyond the station. Ernie had always wanted to be a railroader but circumstances had in some way prevented. However, his love for trains did not prevent him from dropping his wrench and leaving his work to give a friendly "highball" to passing WP trains and their crews. As time went on the railroaders began to look for Ernie so they could return his friendly wave, and as word got around, the crews on night trains flashed their lights for Ernie when approaching Milepost 163. To Ernie, this was a challenge, and he rigged up his own flashing light system consisting of three lights, one red, one green and one blue, connected to a switch which he placed beside his bed in the little three-room



Ernie Whitlock looks over the "latest edition," dropped off for him by one of the crew of an east-bound California Zephyr.

house where he made his home nearby. Now he could keep up his friendly contact on a 24-hour basis, signaling and watching the rolling freights as they passed his window in the dark.

Today, Ernie can call many WP employees by name, as a number of train crew members have stopped by to visit him on their days off. Even bosses and members of engineering and road crews have stopped by to say hello while traveling through on their way between jobs, and hardly a day passes that some member of a train crew doesn't throw off a late newspaper or magazine for Ernie.

After one two-day trip away from

(Continued on Page 9)

MILEPOSTS



IN GOLD

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

30-YEAR PINS

| | | |
|--------------------------|-----------------|------------------|
| Ernest S. Davis..... | Clerk..... | Western Division |
| Charles E. McDonald..... | Asst. Supt..... | Western Division |

25-YEAR PINS

| | | |
|---------------------------|-------------------|------------------|
| Wesley W. Clark..... | Car Foreman..... | Mechanical Dept. |
| Clifford F. Fields..... | Road Foreman..... | Eastern Division |
| Donaciano Hernandez..... | Laborer..... | Mechanical Dept. |
| Bedona D. Richardson..... | Carman..... | Mechanical Dept. |
| Allen M. Smith..... | Machinist..... | Mechanical Dept. |

15-YEAR PINS

| | | |
|------------------------|-----------------------------------|-------------------|
| W. J. Bradley..... | Car Foreman..... | Mechanical Dept. |
| Henry P. Donnelly..... | Dist. Spec. Agt.-Claim Agent..... | Chief Spec. Agent |
| Calvin Foss..... | Section Laborer..... | Western Division |
| William H. Graham..... | Agent..... | Eastern Division |
| Myrl M. Snow..... | Locomotive Engineer..... | Western Division |
| Earl A. Thompson..... | Asst. Signal Supervisor..... | Signal Dept. |
| Jesse P. Thompson..... | | Eastern Division |

10-YEAR PINS

| | | |
|-----------------------------|--------------------------|--------------------------|
| Fred C. Anderson..... | Fireman..... | Western Division |
| Mariano Ariano..... | Section Laborer..... | Western Division |
| William T. Baker..... | Pumper..... | Eastern Division |
| Thomas L. Barry..... | Telegrapher..... | Western Division |
| Jack H. Belmont..... | Fireman..... | Western Division |
| William S. Bogue..... | Fireman..... | Eastern Division |
| Frank J. Boisseranc..... | Carman..... | Mechanical Dept. |
| James E. Boynton..... | Fireman..... | Western Division |
| Wallace Burningham..... | Conductor..... | Eastern Division |
| Arvel E. Colen, Sr..... | Switchman..... | Western Division |
| James T. Connelly..... | Machinist..... | Mechanical Dept. |
| Ancel R. Cook..... | Conductor..... | Western Division |
| Manuel M. Coquim..... | Carman..... | Mechanical Dept. |
| William O. Cox..... | Fireman..... | Western Division |
| Frederick O. Curtis..... | Brakeman..... | Western Division |
| James B. Dillon, Jr..... | Clerk..... | Western Division |
| Julius C. Dorothy..... | Fireman..... | Western Division |
| Margaret W. Evans..... | Clerk..... | Western Division |
| William C. Filbeck..... | Locomotive Engineer..... | Western Division |
| E. M. Flahive..... | Clerk..... | Aud. Equip. Serv. Accts. |
| Leland M. Ford..... | Ticket Clerk..... | Eastern Division |
| Anders R. Gustafson..... | Marine Captain..... | Western Division |
| Arthur Hayes..... | Marine Fireman..... | Western Division |
| George M. Henyan..... | Switchman..... | Western Division |
| Norman L. Hill..... | Machinist Helper..... | Mechanical Dept. |
| Charlie C. Hughes..... | Conductor..... | Eastern Division |
| John Jayo..... | Machinist Helper..... | Mechanical Dept. |
| Bernard R. Kelly..... | Telegrapher..... | Western Division |
| George F. Kirk..... | Sheet Metal Worker..... | Mechanical Dept. |
| Charles B. Kirkpatrick..... | Roundhouse Foreman..... | Mechanical Dept. |
| Edward V. Kowske..... | Telegrapher..... | Western Division |
| Gilbert A. Lathrop..... | Switchman..... | Western Division |
| Herman W. Lightle..... | Hostler Helper..... | Mechanical Dept. |
| Johnnie Lusar..... | Fireman..... | Western Division |
| John Madone..... | Carman..... | Mechanical Dept. |
| William T. Marrs..... | Fireman..... | Eastern Division |
| William F. McGrath..... | Rate Analyst..... | Traffic Dept. |

| | | |
|----------------------------|------------------------------------|---|
| John R. McNeill..... | Locomotive Engineer..... | Western Division |
| Clyde F. Mead..... | Locomotive Engineer..... | Eastern Division |
| Arthur D. Middleton..... | Conductor..... | Western Division |
| Earl P. Miller..... | Clerk..... | Western Division |
| Salvatore Miraglia..... | Marine Bargeman..... | Western Division |
| Roy A. Monahan..... | Yardman..... | Eastern Division |
| Peter M. Murphy..... | Machinist..... | Mechanical Dept. |
| George C. Neighbours..... | Fireman..... | Western Division |
| Roy Nelson..... | Carman..... | Mechanical Dept. |
| Edgar C. Newman..... | Locomotive Engineer..... | Western Division |
| Harold W. Nordberg..... | Eastern Foreign Freight Agent..... | Chicago |
| George A. Oels..... | Locomotive Engineer..... | Western Division |
| Burr E. Outlaw..... | Locomotive Engineer..... | Western Division |
| Alma D. Painter..... | Clerk..... | General Auditing |
| Donald R. Patterson..... | Conductor..... | Western Division |
| Murl F. Patterson..... | Switchman..... | Western Division |
| Francisco Perez..... | Section Laborer..... | Western Division |
| Bruno Perri, Jr..... | Conductor..... | Eastern Division |
| J. A. Pickering..... | Clerk..... | General Auditing |
| Gordon K. Porter..... | Conductor..... | Western Division |
| George R. Porterfield..... | Locomotive Engineer..... | Western Division |
| Loren L. Powell..... | Conductor..... | Western Division |
| Loren W. Quigley..... | Conductor..... | Western Division |
| Raymond W. Randall..... | Fireman..... | Western Division |
| Helen M. Reed..... | Clerk..... | Western Division Aud. Equip. Serv. Accts. |
| Carlos P. Regalado..... | Section Laborer..... | Western Division |
| Thomas A. Riggs..... | Telegrapher..... | Eastern Division |
| Harvey A. Saxton..... | Locomotive Engineer..... | Eastern Division |
| Harold H. Seyferth..... | Locomotive Engineer..... | Western Division |
| Graham W. Snyder..... | Fireman..... | Western Division |
| Vernon E. Sprowl..... | Carman..... | Mechanical Dept. |
| Richard E. Stansberry..... | Locomotive Engineer..... | Western Division |
| John G. Trow..... | Fireman..... | Western Division |
| John A. Vrismo..... | Conductor..... | Western Division |
| Robert M. Wakefield..... | Locomotive Engineer..... | Western Division |
| Lawrence W. Walker..... | Fireman..... | Eastern Division |
| John L. Wallis..... | Locomotive Engineer..... | Western Division |
| Vivian O. Woodruff..... | Clerk..... | Western Division |

Milepost 163

(Continued from Page 7)

his home, Ernie found several messages inquiring about his absence and whether or not he had been ill, and last fall when he had to come to San Francisco for an operation, one of his happiest days while there was the day he was visited by Engineer W. F. Metzger, senior engineer on the WP.

Ernie likes to show his long list of WP employees to whom he sends Christmas cards and is quite proud of his collection of cards received from them in return.

Asked for a statement for MILEPOSTS, Ernie said, "Just send my kindest regards and best wishes to all the boys

and thank them for all their kindnesses. Western Pacific is a mighty fine railroad and that *California Zephyr* is the finest train in America. Excuse me a minute, here comes No. 17."

Each night the patient was having trouble. He dreamed about the same thing—he was in a girls' dormitory and the girls were running from room to room lightly clad. Finally he consulted a doctor.

"Ah, yes," the doctor said, "and you want me to make you stop dreaming about the girls?"

"No, no," replied the patient, "all I want you to do is to make them stop slamming the doors."

Dear Editor:



When I was looking through the MILEPOSTS magazine and saw your notice for May and October issues I looked through my son's magazines and found this issue. Tom Sheehan is in the Army in Korea with a railroad battalion, as a diesel operator. I send him the MILEPOSTS every month and he sure enjoys reading it.

Mrs. Sheehan
* * *

Replying to your request for May and October MILEPOSTS for 1950. Am sorry that I can find only one month of October. We enjoy the MILEPOSTS very much and they are getting better and are up to date in every respect. We must have a good editor.

Homer S. Smith
Stockton, California
* * *

Enclosed MILEPOSTS for October '50. Have misplaced the one for May. Many thanks for the MILEPOSTS which are received regularly. Happy to receive this fine magazine which keeps me well informed of all the news of the Western Pacific.

Frederick Tyroff
Retired Carman
Wendover, Utah
* * *

As requested in August issue of MILEPOSTS.

George L. Brown
379 Maple Row
West Saint John
New Brunswick (Canada)
* * *

Referring to inquiry in the August issue of MILEPOSTS. Herewith one copy of the May 1950 issue, which is all we

have. Somehow we did not keep the October 1950 copy.

D. C. Wilkens
General Agent
Los Angeles
* * *

The fine response to our request in the August MILEPOSTS for copies of the May and October 1950 issues is very much appreciated. To those who took the time to write and to the many others who acknowledged our request —thanks very much.

* * *

In your magazine MILEPOSTS for August there was the carton at the left side top of page. I wonder what kind of a man this is that can bend his leg up at the knee. My bones or joints are not made like this. The knee only bends back as per carton at right. Leg bends up at hip.

Am I right? Everyone that I have shown this to, thinks I am.

Charlotte Dell
Gardner Board and Carton Co.
Middletown, Ohio

Normally, you would be 100 per cent correct, but this poor fellow used to be a "rubber man" with a circus sideshow, which accounts for his unusual position. Incidentally, Charlotte, the drawing is a cartoon — not a carton — but we're glad to see you have your company always in mind.

* * *

Would like to have the MILEPOSTS mailed to me. My late husband, Joe Nash, was roundhouse foreman at Oakland. He passed away July 19, 1946, after being in WP service for thirty years.

Hoping to hear from you real soon.

Mrs. Virginia Nash
Box 48
Sopris, Colorado

We will be very happy to place your name on our mailing list to receive

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:

Thomas B. Barry, freight claim agent, San Francisco.

Charles B. German, carman, Oakland.

Harold B. Glatt, chief clerk, Oakland.

Ernest W. Nelson, engineer, Western Division.

Vito Poncioni, store helper, Sacramento.

W. T. Van Cleave, yardmaster, Sacramento Northern, Sacramento.

MILEPOSTS each month and thank you for writing.

Many of the employees knew Joe well, and those who did not already know will be sad to learn of his death.

* * *

As I have moved from King City to Sacramento, I would like to have MILEPOSTS sent to my new address. I have just returned from a visit to Indiana and my old home in St. Louis and have now settled in Sacramento. I really enjoy reading the magazine, so thanks very much.

William H. Ptomey
3140 Palm Drive
North Sacramento, Calif.

We'll see that you don't miss an issue, Bill. According to our records, you entered service on November 5, 1915, with the old Oakland, Antioch & Eastern and retired as an engineer for the Sacramento Northern on April 1, 1949. We wish you many happy years in your new home.

MILEPOSTS



John Peter Haupt, formerly employed as a janitor on the Western Division, and who last worked for the company on December 31, 1937, passed away on a recent unknown date. Mr. Haupt entered service on July 1, 1921.

Paul Kotsovos, former laborer on the Western Division, and who last worked for the company on December 31, 1946, passed away on August 6, 1951. Mr. Kotsovos entered service May 25, 1931.

Conductor James G. Rutherford passed away at his home in Salt Lake City on September 24. He had not performed any service since September of last year. Mr. Rutherford began service with the company on June 2, 1927.

Wood W. Smith, sheet metal worker, died September 29, 1951, leaving a son, Frank Ray Smith, of Sacramento. Mr. Smith first entered service September 10, 1937.

William D. K. Weidman, former engineer on the Eastern Division who last worked for the company on April 6, 1943, passed away on September 20, 1951. Mr. Weidman first entered service on February 16, 1907. While a catcher for the Pittsburgh Pirates for five years, during one of which he played in a world series, the team did their winter training in Mexico. Mr. Weidman is survived by his widow, five daughters, an adopted son, eight grandchildren and two great-grandchildren.

Mike: "They say people who are opposites make the best marriages."

Ike: "Yes, that's why I'm looking for a girl with money."

—S. F. Federal Reserve Bank 12-L News.

11

MILEPOSTS IN AFRICA

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

* * *

Avenue Hotel, Mairobi, Kenya, East



Africa, Thursday, July 26, 1951. Winter here. After 7 days in Cairo I finally got away Tuesday night via Air France for

Nairobi and glad to get going again five days after the rest of my party. Booked out on South African Airways on Friday or Saturday (the plane comes from London and is off schedule for some 10 days—I don't know how he ever catches up again!). Air France trip was a Constellation but BOAC now also fly some fine big Hermes. It swells your chest a little to see so many of these foreign airlines flying American planes. Booked out of Cairo on Ethiopian Air Lines Thursday for here with overnight at Addis Ababa—they fly Convairs with jet assisted take-off for high altitudes. Fortunately, the Air France came first!

Midwinter here. Having heavy rains and everything green. I am sitting in my room with a slipover sweater on and it feels comfortable although sunny outside.

What a relic this hotel is—about 40 years old—once very swank, now about comparable to a third-rate

boarding house such as at home would occupy an old home of the 1900 period. Looks like a city of about 75,000, counting blacks. Blacks are everywhere—in all sorts of costumes—black girls in cotton prints. European girls mostly quite well-dressed and there are some nice apparel stores, beauty shops, jewelry stores, etc. Many Hindus as clerks in post office, stores, etc., as well as India peoples. Passed florist shop displaying sweet peas, roses, chrysanthemums, carnations, oolphyglossis (?), peonies, etc. Present also are the ubiquitous eucalyptus trees, pepper trees and beautiful hibiscus bushes in parks. Strawberries on sale in the florist shops for some reason.

Walking around looking in a chemist's window I saw on a circular for some drug firm, a fine air picture of the San Francisco-Oakland Bay Bridge looking from San Francisco east to Oakland. GOSH!—if that didn't make me feel abandoned and alone in Nairobi! Spoke to the man in the store about it and the advertisement which mentioned the English drug firm's "high level" of quality—the bridge picture accented "high level," etc.

All the natives here, except the various policemen, are barefooted. Waiters in the dining room wear white gowns full length with red belts, but are barefoot. Messengers (blacks) and garage attendants, etc., all wear the short khaki knee-length and blouse outfit. The police are all very tall—apparently none under six feet. Traffic is left handed and if you don't think that is confusing when riding in a car or as a pedestrian—you should try it.

Step off the curb—look *right*—pass the middle then look *left*! As one might expect, this is a great automotive area for the distances are enormous and no other way to get around in a hurry—many British and American cars, all are left-hand drive. Any right-hand drive cars carry a white symbol on right rear identifying it as R.H. drive so driver behind will not look for signals. Everybody does signal here (Cairo too, where they use many mechanical arms same as in Rome).

Had to get a visa here after arrival. Will have to do same in Johannesburg, I expect. You are always filling out something in duplicate about who you are, where you're going, why you're going there anyway, how much money you have, what did you spend, where did you exchange your currency and how much, did you buy anything, have you anything to declare, how much did it cost, etc., ad libitum—ad nauseum!

One relief here. You can walk down the street without being constantly pestered by all sorts of people, as in Cairo, where everybody is trying to sell you something or "come see my shop," or "want to see dancing girl, eh?"—"I show you around the park, only 1 dollah"—gosh, anything and everything. I think Egypt must be the world's worst on that score.

There is a big game preserve here less than an hour's ride. Same as Kruger Park ner JO'berg but it's too expensive to go alone and I will wait. Several places here you can organize a safari big or little and hire licensed hunters.

Time here is 11 hours ahead of PST. As I write, it is noon here Thursday—1:00 a. m. Thursday PST in California.

Getting back to this hotel again. They wake you at 7:00 a. m. when a colored boy brings in tea! Then later I had my "bawth" by going down the hall where the bath and certain appurtenant facilities are separately located. I have a running water basin in my room, however, you only get hot water in the morning, my friend. The less we say about the food, the better. I do not dwell on it for I am fearful I must get used to it for some 60 or 90 days and no use accentuating the sameness of it. I bought a package of English cookies which I surreptitiously nibble in my room when I think I need relief. But I must pay for my meals whether I eat 'em or not.

Bed has large canopy tent of mosquito bar but I was told not needed now—too cold. Some ladies in dining room last night had on fur capes. They are all a queer looking lot. But I ran across an American Express tour in Cairo—about 30 Americans—and believe me, they were an odd looking outfit. And I suppose somebody else looked at me and remarked on what a queer old coot I am. It "tykes" all kinds, I guess.

Don't know how long I can keep up this bulletin system after I arrive in Lauranco Marques. I will be a week behind and will have to catch up. Post cards en route not too many available—always a chore to find out about postage, etc., air mail is expensive.

There is a railroad through here from Mombasa on East Coast to Lake Victoria at Entebbe. Will try to see it this p. m. Have covered about 9,800 miles and have 2,100 to go. Address Hotel Polama—Lauranco Marques, Mozambique. Feeling fine! (To be continued)

PACIFIC RAILWAY CLUB

The following meetings of the Pacific Railway Club have been announced by President Walter C. Mittelberg, general freight agent for Western Pacific:

A joint meeting of the Railway Business Women's Association of San Francisco, Women's Traffic Clubs of San Francisco and Oakland, and the Pacific Railway Club will be held at the Sir Francis Drake Hotel in San Francisco on November 15. Speaker for the evening will be Judge Theresa Meikle of San Francisco, to be followed by a fashion show by Joseph Magnin Company.

Honored guests for the evening will be Gertrude Shout, Western Pacific, president of the RBWA; Helen Route, California Packing Corporation, president of the WTC of San Francisco; and Thelma Peterson, Milwaukee Railroad, president of the WTC of Oakland; Judge Thomas M. Foley, of the Su-

perior Court; Lloyd B. Hughes, president, San Francisco Chapter National Defense Transportation Association; Claude Minard, Director, California Railroad Association; C. O. Amonette and Evan J. Foulds, assistant general counsels, Southern Pacific; Frederick G. Pfrommer, commerce attorney, Santa Fe; Mrs. Harriet P. Tyler, general attorney, and E. L. Van Dellen, commerce attorney, Western Pacific; and a yet unidentified commentator for the Joseph Magnin Company fashion show.

* * *

On December 6, Sydney G. Worthington, public information supervisor, Pacific Telephone & Telegraph Company, San Francisco, will present a program covering that company's microwave radio relay system. The meeting will be held in the American Legion Hall at Roseville.



Ray Coleman finished his cake, grabbed a camera and caught Gardner Rogers cutting a cake anonymously sent him for his 25th birthday September 14 by some of his pals (?) in the engineering department. "Not bad," said George Purchase, Bob Hullman, Jeannie Brodney (telegraph department—hmmm!), Harry Carver, Chris Gensios, Art Blydenburgh and Molly Fagan. Gardner ate too, finally!

Don't Be HALF Safe!

By Walter C. Brunberg

With approximately three and one-half million more motor vehicles now upon the highways than there were in 1949, the number of inexperienced drivers in need of safety education has likewise increased. In a recent bulletin issued by the Safety Section of the Association of American Railroads, the most common causes of accidents at highway-rail intersections (both 1950 and 1949 show an increase over 1948) are summarized as follows:

THE MOTORIST...

Sees the train approaching but misjudges its speed, tries to get across, but fails.

Waits for one train to clear the crossing, then starts across the tracks, but is struck by another train approaching from the opposite direction on the adjacent track.

Is so familiar with the crossing he uses no caution

whatsoever. In the majority of intersection accidents, drivers live within a radius of 25 miles of location of the accident.

Fails to observe and obey grade crossing signals. Has defective eyesight, defective hearing, or both, or is otherwise physically or mentally deficient and should not be licensed to drive a car.

Has too much alcohol in his system.

Drives at too fast a speed at night or at an unfamiliar location.

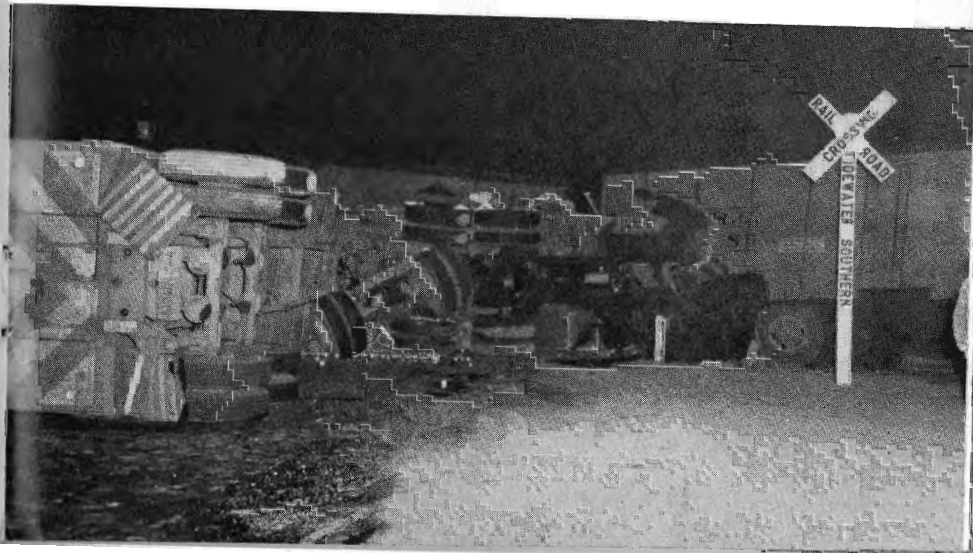
Drives a car with faulty brakes or other mechanical defects.

The railroads are doing many things to make their own traffic operations as safe as possible, particularly at railroad-highway intersections. Some of the activities to which they give much attention and spend large sums of money are:

Installation, inspection and maintenance of crossing warning devices and

(Continued on Page 18)

This demolished truck and trailer, with a reported gross weight of 72,000 pounds, struck the third car of Tidewater Southern Extra 132 West as it passed over State Highway 99 crossing near Turner on October 18, killing the driver and injuring the relief driver. The crossing is protected by State Highway advance warning signs, RXX pavement painted advance sign, Standard No. 1 crossing sign, two Standard No. 3 wigwag signals, and because of impaired visibility, occasioned by fog, two lighted fuseses had been placed, one on each side of the crossing, by the train crew before the train passed over. Damage to the derailed refrigerator cars will approximate \$4,500, track repairs will approximate \$100, and cost to replace and repair the wigwag signal circuit has not yet been determined.





From all indications, the 750 employees, their families and friends who attended the big WP informal dance held at beautiful Mt. Diablo Country Club on Friday evening, October 5, had a wonderful time.

They danced to the scintillating music of Hal Courtney and his band, and were entertained by a red-hot rhumba team and an outstanding acrobatic dance team. They watched a light-fingered trick artist and ventriloquist, listened to a lovely songstress, and ate and enjoyed other refreshments in an atmosphere of congeniality such as might be found only among a fine group of railroaders.

Groups gathered in the huge lounge where they greeted old acquaintances and met new ones. They wandered

around the tree-lined terrace between dances and played ping-pong by the side of an outdoor swimming pool. They sat at tables before two immense outdoor fireplaces kept roaring with huge logs, singing, eating and enjoying refreshments from an awning-covered outdoor bar.

The employees, general chairmen and bosses who attended were unanimous in their praise extended Frank Rauwolf, chairman, and the many other hard-working committee members for the success of the affair, and to the many other employees and their wives who pitched in to lend a helping hand whenever the occasion arose.

After it was all over, the consensus was that there should be a repeat performance in the near future.



Much of the success of the dance was due members of the committee who handled advance ticket sales. Madge Slaughter gave a "pep talk" to a group of mechanical and store department clerks at Sacramento Shop, and Lee Willis, store department clerk, invited Frank James, general chairman for Clerks; George Clark, general chairman, SUNA; and Frank Pelzman, local chairman for carmen. Lee also invited E. E. Gleason, chief mechanical officer; Charlie Harmon, general agent; and G. W. Curtis, division superintendent.

Joyce McMillin, auditor of revenues department, gave the dance a plug in a TV interview with Hal Courtney a few days before the dance.



Don't Be HALF Safe!

(Continued from Page 15)

crossing gates, removal of obstructions to the view.

Checking condition of locomotive headlights, whistles and bells.

Complying with laws, rules and regulations governing the ringing of locomotive bells and sounding whistle signals when approaching and passing over crossings.

Supervising back-up movements and flagging over crossings on multiple tracks and in yard movements.

Enforcing rules and instructions governing operation of railway cars over grade crossings.

Educating and encouraging railroad employees to set an example to the public by properly obeying highway traffic regulations, including signs and signals at highway grade crossings.

Perhaps 90 per cent of the accidents that occur at rail and road intersections are the result of disobedience of the law.

Five safety rules within finger-tip control of the motorist will do much to prevent and avoid grade crossing accidents:

1. Approach all rail-highway intersections with vehicle under complete control—PREPARED to stop if necessary.
2. Look and listen. Know the way is clear before attempting to pass over the crossing.
3. Obey traffic rules and caution others to do so.
4. Support public law enforcement agencies in their campaign for safe driving on the highway and at crossings.
5. Always observe warning signs and signals at grade crossings.

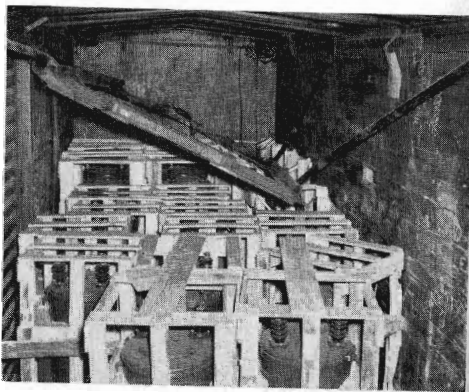
HIGHWAY GRADE CROSSING ACCIDENTS (Association of American Railroads statistics)

| | Number Accidents | | Killed | | Injured | |
|------------------|------------------|-------|--------|-------|---------|-------|
| | 1950 | 1949 | 1950 | 1949 | 1950 | 1949 |
| U. S. | 4,000 | 3,523 | 1,576 | 1,507 | 4,368 | 3,774 |
| California | 263 | 241 | 103 | 123 | 246 | 220 |
| Nevada | 1 | 6 | 1 | 2 | 0 | 5 |
| Utah | 15 | 15 | 4 | 7 | 11 | 14 |

ROUGHLY SPEAKING

Due to severe rough handling of a car at some point between loading station and destination, the Evan's automobile loading racks were torn loose from their moorings permitting the weighty framework to fall upon these transformers, consigned to General Electric Company at Fruitvale, creating a substantial amount of damage.

Aside from the fact that the railroads will face a claim for a very substantial sum of money, the more serious aspect of the transaction is the inter-



ference with the construction job on a factory being built for manufacture of critical war material.

It's no easy task to keep the railroads' heavy equipment always under perfect control, but a little more care could have prevented this damage.



Caboosing

Elko

HANS TEICHMAN has returned to work and hopes to get a much needed rest from a strenuous vacation . . . much the same as some of the women we could name . . . cleaning house!

ADELITA VISCARRET is happy to be working with two hands again after spending the greater part of the summer with one arm in a sling, having broken the left arm playing softball.

Dolly Jane Clark, daughter of K. K. CLARK, is studying music and art during her senior year at Hollywood High. Upon graduation she plans to enter Pasadena Playhouse.

Our deepest sympathy to the family of TONY SABALA who died in Portola hospital recently. On sick leave for the past two years, Tony had been hospitalized for several months.

THEDA and ERNIE MUELLER spent their vacation redecorating the interior of the home they purchased several months ago.

Marilyn Charlton and young son, Philip, have returned to their Los Angeles home after visiting Marilyn's parents, SETH and LOIS MANCA, during the past several weeks.

Judy Clark, eight-year-old daughter of TOM CLARK, has recovered from a recent emergency operation for appendicitis. Judy is one of several Elko children who have been victims of mesentericadenitis, which in many cases inflames the appendix.

Jack Murphy, JOHNNY's handsome son, is on special radar assignment to Tacoma, Washington, from his air base at Hill Field, near Ogden.

Brakeman WALLACE BURNINGHAM's wife is under the care of specialists in Salt Lake City, where she expects to undergo a lung operation shortly.

Superintendent JIMMY LYNCH's twin sons are overseas with the Armed Forces—Corporal Bill in Korea and Ensign Bob in Hawaii.

Fireman HARRY HURST also has two sons in the services, one a Marine stationed in the Pacific Northwest, the other in Korea.

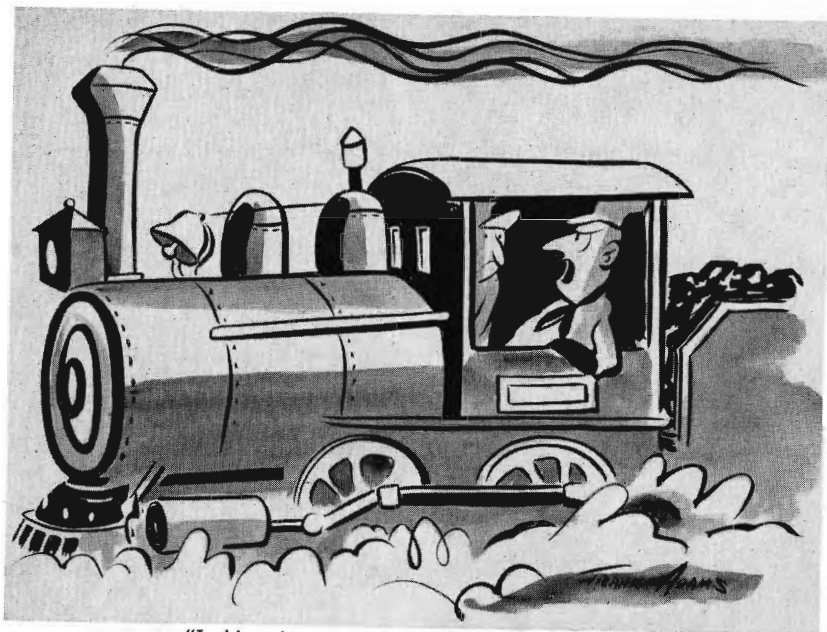
Lieutenant Don Fields, son of Road Foreman of Engines CLIFF FIELDS, is doing overseas duty in Germany. Don's wife, the former Shirley Keller, a grade school teacher at Elko, expects to join him soon.

Brakeman FAY PERRY, brother of Engineer WAYNE PERRY, was killed in an automobile accident recently. On leave of absence from the Elko board,

OCTOBER COVER

The directors' special made a stop near Reynard (Mile Post 416.1) on the eastern division, to enable directors and officers to get a first-hand look at a ballast gang in action. Shown in the cover picture is a Jackson multiple tamper, packing crushed granite ballast from Oroville under and around the ties on Western Pacific's main line.





"I wish you'd stop referring to me as 'Fellow Traveler'!"
—Frank Adams in Kaiser Steel's magazine WESTWARD.

Fay was working his farm in Oklahoma at the time of his death. Our deepest sympathy to his family.

Gary Murphy, son of Brakeman TOM MURPHY, a recent Navy enlistee, completed boot training and is now stationed in Jacksonville, Florida. Gary is the nephew of the Howell boys, assistant superintendent, BILL, Conductor, FRANK E. (BOOTS), and Brakemen MORGAN and ERNIE.

AL GLENN, Foreman of Extra Gang 40, is recovering satisfactorily from an operation after three weeks in the Elko General Hospital. Hope you're back soon, Al.

CLIFF FIELDS was the winner of the horse raffled off by O'Carroll Brothers during the Fair, and ADOLPH MOLDEN-

HAUER won "Sir Rynge," the steer raffled by the Junior Chamber of Commerce and donated by Bing Crosby from his herd on his nearby Elko ranches at the time of the premier of Crosby's latest film "Here Comes the Groom." Won by a reporter from the *Boston Globe*, the steer was redonated to the JC's to be reraffled all in the interest of Elko County's proposed new million dollar hospital.

Bob Brown, son of Engineer J. A. BROWN, has returned to Stanford University to resume his studies in medicine.

CHARLEY FORSETH's son, Rodney, has been released from a hospital in Oakland where he has been recovering from injuries received when he

wrecked his hot-rod. The hot-rod will be in the hospital for several weeks!

Storekeeper AL VIZINA's son, Bob, and Norman Sigmon, son of Section Foreman GORDON SIGMON, were two of four Elko boys lost on Lake Tahoe recently. The battery in their rented boat went dead and the boys were out for a period of 20 hours before being picked up by the Coast Guard. Everyone in Elko was happy to receive news that the four boys were safe and suffered only from extreme cold and hunger. The treachery of Lake Tahoe claimed the lives of two other Elko boys several years ago, when Bill Yoe, son of Trainmaster HARRY YOE, and Bill Beardsley, son of SI BEARDSLEY, head Timekeeper for many years, were drowned in its icy waters.

Sons and daughters of WP employees entering college for their freshman year are Bob Vizina, Norman Sigmon, and Dyan Miller (Telegrapher BLANCHE MILLER's daughter) at the University of Nevada; Bob Naylor (Chief Dispatcher GEORGE's son) and Mary Todd Michelson, at the University of Utah. Bob and Norman were recipients of scholarships to the University of Nevada, majoring in journalism and agriculture respectively. Dyan is majoring in art, Bob Naylor has not yet chosen his major, while Mary Todd is taking a pre-med course preparatory to studying nursing.

FERN PATTANI and SOFIA CARRILLO, who did vacation relief for the stenos during the summer, have entered college in Reno, Fern entering the University of Nevada, and Sofia attending business college. JOHN WAAGE, who worked with the signal gangs during vacation, is studying engineering at the University of Utah. Our sincerest con-

gratulations and best wishes to all these ambitious youngsters.

Ye scribe is deeply indebted to CHARLES "CHUCK" PERRY for many of the above items. We would like to write more news about happenings on the road so if the train and enginemen will pass their news items along to Chuck, he'll do the rest. We can't write 'em if we don't hear about 'em!

Sacramento Northern

While MEL PARKER, Assistant Valuation Engineer, is convalescing and putting on much needed poundage, SHIRLEY BICE has returned from a leave of absence to take care of his desk until his return.

CLARENCE MOSER, B&B Supervisor, departed for Chicago to attend the annual meeting of the American Railway Bridge & Building Association, and thence on to several Eastern cities on vacation.

Other vacationists are RUTH CRANE, WILFRED BLUE and MILTON ZIEHN. Wilfred is also planning a dove-hunting week-end with BILL DENNY, retired Chief Clerk, who lives in Paradise.

We welcome BETTY HAMILTON, new steno-clerk. Hope you like us!

MILT ZIEHN put the finishing touches on 200 feet of redwood weave fence late in September (he doesn't know how he did it), and then took off for Carmel and Fresno for a well-earned rest.

Chicago

Blessed event... Joyce Ann Sweeney made her debut into this world on July 27. Mother, Therese, and 7-pound 10-ounce Joyce are doing fine, but father, FRED, had the usual rough time. He spent one vacation week getting acquainted and performing odd jobs for

the little tot. Sister Celeste, 1½, isn't sure if she likes the competition.

Travelin' aroun' . . . Bossman ART LUND and the Mrs. spent one week of their vacation out Seattle way, visiting relatives and calling on old friends. FREDDIE ROBBINS and family spent two weeks down in the beautiful Ozark country. The Arkansas traveler makes an annual check on his country estate — probably wisely planning for the future. Mrs MARIE LIBBE spent her vacation visiting relatives out in Iowa, where the corn is real. JACK BOQUIST



Jeanne Pierre, stenoclerk at Chicago office, decided to stop making them all happy when she announced her engagement to Earl D. Boorman, Jr., the lucky guy! They are to be married next April.

was looking forward to getting a lot of fishing done during his vacation, but we understand he spent most of two weeks moving into his new home. "Probably weren't biting anyway, Jack." Lucky JAKE EPHRAIM recently made another trip to San Francisco. This time as escort with the mortgage bankers. His second tour this summer, he still has the nerve to say, "I haven't had my regular vacation yet!" Whatta life. JIM WARREN and family spent his two weeks touring points of interest on the East Coast.

We're glad to have ANN WEBER back after being confined several days with a severe attack of virus.

We were sorry to learn of the illness of George K. Wenig, Sr., father of General Agent G. K., Jr., and hope that Mr. Wenig will soon be up and around again.

Fore!...Several weeks back JOHNNY

RIEGGEL came in the office doubled over in pain. After scoring a nice 75 (18 holes, wise guy) Johnny proceeded to demonstrate that age can compete with youth by entering the driving contest. His 245 yarder was good for first prize, but his golfing activities will be from a wheel chair for the rest of the year. You'll only be a year older next year, Johnny, so — keep it up — we're only jealous! On the other hand, KEN RANK's golf score this year, somewhat resembles figures tabulated at a bowling alley. Ken's only explanation is that his Chief Clerk's duties confine his golfing to week-ends only, and that he never could shoot a good game on his own time!

Recent visitors to this office from GO were: MESSRS. WHITMAN, POULTERER, ROPER, WHEELER, STEEL, KNEISS, STONEY, FAYE, PADEN, CARTER, GOMMER, GIBSON, MENZIES, COTTER, GALLAGHER and BYRD. Hope we didn't miss anyone. The Chicago agency always extends a warm welcome and we're always glad to see and meet the rest of our family.

Several issues ago we mentioned that we would comment later on our "GO GO SOX." As you know, they've gone! No comment.

Sacramento

Welcome to J. F. LYNCH, JR., Rodman, who replaced GEORGE DAY upon his return to school, and to EVANS L. NIELSON, from Elko, who has joined the dispatchers' force.

Dispatcher J. R. CLEVINGER is back at his desk after a wonderful vacation in Montana, but Dispatcher R. W. HUFFMAN says he is glad to be back in sunny California after a vacation in Kansas. A visit to Portland, Spokane and Seattle made a fine vacation for

TED SULLIVAN, Assistant Accountant, and CHARLIE BRANDT, Head Timekeeper.

FRED KRUGER, secretary to Superintendent CURTIS, made a trip from Sacramento to Salt Lake City and return via freight trains and kept us constantly informed of his "hobo activities."

We now call WALT WARRELL, head B&B Clerk, GRANDPA. His son Thomas and daughter-in-law Jewell, presented him with a 9-pound 10-ounce granddaughter, Susan Elizabeth, on September 13.

CLOVIS OOLEY, Wire Chief Manager, and his wife Mae Jeanette, welcomed the birth of Clovia Vernona on August 8. The 9-pound 15-ounce daughter has two brothers and three sisters.

Welcome back JIMMY WILLIAMS. We missed your cheerful smile during the six weeks you were gone for operation of an eye condition. His duties as Car Distributor were taken over by F. M. COPELAND, Telegrapher, while away.

GORDON SWITZER, Assistant Division Engineer, B. L. McNEILL, Roadmaster, and L. B. CARTER, Signal Supervisor, are back after attending an AAR convention in Chicago.

ARNO SCHMITT, general CTC Maintainer, took a week's vacation to go deer hunting and was joined on the week-end of the 22nd by WALTER POTTS, CTC Maintainer and Dispatcher JEAN PARKER. Potts came back empty handed and Jean with a buck (and we don't mean a dollar), and Arno is still trying. Is it all for one, or one for all, Jean?

It was nice to see and chat with CHUCK MILLER, Roadmaster of the Eastern Division, when he stopped by while on vacation.

Seen around the building—CHARLES FREEMAN, T&T Engineer, and JOHN KENDALL, Technician, from San Francisco, here to install and check SN lines preparatory to joining SN-WP forces on November 1.

Birthday greetings to EARL D. BROWN, Assistant Accountant, on October 25.

Thought for the day:

I used to think I was abused
Because I had no shoes,
Until I met a man who had no feet.

Sacramento Store

RICHARD WOLF vacationed in Oregon, s'opping at Crater Lake and vicinity to view the scenery. Remainder of his time was spent fishing and he really caught them. Can't produce the evidence, but vouch for the pictures.



Nearly 31 years ago Vito Poncioni began working for W.P. at Store 7. When he retired on August 31, Henry J. Madison, who began work at the same time under Henry J.'s father, presented Vito with a radio on behalf of his fellow workers. Shown with Vito are John MacHenry, Ed Fields, Antone Capaul, and H. J. Madison.

—Photo by Hy O'Rullian.

NORMA LEE ALLEN bought herself a Ford, which she claims is a year younger than the old one—vintage unknown. After giving it a coat of turquoise blue she now has a classy auto.

Glad to hear that LEE WILLIS's husband, Mickey, is well on the way to recovery after being involved in a motorcycle accident.

Mr. and Mrs. HARRY MESSER left recently for a trip to Spokane, Couer d' Alene, Idaho, through the badlands of the Northern states down to Sioux City, Iowa, on to Chicago, and home via a southern route and Los Angeles.



This nice shot of two Weyerhaeuser Timber Company diesels was taken at Keddie by Elsie Hagen. The 1200-h. p. engines were tried out in several test runs on the Westwood Local, the Portola-Keddie and Oroville-Keddie Locals. They since were used in test runs on the Great Northern.

MARTIN COUGHLIN spent part of his vacation at home and the remainder seeing the sights in San Francisco.

Came very near giving Sacramento back to the Indians after a terrific lightning and thunderstorm last month. But, with perfect weather again, decided the Indians cannot have our fair city.

Little Billie Madan—aged four—who lives within a block of the office, really surprised his dad, Chief Clerk MADAN, recently with an office visit.

We took great care in getting passes on the *California Zephyr* so B. L. GREEN, of Oroville, could attend the diesel school at La Grange, Illinois. Green left, attended school, then troubles started. His wallet was lost, strayed or stolen, along with his return ticket. Haven't learned yet how he got back to Oroville.

ANN FRENCH was the honored guest at a small party given by the office force. She was well fed with cake and ice cream before resigning as steno to join her husband, Lt. Charles French, now stationed at Fort Ord.

Keddie

Reports are that Brakeman DICK BEAM is getting along fine in Stanford Lane Hospital in San Francisco, recovering from a recent eye operation.

Fireman JACK KRAUSE was among the many men that fought fire here for four days recently. There were a couple of days when we did not expect to have a Keddie any more.

Yardmaster CHARLEY SELF returned home a week ago from a trip to Chicago, stopping off in Colorado for Mrs. Self who had been visiting there for a couple of months.

Visitors in the vicinity of San Francisco lately were JOE CLINTON, Yard-

master, and Operator BECKLEY and wife.

Roadmaster DICK MOUNKES has his two children, Wilma and Charles, attending Chico State College, along with Roberta Barry, granddaughter of Operator TOM BARRY.

Accompanied by his wife and young daughter, Brakeman VIRGIL SIMPSON made a hurried trip to Oakland recently to be with his mother who has been very ill.

Visiting Engineer OLE JOHNSON for several days last month was his brother, an engineer on the D&RGW.

Engineer CARL HAGEN is home again and getting along fine after spending three weeks in the Westwood Hospital recovering from an operation.

Conductor STUBBLEFIELD and his son had the honor of bringing in the first deer of the season. Not to be outdone by the male sex, Mrs. Mel Strang, wife of Brakeman STRANG, got her buck, too. Brakeman SIMPSON was also successful. Conductor METZDORF's wife, however, had the misfortune of getting lost for several hours but other than being very tired, did not suffer.

Operator CHARLEY FORD celebrated his 64th birthday on Sunday, September 23. A Telegrapher for 50 years, Charley has been with WP sixteen.

Engineer DAVE FALLEN and the Mrs. were Keddie visitors one day last month from Stockton.

Wendover

ANNABELLE ALBRECHT, Telegrapher, assumed the correspondent's duties this month while SHIRLEY LEE and her family took off for a little vacation. Thanks, Annabelle!

BILL WOOD, Yardmaster at Wendover for many years, was around saying hello to the bunch here and visited his

mother in Salt Lake City. He is now located in Oakland.

Our present Yardmaster, H. C. "BOOMER" FORD, is also vacationing.

Yard Clerk CHUCK HARRIS bid in another job—vacancy filled by D. HARRIS. KEN BYRNES will probably bid in the second shift, and ESTHER WITT will probably be successful bidder on first, as Yard Clerk.

TOM and ESSIE MAY GARFIELD just returned from a delightful trip through the Pacific Northwest and showed some beautiful color pictures taken along the way.

Mrs. H. P. RAWLINGS just returned from Seattle and other points, looking rested.

Telegrapher BREW, of Delle, Utah, is away attending school, and G. W. BARTO, also of Delle, took his vacation in the East.

FREUTENICHT, of B&B No. 1, will have the diesel house at Wendover completed one of these days, and R. COLVIN is going to be very proud of same.

Did anyone tell you RUSSELL TAYLOR, Warehouseman at Gerlach, is now a grandpa? And, the inimitable MAUD MCGINNIS, of Gerlach, is a great-grandma!

Understand Conductor and Mrs. H. B. STEVENSON had a nice trip to New York City.

Our deepest sympathy to Conductor PRICE and family on the death of his father who passed away late in September.

Stockton

Stork News . . . Congratulations to ORIN PRENTISS on the arrival of a son. Bet Grandpappy PHIL, Trainmaster, is having a time buttoning his coat. NICK COHEN, Ticket Clerk, is proudly introducing his new son, Gregory, and by the time this goes to press, the BERNARD



Seldom in the news, but important to the successful operation of Western Pacific trains, are WP's section gangs. Manuel Olivera, foreman, and Section Gang 3, replace ballast at Mile Post 30, just east of Niles station. Manuel has been with the company nearly 30 years, 24 as section foreman at Niles. Other members of the gang are: E. Ramos, A. Cocoa, P. Vega, J. Lara, and J. Ojeda.

Telegraphy plays an important part in railroading, too. Below, L. F. Perkins, agent at Niles, California, expertly taps out a dot-dash message using the familiar telegraph key. Formerly a telegrapher on the Eastern Division, Perkins became a WP employee on December 25, 1930.



HARDING home will have a new addition. Bernard is now the Assistant Cashier at Stockton freight office.

Vacation preamble...GLADYS EVANS, PBX Operator, is spending two weeks in Pittsburgh, Pa., visiting her grandmother. CHERRY ROWLEY, Bill Clerk, has returned from Los Angeles, where she enrolled her daughter in Pasadena College. FERN LESTER, traffic department, and husband, Don, purchased a new Buick—then took off for Canada, returning via Albany, Oregon, to visit friends. BILL MOORE, Chief Clerk, is spending his vacation at home just relaxing and taking life easy. Clerk KEITH REESE and wife were pleasantly surprised by a group of friends recently with a housewarming in their new home in Plymouth Village. The group presented them with a money order gift. Potluck dinner was served and the remainder of the evening was spent making recordings. Darlene Moyes, talented daughter of Clerk ERNIE MOYES, sang several vocal selections.

Switchman J. CANEGA is reported steadily improving from his injuries received several months ago. Our best wishes to you, J. C.

Switchman GEORGE MAUTZ has reported back to work after several weeks' illness. Welcome back, George.

Clerk GENEVA PENDERGRAFT is recovering from a major operation. She will be away from work for some time but we wish her a very speedy recovery.

While vacationing at Lake Tahoe, we were happy to drop in and visit with the R. BILL MOODYS at their summer home in Twin Bridges. Bill and Mrs. Moody wished to be remembered to all.

Oroville

Telephone & Telegraph Maintainer G. J. WARE brought his family from

San Rafael for a visit while doing some work here.

J. C. HOOVER, retired assistant to the general manager, and wife had a fine time at the annual meeting of the 31st Engineers at Denver last month.

Latest reports on Engineer H. A. RANDALL are that he is back home after spending much time in St. Joseph's Hospital where he submitted to surgery. He will return for further surgery and treatment as soon as he regains his strength, and all his friends are wishing him a very speedy recovery.

Ticket-Clerk-PBX Operator W. E. "BILL" GINTER and wife have as their guest, Bill's father, William J. Ginter, retired welding supervisor on the D&RGW from Alamosa, Colorado. Other guests at the Ginter home recently were C. A. BATES, Signal Material Stockman, and wife, of Sacramento, who spent their vacation here.

Janitor SAM LAMBROS is recuperating from his trip to Oroville-Curran Hospital and hopes to be back on the job soon. We have missed him around the depot.

S. A. STRATTON, Relief Roundhouse Foreman, has resigned because of ill health, and moved with his family to Springfield, Mo.

E. L. McCANN, Special Agent, attended a Peace Officers' Convention in Yosemite Park. Seems like a logical place for such a meeting!

W. F. STEVENS, Diesel Foreman, has been attending a locomotive maintenance officers' convention in Chicago.

No reports from result of Roundhouse Foreman R. T. RONAN's deer hunting expedition, nor from a similar hunt by OTTO MARLER, Stationary Engineer.

Enjoying late vacations were E. B. CROSS, Sheetmetal Worker, W. B.

CORY, Hostler Helper, Mrs. G. A. WILSON, Laborer, T. E. CLAYPOOL, Machinist's Helper and F. O. HARVEY, Lineman.

Our sincere sympathy to Hostler Helper A. R. MOSELEY's family whose son, Pfc John A. "Jack" Moseley, was killed in Korea action. Drafted into the Army six months ago, he trained at Camp Roberts and sailed overseas on July 20. He is survived by his wife, Ruth, his parents, a sister Mrs. Blanche Cole and a brother, Dick, all of Oroville.

Our very best wishes to Switchman C. E. GAFFNEY who retired September 19 after 26 years with the company.

Brakeman A. E. JONES expects to return to work in the near future after spending some time in Oroville-Curran Hospital recovering from a sciatic nerve condition.

New York City

Double correction on last month's item. JOE MASON, reported in the blueprint stage, informs us that his manor is all but completed and is on the south shore of Long Island—not the North. Oh, well, he does have a HOUSE, anyway!

The diamond wars have ended, and the insufferable arrogance of us Yankee fans must be endured for another year, having decimated the NL "Jints." We have it on good authority that the Yankee fan in this office supplemented his income by inducing Chief Clerk LOU BERKOPEC of the Pittsburgh WP office to bet against the Yanks. And, as for our own Chief Clerk ART POTVIN, he is being driven by the cruel fates toward philosophy, in the failure of his Boston boys to again seize the coveted bunting. 'Tis an ill wind, indeed, that blows no one any good.



F. M. Whiting, traffic representative, S. F., and F. C. S. Bagge, traffic representative, Oakland, seated at the rear, received 40-year service pins at a recent luncheon attended by members of WP's traffic department. Said Whiting: "Old railroaders never die—they just ride away."

San Francisco

Through JOS. G. WHEELER, Passenger Traffic Manager, we learned that Mr. and Mrs. J. L. SCOTT celebrated their Golden Wedding Anniversary in Santa Cruz on October 5. Now living in Felton, California, Mr. Scott retired from the company in 1937 as general passenger agent.

Glad to see REG DUNKLEY back at his desk again after spending some time in the hospital.

Vacations are over for MARGARET CORCORAN, spent at Tiajuana and Catalina Island; BY LARSON, seeing Los Angeles and loafing around Russian River; JACK HYLAND and wife JANIE, who visited Clear Lake, and TOM BALDWIN, who "just stayed away from work."

KEN STONEY says you just can't beat that new car of his, even using inflated dollars, but JACK and JANIE HYLAND don't agree—they think that baby blue rocket of theirs beats anything on the highway.

ANN OSDOBA, signal department, returned recently from a three-week trip to Washington, New York, Minneapolis, Winnipeg and Vancouver, Canada

and Seattle, and HARRY PERRINE, Chief Clerk, left October 11 for a trip to St. Petersburg, Florida, up through the Carolinas and home.

HARRY FLYNN, Assistant Engineer, spent two weeks in Elko relieving A. Moldenhauer, Signal supervisor.

When SID HENRICKSEN, the boss's secretary, failed to show up at the bandstand at the WP dance, he missed receiving a beautiful birthday cake, complete with candles 'n' everything. Anyway, happy birthday, pappy!

All that nice art work for the dance came from the pen and brush of little FRANKLIN LOUIE, Engineering Draftsman, who, incidentally studied under Jimmy Hatlo, that celebrated cartoonist.

If you missed the bingo game at the dance, it was all your fault—you should have been in San Francisco. You see, the operators brought the paraphernalia over to Mt. Diablo Country Club Saturday, the day after the dance. Bingo!

JOYCE McMILLIN, auditor of revenues department, will be married December 2 to Jim Williams of San Leandro.

On Tour in Britain

Andy Murphy, WP Agent at San Francisco, thought MILEPOSTS' readers might enjoy reading the following letter he received from D. E. Somers, clerk on leave from the waterfront office, postmarked Edinburgh, Scotland, September 2, 1951:

"This is our last day in Scotland and we go back to London tomorrow and then down to Paris, Rome, etc.

Had a good crossing, only rough one day, but did not bother either of us, and since we arrived we have seen quite a lot of Britain. The countryside of both England and Scotland is very pretty, all so green and cut up with small fields of oats, wheat and potatoes. The roads wind around and over the hills with either stone walls or hedges on either side; the houses are either brick or stone, with lots of flowers and trees. There are no wood frame houses in this country.

The industrial cities such as London, Liverpool and Glasgow are just the reverse of the country. Very ugly and dirty, and the people in these cities are very poor. A great majority only earn 4 £ (\$11.20) a week. Top railway clerks' pay is 5 £ (\$14.00) per week, and an engineer seldom exceeds 7 £ (\$19.60)

per week. On the other hand, a good 6-room house rents for around 13S-6D per week (about \$8.00 per month). Everything is figured by the week in this country.

We came up here on a bus—nearly 500 miles and it takes two days. They stop overnight at a hotel at Chester, just outside Liverpool. The trip includes transportation, all meals and hotel accommodations. The meals are four a day—breakfast, lunch, tea and dinner. The whole cost is 4 £-2S-6D (\$11.56). We are going back to London by rail tomorrow on the "Queen of Scots"—eight-hour non-stop train.

In London food is a problem. Once a week you get one egg and a couple of small strips of bacon. The rest of the week you may get a little meat, but bread, fish and chips are always at hand. Just as soon as we got out of London the food was more plentiful and better, and here in Scotland, it's quite good.

We are not going to Egypt owing to the unsettled conditions there. We have been advised that it would not be safe to go there at this time.

Regards to all the force."



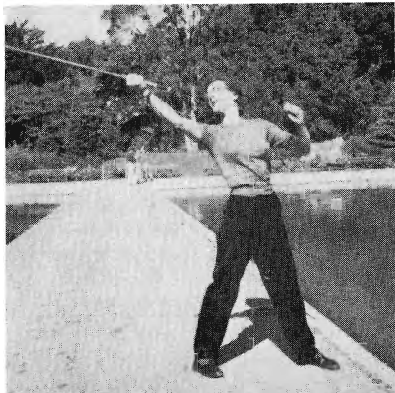
Ernie and Margaret Evans receive a gift for an expected arrival from Agent Jimmy Dillon at a surprise luncheon given by Oakland employees September 14. Also seated at the head table was O. Hatfield, general clerk.



You get a second look at these gents, because of a caption error in last month's MILEPOSTS. From left are: Assistant Agents Leo Sillineri and J. J. McInerney, and Agent Andy Murphy, all of local freight station.

SPORTS

NATIONAL CHAMPION



Kay Brodney, clerk in the engineering department, and a member of the California Women's Casting Club, journeyed down to the National Skish fly and plug casting tournament, held at the Los Angeles County Fair at Pomona in September, and came home a winner.

With a five-eighths ounce plug, a nine-pound test line and a standard level-wind reel, she made an average cast of 174 feet to take the national title and set a new record in that event. Her longest cast was 177 feet.

To top it off, she took second place in the distance fly event with an average of 120 feet, the longest cast being 124 feet. The fly rod and line were the type used for steelhead fly fishing.

Casting a fly 120 feet takes a great deal of skill; and Kay didn't get her honors the easy way. Saturdays and Sundays, when she isn't fishing up in

the Feather River country, will find her practicing in San Francisco's Golden Gate Park.

Kay's sister-in-law, Jeannie Brodney, clerk in the telegraph department, can also toss the fly with considerable skill and accuracy. The two girls would like to form a WP Casting Club if a sufficient number of employees are interested, and will be glad to teach beginners.

HOW ABOUT IT, MR. BASS?

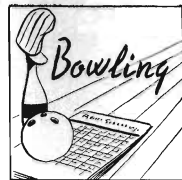
Western Pacific employees and their families will soon have an opportunity to become members of an exclusive club, according to plans outlined by O. E. Lyles, WP engineer of Stockton.

To become a member of the 20-UP CLUB you must be, or have been, a contestant in the annual 20-UP Club Bass Derby and have been lucky enough to catch a bass weighing 20 or more pounds. No bass will be eligible for the Derby unless the fisherman has registered before the fish is caught, and paid his \$1 entry fee, which goes into the jackpot for the lucky winners.

The contest closes December 18 at midnight, and winners will divide the jackpot with two-thirds going to the winner and one-third to the runner-up.

For this year's Derby, the judges will be J. J. McGraw, roundhouse foreman; C. G. Spoon, engineer; and Ken Craig, conductor.

Further information may be obtained from Engineer Lyles, 443 South Tuxedo Street, Stockton.



Led by strike-happy Tony Palladino's 566 series, the Feather River bowlers swept three games from the Auditors, while

the Traffickers took two out of three from the Freight Claims. This combination lifted the Feather River's league lead to three full games over the Traffickers, who now have won ten and lost five. Freight Accounts and the Oakland Carmen thriced the Valuation and Zephyrs, respectively, to climb into a tie for the third place position with a nine and six record.

Charley Dooling holds all individual honors so far with a high game of 242, high series of 581 and a 179 top average. Freight Accounts have high team series, 2,510, while the Zephyrs hold an 885 high team game. Other high averages are Storey's 171, Palladino's 168 and Wilkinson's 165.

After six weeks of play in the Western Pacific Bowling League, team standings are as follows, based on most games won:

| | Won | Lost |
|------------------------|-----|------|
| Feather River | 13 | 2 |
| Traffickers | 10 | 5 |
| Freight Accounts | 9 | 6 |
| Oakland Carmen | 9 | 6 |
| Zephyrs | 8 | 10 |
| Signal | 7 | 8 |
| Freight Claims | 7 | 11 |
| Auditors | 6 | 12 |
| Valuation | 3 | 12 |

The action takes place at San Francisco's Downtown Bowl each Thursday at 7:00 p. m.

In the old days when you wanted a horse to stand still, you tied him to a hitching post. Today you place a bet on him.



Off to a poor start, Western Pacific's quintet hopes to come out winner in the three remaining games yet to be played in

the 1951 16th Annual Industrial Men's Basketball Tournament.

The rails dropped the opener to the California Physicians' Service five 27 to 23, and emerged a 41 to 40 winner in the second game with Premier Insurance.

In a double overtime 42 to 40 scramble against the Leo J. Meyberg quintet, WP held a 10-point lead at one period of the game but lost two chances to win. With 15 seconds to go in the game, Jim Mills missed a free throw to take the game, and in the first overtime period, Pete Holtzen slipped and lost the ball while getting set for an easy hook shot with only seconds to go.

Crocker Bank's five took the fourth game 39 to 31, in which the WP boys just couldn't find the bucket during the first half. Their scoring ability improved in the second half but not enough to overcome the early lead scored by the bankers, who now have three wins and one loss.

Captain Cliff Gerstner and Pete Holtzen have been sharing high point scoring so far in the games.

Flash

Western Pacific's basketball team, sparked by Captain Gerstner's high scoring 19 points, went into a three-way tie for fourth place in their win over Call-Bulletin October 22, 33 to 27. By winning the two remaining games the rails have a chance to tie for second place in the league.

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Railroad Lines

Rock Island Lines announces new color travel film "Golden Journey" featuring streamlined Golden State operating between Chicago and Los Angeles.

The "Railroad Hour" began its fourth year on the air October 1 with a performance of Cole Porter's "Jubilee."

Pennsylvania Railroad tries out new food service in its New York-Washington trains, dispensing sandwiches, pastries, candy, ice cream, milk and coffee from automatic coin-operated machines.

Thirteen new diesel-electric locomotive units ordered by the Erie Railroad for 1952 delivery.

Grand Trunk Western orders material to install centralized traffic control on approximately 41 miles of single track between West Pontiac, Michigan, and Durand.

St. Louis, Brownsville & Mexico orders centralized traffic control material for 40.7-mile installation between Vanderbilt and McFaddin, Texas.

Automatic sanding plant for diesel locomotives built by Bessemer & Lake Erie at Albion, Pennsylvania.

Milwaukee Railroad has established a scholarship on behalf of sons of employees of that railroad.

Passengers aboard the Central of Georgia's "Nancy Hanks II" on the fourth anniversary of her Atlanta-Savannah run received a piece of Nancy's 100-pound birthday cake.