

WESTERN PACIFIC  
*Mileposts*  
APRIL 1951



# WESTERN PACIFIC Mileposts



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APRIL, 1951

Milepost No. 21

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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## Handle With Care!



Much of the information in the accompanying article "Handle With Care!" was prepared by Harry Stark, chief clerk to J. H. Coupin, general freight agent at San Francisco, and presented before a class of the San Francisco State Teacher's College Studying International Transportation.

Harry began service with the Western Pacific in January of 1937 as a clerk in the AF&PA department, transferred to the freight traffic department in August of 1947, and took over his present position in March of 1950.

He was born in San Francisco on June 25, 1904, and lives in that city with his wife and 15-year-old step-daughter.

Aside from his enthusiasm for railroading, Harry is quite proud of his gardening ability and hobby of raising gold fish.

To know what to do is wisdom; to know how to do it is skill; and to do it as it should be done is service.

At this critical time in our national and international affairs, our railroad has been called upon to extend its efforts to meet many additional responsibilities imposed by the speeding up of national defense programs. Thus, our railroad, and all of us who work for it, are now in the service of the nation.

Of all services performed by the railroads, the careful handling of freight probably is as important to our shipping and receiving friends as is any one other item. True, the responsibility for careful freight handling is shared by the three interested parties, and the railroad is responsible only while the goods to be transported are in its care. However, during 1950, Western Pacific paid out \$469,469 in freight loss and damage claims. While this is an encouraging reduction of almost 15 per cent from the 1949 figures, there is danger that claims may be increased

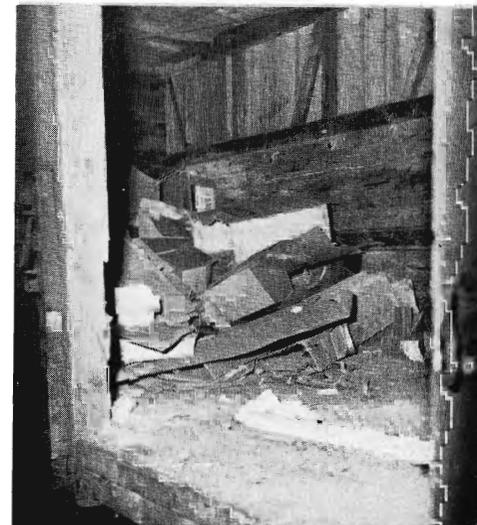
during 1951 because of the expanded volume of freight due to rearmament, the increased price level, and shortages of materials essential to safe handling of freight.

There is nothing difficult or complicated about being careful, and freight handlers and car loaders can please customers and hold them to our railroad through day-by-day care of shippers' goods (OUR goods while we hold them on a bill of lading).

Yard and train crews know that even the best loaded cars can't take excessive impact in yard switching or rough train handling on the road, and they can prevent much damage by acting on this knowledge.

All of us who have anything at all to do with furnishing equipment for load-

The receiver of these goods left the dirty work for the next fellow. Cooperation by shipper, receiver and carrier in keeping freight cars clean will do much to prevent car shortages and help to keep material rolling.



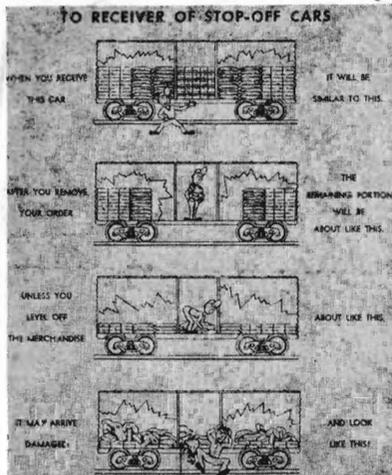
ing (carload and less-than-carload freight) must always keep the following points in mind:

1. Suitability of the car for proposed loading
2. Are contaminating odors or dirt present?
3. Is there oil or acid on the floor?
4. Are there protruding nails, missing sheathing, or holes in the floors?
5. Have steel straps and anchor plates from previous shipments been removed?
6. Is the car in good mechanical condition?
7. Are auto racks secure?
8. Have old placards been removed?
9. Is the car leak proof?

Conditions detrimental to the safe and careful handling of freight should

in consideration of reduced rates, or by the provisions of bills of lading.

The owner or person holding title to the goods, as evidenced by possession of the original bill of lading, is usually the once entitled to file claims in the event of loss or damage. However, possession of the bill of lading is not conclusive, but is merely prima facie evidence of ownership, rebuttable by evidence proving that title actually rests in another person. If more than



be corrected as soon as practicable and the car made ready for new loading.

The liabilities of railroads on loss and damage to shipments while in their possession is governed by numerous regulations. In interstate commerce, liability is fixed by provisions of the Interstate Commerce Act. This act makes carriers liable as insurers of the freight, except as their liability may be limited by other statutory provisions,



one person claims title to the goods, the carrier will require that the matter be adjudicated before handling the claim.

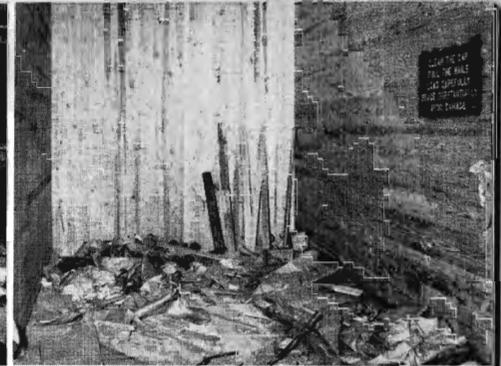
Loss and damage claims are presented for loss of an entire shipment or a portion thereof, improper or rough handling in train yards or on station platforms, defective equipment, temperature failures due to improper or insufficient refrigeration, ventilation, or heating, or because of delay en route,

(Continued on Page 6)

MILEPOSTS



This was what was left in cars unloaded at Otis Elevator Company's Yonker's plant.



Before long, the cars looked like this.



Otis Elevator Company finished the job by putting the 9 x 14 inch placard shown below on the side walls of the two cars.

For about four months the Otis Elevator Company, led by its general traffic manager, C. E. Coyle, has been engaged in a campaign aimed at persuading other industries to clean freight cars before turning them back to the railroads as empties.

Railway Age ran a two-installment article along with the photos reproduced on this page (taken by Otis Elevator Company) in their March 5 and April 2 issues, and in a talk with their editor, Mr. Coyle remarked:

"We unload 250 or more cars each month at our two plants (Yonkers, N. Y., and Harrison, N. J.), and about 75 per cent of them are turned back to the railroads after unloading and cleaning. We find the cleaning expense is negligible, despite the fact that there is a lot of blocking and strapping in the cars, most of which are gondolas. I know that we can clean them a lot cheaper than can the railroads, and there's no use in kidding ourselves, we pay the cost in one way or another. If all of us receivers did the cleaning of the cars, we, and the railroads, would be a lot better off financially."

Western Pacific congratulates Otis Elevator Company for its unsolicited cooperation in attempting to get other shippers to turn out clean empties such as they are now accomplishing.

**COOPERATING WITH RAILROAD AND INDUSTRY**

**AFTER UNLOADING, WE CLEANED THIS FREIGHT CAR AND MADE IT READY TO RECEIVE ITS NEXT LOAD...  
..SPEDING ITS SERVICE TO YOU.**

**"when empty..clean it for the next fella"**

**IT SAVES TIME, HELPS YOU, HELPS INDUSTRY...  
AND HELPS THE RAILROADS RELIEVE THE  
CRITICAL CAR SHORTAGE.**

**OTIS ELEVATOR COMPANY  
NEW YORK, NEW YORK**

## EVERY 60 MINUTES

Railway operations are so vast and railway statistics are so astronomical as to be almost beyond comprehension. However, we may gain some idea of the operations and performance of the railroads by considering some of the things the railroads do in an hour's time.

For each hour of the day and night more than 1,000 passenger and freight trains depart from their starting terminals and an equal number arrive at their destinations. Each hour of the day and night the railroads receive for shipment around 4,200 carloads of freight and deliver the same number of carloads of freight to destinations. They perform the equivalent of transporting sixty million tons of freight one mile and four million passengers one mile. They receive for handling nearly seventeen thousand express shipments and 1,300,000 pounds of United States mail.

For each hour of the day and night the railroads pay out about \$100,000 for federal, state and local taxes; more than \$200,000 for fuel, materials and supplies, and more than \$500,000 in wages.

The Fifth Annual Convention of the Military Railroad Service Veterans Association will be held September 21 and 22 at the Hotel Hollenden, Cleveland, Ohio.

Members of these units who have not been contacted in the past and desire to be informed of activities of the Association, should notify R. H. Major, chairman, Hotel Hollenden, Cleveland, in order that their name and address may be added to the Association's mailing list.

## HANDLE WITH CARE!

(Continued from Page 4)

theft, accident, fire, or error by railroad employees.

Commodities having a relatively high index of loss or damage are:

|                         |                      |
|-------------------------|----------------------|
| Fresh fruits-vegetables | Eggs                 |
| Melons                  | Newsprint paper      |
| Sewer pipe              | Manufactured tobacco |
| Furniture               | Wine and beer        |

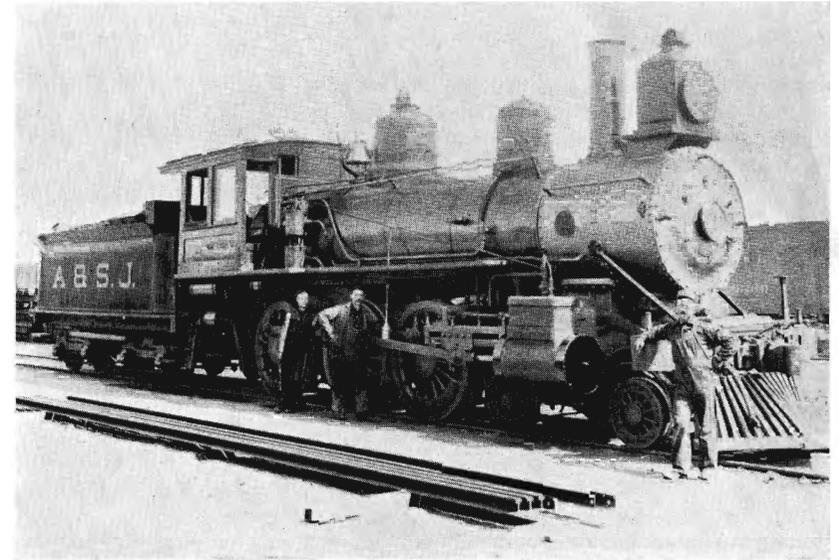
Loss and damage claims may be filed against either the originating or delivering carrier, and under the Interstate Commerce Act, the originating or destination carrier may recover from the carrier at fault if the loss or damage occurred on lines other than the line against whom the claim is filed. If it is not possible to determine where the loss or damage actually occurred, the amounts paid in claims are prorated among all the carriers participating in the rail handling of the shipment.

Claims must be filed within nine months of the time of delivery or, in the case of total loss, within nine months of the time when the shipment would have been delivered. Claims may also be entertained for delay, if carriers fail to move the freight with reasonable dispatch and the market price of the freight at destination is lower on the day of arrival than on the day on which the shipment should have arrived.

Unrelenting thoroughness and checking against failures of all kinds is the secret of preventing loss and damage. There is really no excuse for an accident—only a reason!

Then there was the Scotsman who was plenty embarrassed. He could have sworn the sign on the door read: "Laddies."

## IN THE GOOD OLD DAYS



*THIS historic old locomotive once hauled coal from the Tesla coal mines to Stockton over the old Alameda & San Joaquin Railroad. Originally Number 1, the number was changed to 121 when the Western Pacific took over the road in 1907.*

*THE crew standing alongside Engine 1 are Roy Smith, fireman; Dan McKellips, engineer; and Angelo Sanguinetti, brakeman. The conductor, Andrew Luchessi, is not in the picture, which was taken in either 1905 or 1906.*



# MILEPOSTS



# IN GOLD

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

|                            |                          |                     |
|----------------------------|--------------------------|---------------------|
| 35-YEAR PIN                |                          |                     |
| Mrs. Edna Scott.....       | Telegrapher.....         | Western Division    |
| 30-YEAR PIN                |                          |                     |
| Pete Taswles.....          | Track Foreman.....       | Eastern Division    |
| 25-YEAR PIN                |                          |                     |
| William A. Racine.....     | Chief Clerk.....         | Auditor of Revenues |
| 20-YEAR PINS               |                          |                     |
| Valter A. Martin.....      | Locomotive Engineer..... | Eastern Division    |
| Sam Reay.....              | Asst. Signal Supv.....   | Signal Department   |
| Vernon N. Richins.....     | Track Foreman.....       | Eastern Division    |
| 15-YEAR PINS               |                          |                     |
| Clarence A. Bailey.....    | Water Service Mntr.....  | Western Division    |
| Davis W. Harris.....       | Section Foreman.....     | Western Division    |
| Coleman W. Lewallen.....   | Switchman.....           | Western Division    |
| Raymond C. Smith.....      | Switchman.....           | Western Division    |
| Nimrod E. White.....       | Stationary Engineer..... | Mechanical Dept.    |
| Samuel L. Worthington..... | Locomotive Engineer..... | Eastern Division    |
| 10-YEAR PINS               |                          |                     |
| James Alexander.....       | Carman.....              | Mechanical Dept.    |
| Woodrow J. Boire.....      | Locomotive Fireman.....  | Western Division    |
| Robert H. Brause.....      | Machinist.....           | Mechanical Dept.    |
| Clarence S. Bromell.....   | Sheet Metal Worker.....  | Mechanical Dept.    |
| William R. Brown.....      | Boilermaker Helper.....  | Mechanical Dept.    |
| Nelle C. Cariton.....      | Electrician.....         | Mechanical Dept.    |
| Thomas E. Clifton.....     | Carman.....              | Mechanical Dept.    |
| John P. Conger.....        | General Agent.....       | Washington, D. C.   |
| Alfred C. Cruz.....        | Boilermaker Helper.....  | Mechanical Dept.    |
| Jesse R. Dabbs.....        | Machinist's Helper.....  | Mechanical Dept.    |
| Charles E. Davis.....      | Machinist.....           | Mechanical Dept.    |
| Paul C. Evans.....         | Roundhouse Clerk.....    | Mechanical Dept.    |
| Harry C. Fleenor.....      | Painter.....             | Mechanical Dept.    |
| Charles W. Foshay.....     | Boilermaker.....         | Mechanical Dept.    |
| Glenn A. Furtney.....      | Carman.....              | Mechanical Dept.    |
| Ira B. Gibson.....         | Machinist's Helper.....  | Mechanical Dept.    |
| Carl D. Heady.....         | Carman.....              | Mechanical Dept.    |
| Frank C. Hillgrove.....    | Carman.....              | Mechanical Dept.    |
| Rulen Jones.....           | Sheet Metal Worker.....  | Mechanical Dept.    |
| Troy R. Jones.....         | Elec. Helper Appren..... | Mechanical Dept.    |
| Archie D. Legg.....        | Dispatcher.....          | Western Division    |
| Charles F. Lynch.....      | Carman.....              | Mechanical Dept.    |
| Joseph Mason.....          | Traffic Rep.....         | New York City       |
| Arnold F. McElmurry.....   | Locomotive Engineer..... | Western Division    |
| Harold V. Meyers.....      | Painter.....             | Mechanical Dept.    |
| Ruby E. Mitzel.....        | Carman.....              | Mechanical Dept.    |
| Andres Molina.....         | Carman.....              | Mechanical Dept.    |
| Leo M. Morris.....         | Master Mechanic.....     | Mechanical Dept.    |
| John W. Munday.....        | Agent-Telegrapher.....   | Western Division    |
| William J. Nicholas.....   | Painter.....             | Mechanical Dept.    |
| Kenneth A. Rank.....       | Chief Clerk.....         | Chicago             |
| Harlin C. Robertson.....   | Stationary Engineer..... | Mechanical Dept.    |
| David R. Sarbach.....      | Supt. of Shops.....      | Mechanical Dept.    |
| Arthur J. Sarbach.....     | Car Foreman.....         | Mechanical Dept.    |
| John L. Strawn.....        | Machinist.....           | Mechanical Dept.    |
| Wade H. Wald.....          | Carman Foreman.....      | Mechanical Dept.    |
| Onno W. Whitakerr.....     | Carman.....              | Mechanical Dept.    |
| Claude P. Wilson.....      | Sheet Metal Worker.....  | Mechanical Dept.    |



Dear Sir:

Editor  
Western Pacific MILEPOSTS:

On page 4 of the February issue you state "recently completed General Foods Plant, on San Leandro Boulevard, in East Oakland."

The correct location of the General Foods Plant is at 2750 Halcyon Drive, which is just off Washington Street in San Leandro, and no place near East Oakland. Also, this plant is served by the San Leandro station.

The above facts will also apply to picture of the General Foods Plant on page 6, where you show "in Oakland."

This very modern plant was built at a cost of around three million dollars, and I am very sure the General Foods will be interested in knowing that all of the WP employees are familiar with their correct location.

Yours truly,  
F. G. Hardwick  
WP Agent, San Leandro

\* \* \*

Thanks to Agent Hardwick for putting us straight. We certainly don't want General Foods or any of our other fine customers to think we are unfamiliar with their location.

*One day an old lady's cow got loose, visited a neighbor's still and ate so much whiskey mash that it died. The old lady presented a claim to the neighbor for cost of the cow.*

*"I'll never pay it," said the neighbor. "My whiskey mash never killed your cow. The cow gave an egg-nog and your old man milked the poor thing to death."*



## In the Armed Forces

In addition to the 44 persons previously listed in MILEPOSTS, the following Western Pacific employees are now serving in the Armed Forces:

LUCIANO ARANO, carman inspector, Winnemucca.

WILLIAM E. BALDWIN, furloughed ice laborer, Portola.

JERRY D. BASS, brakeman, Eastern Division.

HARRY H. BURNER, burro crane operator, Elko.

EDWARD S. DAILEY, carman, Elko.

JAMES B. HENNON, ticket checker, San Francisco.

HARPER A. PETERSON, stenographer, San Francisco.

PHILIP A. PFEIFER, chief clerk, Detroit.

JESSE SOMARA, carman, Sacramento.

FREDERICK F. ZGRAGGEN, ticket checker, San Francisco.

*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.*

*Your life stream is a lifeline to the boys on the fighting front. Visit a Red Cross blood bank to "give a pint to save a life." To help build new blood, eat nourishing foods. The perfect drink is a molasses milk shake made by adding a teaspoonful of molasses to a glass of milk—a source of all the nutrients you need after giving blood.*



# Just what the DOCTOR ORDERED

Any doctor will tell you, for a small fee, that a change from your every day routine will add years to your life! But, without any cost to you other than a little gasoline and a big lunch, your company is going to give you a chance to get away from it all, relax, have fun and enjoy a day out in the open with your family and friends — a day you will long remember.



Sunday, May 27, is the big day and you'll be sorry if you don't

attend the biggest Western Pacific picnic yet to be held. Frank Rauwolf and his hard working committee have been working long hours making plans, and there'll be something for everyone to do. A baseball game (if worse comes to worse a pickup game with the San Francisco Seals), swimming, races, rides for the kiddies, and dancing. There'll be lots of nice green lawn where a guy can just stretch out under a big tree without a care in the world. There'll be barbecue pits where you can fix those sizzling hot dogs or dry Junior's clothes after he is hauled out of the wading pool. For a thin dime you will be able to try your luck on one of the games of chance, or take a ride on one of the whirligigs or ferris wheels. There'll be plenty of free hot

coffee, and free soft drinks for the kiddies, and a snack bar where you can buy soft drinks, beer, candy and sandwiches for those who get up too late to make a lunch.

To top it off there'll be a long list of wonderful gate prizes for the holders of the lucky tickets, and a chance to ride on a scale model of the *California Zephyr* complete from headlight to oscillating tail light.

The big affair will be held at Linda Vista Park near Mission San Jose, where such a wonderful time was had last year. The grounds are located about an hour's easy drive from San Francisco (via San Mateo bridge and Niles) and Oakland (Oakland-San Jose highway.) Employees from Sacramento, Stockton and intermediate points can get there via Livermore and the Niles Canyon to Niles, then a short distance south to the park. Anyone in Mission San Jose can direct you to the park.



There'll be a big gang there, but there's room for everyone. Don't forget the date—Sunday, May 27—get your tickets and bring your family and friends.

Tickets for admission are free and may be



obtained from any of the following employees:

General Office—Ian Ferguson, Jack Hyland, George Welch, Nick Schoeplein, Bill Royal, Tim Moran, Emmett Dillon, Tony Quill, Dick Beltz, John Miller or Ken Lewis.

8th & Brannan—Walter Bryant.

Oakland—Jimmy Dillon

Stockton—A. D. Prato, I. A. Mc-Atee.

Sacramento—Hy O'Rullian

San Jose—George Keyes or Johnny Carroll.



Ideas for running a Baby Beauty Bathing contest were uppermost in the minds of the picnic committee when this picture was taken. The question, "What about the poor judge?" quickly brought together the heads of, left to right, Nick Schoeplein, Tony Quill, Les Stollzman, George Welch (standing), John Miller, chairman Frank Rauwolf, Tim Moran, Ian Ferguson, Emmett Dillon and Jack Hyland.

## WP RANKS HIGH

An article in the March 12 issue of *Railway Age* tells of operating statistics for principal steam railways for October, 1950.

Under "Car Miles Per Car Day," Western Pacific was second in the country with a figure of 97.7, being nosed out of first place by a railroad in the South by only a comparatively small margin. However, Western Pacific showed an increase from October, 1949, of 23.4, while the other line showed an increase of only 7.7.

Under "Net Ton Miles Per Car Day," WP's 2,123 was by far the highest figure of any of the steam carriers listed. Here again your company showed an increase of 589, while the next highest line showed an increase of 269.

Under "Train Miles Per Train Hour" or, in other words, average freight train speed, Western Pacific again showed the second highest of any of the carriers listed in the country for that month.

More good news to WP employees will be the following paragraph taken from a letter written by Draper, Sears & Co., Boston, entitled "Research Comments, Railroad Operating Results Improve":

"For the industry as a whole the transportation ratio last year was 36.9 per cent, a cut of 2.9 points from the 39.8 per cent ratio of the preceding year. There are twenty-three of the roads listed that were able to cut their transportation ratios by more than three points last year. The best performance was that of Western Pacific—down 6.8 points, followed by Chicago & Eastern Illinois—down 5.8 points, Texas & Pacific—down 5.0 points. Western Pacific, incidentally, came into that select group having transportation ratios below 30 per cent. Others below 30 per cent were Virginian, Kansas City Southern, St. Louis Southwestern, and Norfolk & Western."

## PROMOTIONS AND TRANSFERS

Ralph T. Ott became chief rate clerk of Western Pacific passenger department on April 1, following the retirement of Manuel Bettencourt.

His experience in rate work began in 1913 with the Southern Pacific Company at San Francisco. He left there in 1921 to enter sales promotion work with the United States Rubber Co.,



which was concluded in 1929 when that company closed many of its branches, at which time he returned to the Southern Pacific

where he remained until 1933. Following a three-year career as salesman for a local printing company, Ralph returned to railroading when he joined Western Pacific as rate clerk in 1935, which position he has held until his recent appointment.

Ott was born in Azusa, Los Angeles County, California, on November 20, 1892, attended high school and university at Redlands, California, and studied zoology at Stanford University during 1912.

A veteran of World War I, Ralph entered the U. S. Army as a private in 1917 and was discharged in 1919 with the rank of lieutenant, during which time he served as a pilot and aerial observer in both plane and balloon.

Like most home owners, weekends will find him busy around the yard at his home in Burlingame where he is constantly waging a battle with the many varieties of insects that work overtime in his absence. When time

permits he likes to get in a round of golf now and then.

Ralph is a member of the American Legion, and secretary and treasurer of the Golden West Region of the American Association of Passenger Rate Men.

The appointment of Robert McIlveen to position as road foreman of engines, with headquarters at Keddie, was recently announced by superintendent G. W. Curtis.

Bob entered company service August 22, 1917, was made engineer on August 14, 1925, and promoted to road foreman of engines during World War II, which position he held until January 25, 1950, when he returned to engine service working between Oakland Pier and Oroville.

Born in South Norwalk, Connecticut, February 28, 1893, his railroad service began at Portland, Oregon, in 1912 with the Oregon, Washington Railway & Navigation Co. (Union Pacific), later working for the Northwestern Pacific and AT&SF before coming to WP.

As an amateur "ham" operator, he has held an FCC license, Class "A" with call letters W6BCN for the past 28 years. He also enjoys salmon fishing off the Golden Gate.

Bob is affiliated with the Masonic fraternity and a member of the Oakland Scottish Rite.

Norman F. Roberts, road foreman of engines, has been transferred from Keddie to headquarters at Oroville.

Born in St. Louis, Mo., on November 11, 1903, he first began service with WP on June 13, 1923 as a locomotive fireman working out of Portola. Following service as a locomotive engineer, Roberts was promoted to road foreman of engines in December, 1943.

Attending prep school 1918 to 1921 he majored in Latin, math., English, history and music, and later studied law through the La Salle Extension University from 1928 to 1931.

He likes golf, fishing and baseball, holds an amateur radio license with call letters W6MXE, is an ardent photographer and paints in oils.

He built his own five-room house at Portola where he lives with his wife, and worked up through the chairs to office of Grand Knight in the Knights of Columbus.

Norman served as local chairman for the Brotherhood of Locomotive Engineers and served as state legislative representative for the Stockton division of that organization.

Road foreman of engines, T. D. Hunter, has been transferred from Oroville to new headquarters at Stockton.



Hunter started with the company September 30, 1922, as fireman, working out of Portola and was promoted to engineer in August of 1928. He was promoted to road foreman of engines in January 1943 working out of Portola, later transferring to Oroville where he remained until his recent assignment.

His family includes one son, 22, and one daughter, 17.

When asked about his hobbies, Hunter said: "I would like to fish, hunt and travel."

Other recent appointments were: M. J. McDonald, assistant trainmaster at Oakland; C. H. Marchand, assistant to general storekeeper at Sacramento; E. E. Gleason, chief mechanical officer for S.N.; and H. J. Madison, general storekeeper for S.N.

## John O. Goodwin

Roadmaster John O. "Jack" Goodwin, 60, died suddenly from a heart attack on March 29 near Crum, while returning to Winnemucca in a motor car with W. T. Richards, engineer-maintenance of way and structures, and C. E. Forseth, Eastern Division engineer, following a tour of inspection of the railroad.

Born at Eureka, California, September 8, 1890, the son of the late Mr. and Mrs. George W. Goodwin, Jack began his railroad career with the Northwestern Pacific in that city in 1916. Promoted to roadmaster for that railroad in 1928, he came to work for the Western Pacific in 1931. After service at Oakland, he was appointed roadmaster in 1944 with headquarters at Winnemucca.

Goodwin was a member of the Roadmasters Association, the Masonic Lodge at Loyaltan, California, and the Knights Templar and Mystic Shrine in Reno. The Masonic Lodge participated in the funeral services held Sunday, April 1.

He is survived by his wife, Grayce Edna (Blunden) whom he married at Shively, California, on October 25, 1912, a daughter, Mrs. Ludwig Toepfer, and a granddaughter, Jackie, of San Francisco, and a brother, G. W. Goodwin, of Reno.

## MANUEL BETTENCOURT RETIRES

Like a good many railroaders, Manuel M. Bettencourt looked a lot younger than his 65 years when he retired from his position of chief rate analyst of Western Pacific's passenger traffic department on March 30.

But records show that Manuel was born on a ranch in San Gregorio, a picturesque little town in San Mateo County's coastside, about half way be-



tween San Francisco and Santa Cruz, on March 25, 1886. The family moved to San Mateo in 1891, where the younger Bettencourt, one of five brothers, received his schooling. He was a member of the San Mateo City Planning Commission from 1921 until 1930.

His first railroad service began on August 23, 1901, when he went to work in the ticket auditor's office of the Southern Pacific assorting tickets. He began working division of joint fares on March 25, 1910, was promoted to a supervisor of Government accounts on January 10, 1919, and resigned from

that railroad to accept a position with Western Pacific on December 5, 1919, working divisions of joint passenger fares in the auditor of freight and passenger accounts. On March 15, 1926, he transferred to the passenger traffic department as chief rate clerk, including the job as joint tariff publishing agent for all California lines, rail and steamship. He was made chief rate analyst of the passenger traffic department on September 1, 1950.



This is a sample of the stuff "Shutterbug" Bettencourt manages to see on the groundglass of his camera. Unfortunately, images on the groundglass are upside down, but with finished prints like these,

who wouldn't be glad to wait? Manuel has a large collection of fine prints—not all glamor and cheesecake—and has been honored in several local print exhibitions



An artist with a camera, Manuel hopes to spend much of his spare time behind the lens. He is assisted by his wife, Mayme, who does photo oil coloring, and is also talented in leather carving and tooling, and ceramics. Manuel is an enthusiastic golfer and also enjoys bowling, camping and fishing.

The Bettencourts live in San Francisco, have one grown daughter,

MILEPOSTS

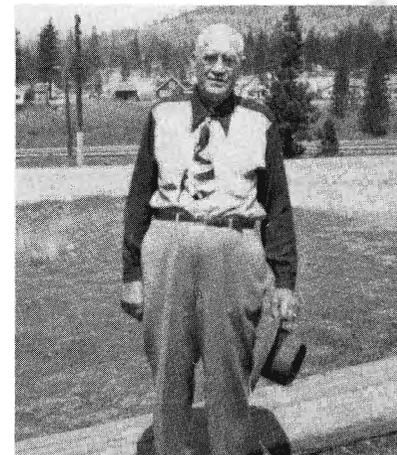
## Retired Yardmaster Remembers Early Days

George A. Fritz recalls that when he first went to work for Western Pacific as a switchman on October 2, 1910, there was only one engine working at Sacramento. Sacramento shops were not yet completed and the engines were taken to Oroville to get washed out. Westbound trains would pick up at 19th and "L" streets, cut off at "C" Street, do their work, get water at 19th and "J," and return to "C" Street. Eastbound trains would cut off at the levee (now Broadway), come down to 19th and "I" streets, set out and pick up, get their water, and train.

There was only one track at South Sacramento, which led to a 48-car passing track, and the ice house was located at 19th and "R" streets, where it was possible to ice only one and one-half cars at one time. The ice house was later moved to a location between "T" and "W" streets, now the Sacramento Northern transfer. The transfer at Haggin had only one seven-car track.

Back in those days "H," "J," "K" and "M" streets were protected by gates at each crossing, with houses for the crossing watchman.

George was promoted to yardmaster on June 28, 1926, from which position he retired December 12, 1950, after 40 years of service. He and his wife now reside at Oroville with Mrs. Fritz's brother, retired engineer E. A. Parker, who has an orange orchard. Mr. and Mrs. Fritz have one son, a WP fireman working out of Portola, and one granddaughter.



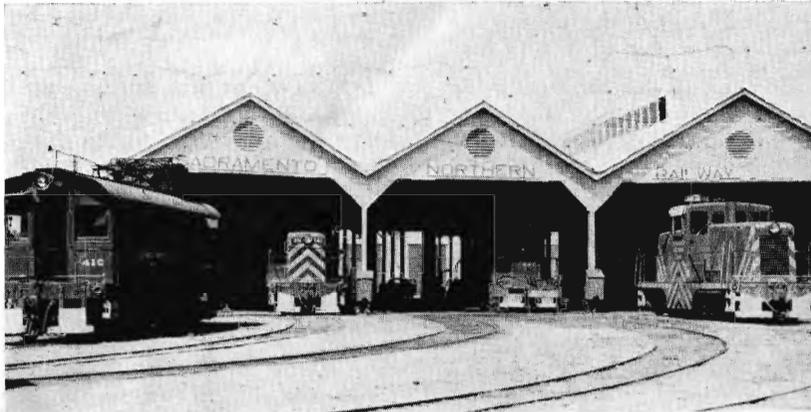
Eleanor, in Seattle, a son, Robert, in Orinda, two granddaughters in each Seattle and Orinda, and a step-daughter and step-granddaughter in Arcadia, California.

Manuel is an honorary life member of the American Association of Passenger Rate Men, a national organization, and a member of Pals Bowling Club, San Francisco.

Effective April 9, the San Francisco Regional Office and the District Manager's Office of the Railroad Retirement Board will move to 45 Second Street, San Francisco 5, California. The telephone number, EXbrook 2-6820, and all extensions now in use, will remain unchanged.

MILEPOSTS

15



A recent picture of the Sacramento Northern Railway Shops at Chico showing several electric and diesel locomotives.

## MOVE SN SHOPS

On April 2, the Sacramento Northern consolidated its shops and store department, located at Chico since 1906, with those of its parent company, the Western Pacific Railroad.

This consolidation was brought about through the fact that both railroads now use the same type of motive power, making separate maintenance facilities uneconomic. Ever since the line was built as Northern Electric in 1906, until very recently, the smaller line has been electrically operated, while Western Pacific used steam locomotives. Now both lines use diesel-electric power.

A short stretch of track at the WP shops has been electrified for testing purposes, but SN engines must be

towed over the mile of non-electrified trackage between the WP shops and the SN connection at "X" Street, in Sacramento.

The Sacramento Northern shops at Chico, known as Mulberry Shops, were opened principally for the upkeep of the high-speed yellow electric cars that sped passengers between Sacramento Valley towns. Automobiles killed the passenger service and the line is now an important freight carrier.

Practically all of the staff of some twenty odd employees will be added to Western Pacific forces at Sacramento under the supervision of E. E. Gleason, chief mechanical officer.

The train robber was holding up a Pullman car. "Out with your dough or I'll kill all men without money and kiss all women."

An elderly man said, "You shall not touch these ladies."

An old maid in an upper berth shouted, "You leave him alone, he's robbing this train."

*Don't consider it a compliment when a friend tells you that you look like a million dollars. Wait until you find out whether he means before or after taxes.*

MILEPOSTS



## Chicago

(Editor's Note: The following copy was written by BILL McGRATH just before he left the "Windy City" for San Francisco to assume new duties with WP. In his own inimitable style, Bill says so long to the friends he had known so well. We know they will miss him, as we will welcome him, and their loss is our gain. Thanks for a swell job, Bill, you were always there with the "hot" copy. Succeeding him, is chief rate clerk JAMES E. BAKER, whose copy will begin with the next issue. We know the Chicago news will continue in good style along with the latest weather conditions for the benefit of our southern correspondent, Bob Munce.)

Desk Cleaning. . . . Back in 1941 when the Pennsylvania Railroad decided it could get along without me, I had the good fortune to answer an ad for a steno-clerk's position with the "Feather River Route." You know what they say about first impressions. . . . Overlooking the very attractive young lady on the switchboard (they always have fallen in that category), my first impression was that of a hustling, busy office, but not one of a size that would leave the employee with that lost feeling. Then the nervousness that accompanies a desire for something that others crave also—a job. The first human contact was with the man who probably put up with me more than all the rest put together. That was GEORGE WENIG, then chief clerk, now general agent. Never a truer friend. To George, I leave my 1951 Chicago Cub baseball schedule—the team can't do any worse than last year!

Then there was that refreshingly sweet MARIE LIBBE, my next door neighbor all these years, never too

busy to lend a guiding hand or word, always ready to help you out, no matter what the problem may be. To you, Marie, I leave my aspirin and remaining Band-Aids—the aspirin on a 24-hour recall.

Then there was that little doll—RITA McENERNEY—she's now Mrs. McGrath—who left the carload tracing desk of the WP to take care of me which has on occasions involved tracing of me when I was perhaps, bad ordered. To you, my darling, I am bringing home those missing cuff links which somehow turned up in my desk and which I accused you of misplacing. Forgive and forget, you know.

To my sidekick and buddy of so many deeds and doings, KEN RANK, now chief clerk, I give my chits I won at "26" at the Esquire Pub, with a word of caution. The blonde at "26" is quite a dish—but her husband is a professional wrestler. Skol!

## APRIL COVER

President Whitman drives home a gold spike, completing track work for the "Junior" California Zephyr, shown ready to begin its inaugural run

following dedication ceremonies on April 10 at the Motor Inn Theater at Concord, California. On the left are builder and engineer Ray Maker, and fireman Bill Carter, of Oakland. The little train is carrying throngs of passengers— young and old—during its daily operation prior to show time, around the large loop of track that encircles the huge outdoor screen.

## WESTERN PACIFIC Mileposts



To Chicago's own "Ben Hogan" and one of the biggest hearts I know of, JOHNNY REIGEL, I give my copy of "Tips to Get You in the 80's," with my personal review that I still can't stay on the fairway, and the memory of that game a summer ago when you tried to correct my hook and put two 95c Spauldings up on the railroad embankment.

To "OZARK IKE" ROBBINS, I bequeath my last Missouri tax token. You'll be a lot closer to the "show me" state than I will. Thanks, Fred, for all the help that I needed to fill your shoes when I took over your territory.

To GERRY COFFEY, fellow swabbie during World War II, my prized pocket edition of "All the Ships at Sea," which you can read in between calls up North. From a father of one, how did you manage with the Twins, Ger?

To JAKE EPHRAIM, my old straw hat band. When you're far, far away in those outlying spots, Jake, carry this with you so you won't break down and buy a 79c straw at a fire sale like I did on a recent summer, then have a brief summer shower cause the doggone thing to shrink from a 7½ to a poor facsimile. Jake, nothing has ever fazed you, and you've been tops all along the line.

To JIM BAKER, my desk. The Juicy Fruit gum is under the seat of the chair, the Spearmint is under the middle drawer. Should you chance upon any unanswered correspondence (heaven forbid), I also leave you my last book of matches to handle accordingly.

To CHARLIE MATHENY, my unpaid bills in the upper right-hand drawer, and also a copy of the June 6, 1945, edition of the *Traffic World*, which, by golly, must have become wedged back among my untouchables (bills to you),

also adverse reports. If you ever come a visitin', Charles, bring your appetite but bring some food, too! Good luck, you old so and so, it was short but good.

To each and Everyone Else, thanks from the bottom of my heart for the joy of knowing you. The memories will linger on. Thank you for the beautiful traveling bag—it's one of the nicest gifts I've ever had or could hope to have. Here's to you—until we meet again. Good luck and God bless you.

### Salt Lake City

LANNY GLASCOCK, traffic clerk, finally moved into his new home after browbeating his contractor ever since last June.

We were all happy to see C. J. FISCHER, general agent at Seattle and former assistant general agent in this office, while in town recently for a few days, but were sorry to learn that his visit was necessitated because of a death in the family.

General Agent COULAM attended an inter-city Rotary meeting in Denver on March 15 along with members of the local club, and also journeyed to Rock Springs, Wyoming, with Traffic Representative R. W. CROCKER for the annual Washington's birthday visitation of the Salt Lake City Elks Club.

After having a wisdom tooth pulled, MARJORIE DAVIS, secretary to general agent, developed a serious jaw infection necessitating many visits to a dental surgeon for daily shots of penicillin and much personal discomfort.

BOB GONSALVES, district passenger representative, was twice hospitalized for surgical repairs during one month. We hope the second trip wasn't because the doc left some of his surgical tools in Bob's anatomy during the first operation.

### Sacramento Store

LENA WILLIS received the bid for payroll and personnel clerk recently vacated by EUGENE LAGAMARSINO.

March was quite a lucky month for HARRY MESSER, as he celebrated his forty-seventh wedding anniversary on March 14, and twenty-five years ago March 21 Harry started to work for the WP. On March 27, baseball season opened in Sacramento and does Harry love his baseball!

MARGARET WESTLAKE bid on and received the position of requisition clerk, vacated by LENA WILLIS.

Again the Store Department went over the top for the Red Cross drive in collecting \$95.40. ANN FRENCH solicited the employees and did a fine job.

HORACE LATONA bid on and received the purchase requisition clerk position recently vacated by MARY LOU STOCKARD, who resigned due to illness.

You can't get a good man down, even though C. E. BROCKETT's tussle with virus pneumonia kept him away from work for some time.

J. R. HICKS and GEORGE HOOVER have been enjoying an early vacation. J. R. spent part of his time in San Francisco and the balance at home, and George spent his time on his small ranch in Del Paso Heights.

RICHARD V. WOLF bid on and received the position of check clerk, a newly created position.

Recent moves were made by AGNES ASH, to 1506 Thirteenth Street; L. D. REAVES to 1704 "N" Street; and R. J. LANDROVE to 1408 Sixth Street.

MARGARET WESTLAKE spent Easter with her folks in Bakersfield.

ANN FRENCH has just had her Nash painted a dark blue. It looks like a new car and according to Ann, is much easier to keep clean.

Capital City Lodge No. 266 news reports FRANK JAMES gave a report on the method of organizing a blood bank. A booklet was passed out entitled, "Your Blood Bank," which explains how a blood bank works and its purpose.

ED LINDLEY was appointed chairman with EVELYN WYATT as vice chairman, to complete the organizing of the blood bank.

The Grand Lodge convention will be held in San Francisco, beginning May 14.

Plans are continuing for the party to be held April 20 at which time the officers will be hosts to the members, their wives, husbands and sweethearts.

### Sacramento Shops

The Red Cross drive at the Sacramento Shops really started off with a bang with an opening speech to all employees by E. E. GLEASON, chief mechanical officer. The drive has been going great guns ever since through the fine spirit and cooperation of all shop employees who have been contacted



by the hard working Craft Committee chairmen. Shop Superintendent D. R. SARBACH, chairman of the drive, and Car Foreman ROSS KELLEHER, assistant chairman, are proud to report that the shops have not only reached 100 per cent of their goal, but have already topped that by an extra 16 per cent.

Shop employees also came through in fine spirit in another type of emergency. We are sorry to report that Carman STANLEY GOODNIGHT's wife is seriously ill at the SP Hospital in San Francisco, but it was heartwarming to see the number of men who volunteered their blood to the Blood Bank here in Sacramento to replace that needed by Mrs. Goodnight in a series of transfusions.

It won't be long now before Car Foreman ROSS KELLEHER and his wrecking crew will be leaving the shops in fine style to handle derailments. A trailer is now on hand equipped with all necessary tools and ready to go immediately upon receipt of a call. They will no doubt soon be trying to boast they can reach a derailment before the engine leaves the track!

We received a cheerful letter from PAT LEO, machinist helper, who is now at the WP Hospital in Portola. He reports he's feeling much better, but will probably stay in Portola at least another two months.

Our condolences to both BILL PARKER, engine watchman, and EVERITT SCHWARTZ, carman, who each lost his mother this last month. Bill's wife also is still ill and most of his free time has been spent going from the shops to the hospital to see her every evening.

Only one new arrival to report this month—a bouncing baby girl, and the

proud father is Machinist G. D. NYE.

It was nice seeing ABBEY BAGDASARIAN, carman, around the shops again. Though he hasn't reported back to work as yet, he is up and around after a tangle between his car and a bus one evening while returning home from work.

#### Keddie

Two of our 18-year-olds have enlisted in the Naval Reserve at Reno, but will continue their studies. BILL FISHER, son of Mr. and Mrs. CLYDE FISHER, brakeman, and LOUIS FISCHER, son of Mr. and Mrs. LOUIS FISCHER, engineer, get our best wishes.

Conductor BERT CHAPMAN, his family, and mother-in-law from Fort Bragg, left recently for a two weeks' vacation down in the Southland and plan on seeing Mexico on their way. Also on vacation in San Francisco, are Brakeman NELSON JONES and his wife.

FRED PARTAIN, son of Mr. and Mrs. ELMER PARTAIN, has been called back into the Naval Air Reserve and is stationed at Oakland. He and his wife have been living in Stockton.

JOE CLINTON, yardmaster, spent a week in San Francisco and the Bay Region visiting and enjoying the bright lights.

Conductor A. W. FERGUSON, Conductor PARKS and Brakeman CLAUDE TRIPP have all been confined to their homes with the flu, but all are getting along much better. VAN BENTHUSEN just returned home after spending nearly a month in the Quincy Hospital. Recently retired Conductor SEGUR had an attack of the flu on his way to Oakland and had to give up at Oroville.

During a terrific wind storm during March, the roof on the dormitory at Nubeiber was blown off and several window panes were broken.

Conductor JIM FOX and his wife, Mrs. NETTIE FOX, second trick call clerk, spent most of a recent week in San Francisco where she kept an appointment for a checkup with the doctor.

P. D. PHILLIPS, operator, who has been working in Keddie and Greenville, is now working on the high line at Halls Flat.

Mrs. Ray Bishop, from San Jose, daughter of CHARLEY SELF, yardmaster, spent last week here with her folks.

Operator BECKLEY is now taking orders for yard-long string beans, climbing tomatoes and other vegetables. He is renting the garden spot in the back yard of Brakeman CLAUDE STRAHAN.

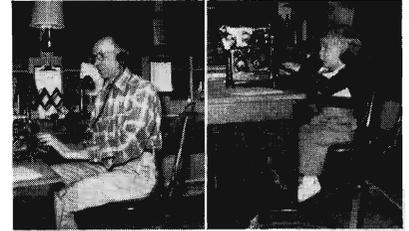
C. E. McDONALD, assistant superintendent at Sacramento, and O. R. ROONEY, representative for trainmen from Portola, were in Keddie last month on business.

JACKE GIST, who has been working in the roadmaster's office for the past month, has now been appointed trainmaster's and roadmaster's clerk in Keddie.

PETE HANLEY, agent, HUGH AUSMUS, brakeman, and B. BENZ, engineer, are seen getting ready for the fishing season which opens soon. Engineer Benz plans to try some night fishing at Bucks Lake this summer which should at least provide for some swell stories.

The new ticket desk in the operator's office has a new addition. Up until now passengers have had to stand while waiting for trains, but they may now sit on a comfortable bench provided for the purpose.

JAMES C. CAUGHEY, roundhouse employee of Quincy, and CARMEN HUETT, of Oroville, were united in marriage at



On the right above is 22-month-old Steven George Oels, the son of fireman George A. Oels, of Portola, and probably the youngest telegrapher on the WP. Oh, yes, that's his granddad, C. A. Oels, agent at Greenville, on the left, who kindly sent the picture to MILEPOSTS.

Reno. Congratulations to the happy couple.

W. A. KINGDON, relief man at the roundhouse, and a resident of Crescent Mills, passed away last month.

Conductor ANDY STINE is a very proud father of a baby boy, Andy Lou, born in the Industrial Hospital at Quincy, March 30, scaling 9 pounds 6 ounces.

#### San Jose

LEO TRURO, cashier, and WINIFRED "PENNY" MONTGOMERY, clerk, are now neighbors in the Kaiser Tract at San Jose, both having recently purchased new homes there. This came to light when our operative checked into the packages of garden seeds and tools which both have been carrying home lately. Consequently, we hope to have our office nicely decorated with floral arrangements each week.

ERNEST SWANSON, revising clerk in the San Jose freight station, headed south recently for a vacation with his family.

#### Wendover

Wendover's population was decreased by two this month when Switchman R. E. ALLISON left to make his home in Reno, and Telegrapher

F. A. DAVIS moved to Los Angeles. Telegrapher DEANE BUHRMANN is filling in on third trick until it is bid in.

Several other changes have been made recently among the telegraphers. Mrs. M. W. NAYLOR, Knolls, has taken her pension and is enjoying a well earned rest. GRACE LAMEREAUX bid in at Knolls. R. F. BREW, second trick, Delle, is on leave of absence to continue on in college.

G. S. "RED" ALLEN is back on the job after a brief stay in Sacramento while his wife was ill. We're happy to hear that Mrs. Allen is feeling much better. Also back to work after being on sick leave for several months is HARVEY NAYLOR, yard clerk.

ELMER "ARKY" BOISE, fireman, and his Mrs. have just returned from Los

Angeles where they spent a couple of months soaking up California sunshine (I think). The rest of us stayed home and consoled ourselves with the thought that at least Wendover has no smog! (Ed's. Note: Wait'll BOB MUNCE reads this!)

We welcome ELDON WILLIAMS, new switchman, into our midst. Speaking of switchmen, GENE JONES and wife, Joan, made a quick trip to Ogden lost ('scuse me, I mean last) weekend.

Retired water service maintainer, FRANK FAUST, passed away March 15 in Salt Lake City after a brief illness. Frank worked for WP a great many years and will be missed by all who knew him.

E. T. "BARNEY" LAVELLE, switchman, just returned from a trip to Las Vegas,

"Are you sure there's a Western Pacific time table in this rack?"



"The one on the right."

Tucson, Phoenix, and even a short look at Nogales, Mexico. Speedy guy, that Barney!

Just in case anyone has been wondering, that terrible glare you see in the yard office occasionally isn't anything to become alarmed about. It's only the light reflecting on Yard Clerk "CHUCK" HARRIS' newly shaved head. Kind of tough on the eyes, isn't it?

#### Sacramento

Welcome to Sacramento. . . To SIDNEY INGLIS, JR., assistant file clerk. Sid is the son of night chief dispatcher Inglis and recently graduated from the University of California. He and his charming wife, Harriett, are also in line for congratulations as newlyweds.

. . . To Assistant Division Engineer GORDON "BUZZBOMB" SWITZER. Such pep, wim and witality every day can't be natural. Gordon must be a good customer for vitamin pill manufacturers.

. . . To WILBUR SQUIRE, draftsman in the engineering department. Wilbur transferred from Elko and fills the vacancy created by BILL HOLT's promotion to instrumentman.

. . . To WALTER LEE CHADWICK, JR., stenographer - clerk to head Timekeeper CHARLES BRANDT. Walter was formerly at Keddie and from watching him pound that typewriter we expect a hotbox or burned-off journal any day.

Warning—slow order. . . Whenever you go in to see Chief Clerk DAN IRWIN,

use whistle signal frequently and reduce speed. Dan's pacing up and down during ponderous problems creates hazard of collision which might result in derailment.

Welcome back. . . To Division Engineer ELLIOTT who recently returned from Chicago where he attended annual meeting of American Railway Association at The Palmer House. Charlie reports a very worthwhile and enjoyable trip.

Nice to see. . . GRAYCE JOSSERAND, back to work after her recent operation. Grayce is the wife of PETER JOSSERAND, night chief dispatcher.

Our sincere sympathy . . . is with Road Foreman TOM HUNTER and his family. Tom's mother passed away in Oroville on March 26.



Western roadway employe Henry Brantaas just finished filing his 1950 income tax return on March 15 when S. F. News staff photographer Corwin Hansen caught him mopping his brow. "I've been doing this same thing for a long time now," said Henry.

News from abroad. . . LOIS KENNEY, assistant file clerk, has written us she is having a "time-of-her-life" hobnobbing around the nation. From Sacramento via our enviable Vista-Dome California Zephyr to Chicago, then Detroit, Washington, D. C. (De Capitol), Annapolis, Pittsburgh, then shuffle off to Buffalo, thence dragging herself home. Brother, that's really getting around.

Attention! . . . MEL GRAHAM, assistant chief clerk, has been "tapped on the shoulder" by Uncle Sammy and the invite is effective April 12 for Fort Lewis, Washington. Everyone here will miss Mel's cheerful disposition and helpfulness and we hope he can hurry back. Mel recently handled our Red Cross drive so successfully that the Red Cross commented on WP's fine cooperation!

#### Portola

March 23 was a very unlucky night in Portola as we had a big fire that destroyed four business establishments. Thanks to the very capable Volunteer Fire Department of which Portola is very proud, no other buildings were damaged. Fireman WILBUR ROWSE was injured and we wish him a very speedy recovery.

It's nice to have MELVIN "ARKIE" FULK, fireman, back with us again after his long absence due to his auto accident.

Trainmaster VIRGIL EDWARDS spent several days in the hospital with the flu, and Switchman CHARLES RUSE spent some time at home recovering from the same illness.

It was nice to see retired Conductor FRANK NICHOLS at the depot last month and we were sorry to learn that he had been ill for quite some time.

Terminal Trainmaster I. L. KILGORE spent the Easter holidays with his family in Salt Lake City, after attending the quarterly staff meeting at Elko.

Looks like old times to see Conductor S. C. "SAMMY" WILSON back working at Portola after being in Salt Lake for so long. Seems like they all come back, as Brakeman L. W. "BUD" QUIGLEY has returned also after being in Stockton for several years.

WARREN C. MORSE, telegrapher (only natural for Morse), is glad to be back to work after being in St. Joseph's Hospital for several days. M. F. MANNING is also back to work after being off sick for about ten days. Slim is our afternoon yardmaster.

That smell in the air these days is from our new spring paint job. Seven offices have been painted and our paint gang under the supervision of PAT SULLIVAN is still going strong. It's wonderful what that little gang—two carpenters, AMOS HAYS and BURNICE COGGINS, and our famous little painter "SHORTY" KEN STEVENS can do with a bucket or two of bright colors.

Another of our clerks to answer Uncle Sam's call is BILL BALDWIN, son of Mr. and Mrs. I. C. BALDWIN, and he is now stationed with the field artillery at Camp Roberts.

MRS. FRANCES MLAKAR, roadmaster's clerk, and daughter Kitty, spent several days in San Francisco, where they attended the Junior Livestock Show and did what most women do—shopped.

"RED" NALLY and family spent a few days in Sacramento last month visiting his mother, MRS. MARY JANE NALLY, clerk in the superintendent's office.

Thirty-five employees and their families attended the Safety Meeting

held Monday, March 19. The very interesting talk on safety first given by Superintendent J. E. LYNCH and the movies were enjoyed by all.

#### Oakland

We are very sorry to report the death of the wife of LOU HARKNESS, rip track; that ED MOSS, car foreman, had to rush to Seattle account serious illness of his sister; and that GEORGE LEWIS hustled off to Kansas City to visit his sister-in-law, who has been very ill. We are, however, glad to report that JOHN NICHOLS, switchman, has recovered from his illness and is back on the job. RALPH LANDON, brakeman, is also recuperating very nicely from his recent hernia operation.

Lots of people on the railroad are enjoying well-earned vacations. Among them, BENNIE PALMER, carman, at Vancouver; DIXIE GIBB, also Van-

couver, to introduce her new husband, JOE ULISSE, to her relatives and friends there; CHARLES HOWETH, switchman, VERNON CLAYS, switchman, and Engineer BEN HUFF. Lucky people!

You have never seen two more expectant people than Switchmen BUD MAYBURY and FREDDIE JOHNSTON. When the stork arrives it will be the third child for the Mayburys and the fourth for the Johnstons.

PAT SPENCER, brakeman, had a very lovely trip down into Mexico—Cuernavaca, no less, and then everything was spoiled shortly after returning to Stockton, for “Skipper,” his almost-human cocker spaniel was run over. Pat and the men at the Stockton yard office are still mourning as “Skipper” was very loyal and always on hand to keep them company.

Engineer W. E. Meyers, conductor W. D. Edgerton and brakeman J. A. Webb pose in front of one of Western Pacific's diesel rail cars at Oakland Pier prior to departure on March 9. This crew has a combined service of approximately 90 years with Western Pacific.



Fay Collins, signal maintainer at Hayward, finishes up his day's work and heads for home on a Western Pacific motor car.

HARRY GLATT and the Mrs. begin their vacation the first of May. Where to they aren't sure, other than a trip to Eureka to visit an uncle of Harry's. The Glatts were pioneers in that vicinity years ago and Harry affectionately calls Eureka the “old homestead.” Their is a Glatt Avenue there, and a Bainbridge Avenue, named after Harry's grandparents.

Word has been received from JOE NEPODAL, switchman, that all is well with him, physically, in Korea. In the First Marine Division, Joe says he would much rather be back switching box cars in Oakland yard, which we can readily understand as he spent four years overseas during World War II.

#### Oroville

Road Foreman of Engines T. D. HUNTER mourns the passing of his mother, Mrs. M. S. Hunter, age 84, at her home in Oroville on March 26. She leaves two sons, T. D. and Kenneth Cummings of Fresno, and a daughter, Mrs. Doreen Stivers of Stockton. Also

two sisters, Mrs. Alice R. Williams of Redding and Miss Elizabeth LaFleshe of Antioch.

WILLIAM D. “NEWT” JENNER, 55, brother of PAUL JENNER, assistant to general manager, passed away at Oroville on March 18. He is survived by one other brother, James, of Sacramento, and one sister. Newt was well known among railroad employees and had at one time been employed as brakeman.

JOE T. SILER, son of Switchman THAD SILER and wife, has enlisted in the Navy and is in training at San Diego.

Several cards have been received from retired Conductor GEORGE H. NEWMAN and wife, who are enjoying an extensive trip through the South and East.

Mrs. John W. Porter, wife of Conductor PORTER, left San Francisco on the Lurline the middle of March for a three-week vacation trip to the Hawaiian Islands accompanied by her sister, Mrs. Donna Collison of Bald Knob, Arkansas.

Mrs. BARBARA MOFFITT, ticket clerk at Stockton, and wife of Engineer JOE MOFFITT, and her daughter Maureen, were in Oroville visiting relatives and friends at Easter time.

Mrs. L. E. PETERSON, telegrapher, is enjoying her vacation and is being relieved by E. J. SHERRILL.

MIDGE ARRUDA, relief operator at Oroville and Marysville, has been unable to work since February 9 when she sustained serious injuries to back and leg in an auto accident near Marysville. She is being relieved by Operator ANTONETTE B. BETTGER.

Baggage-man-caller JACK HILTON has returned to work after a month-long siege of pneumonia, spending a part of

the time in the Oroville Curran Hospital.

Fireman W. E. WALLIS is doing okay at home now following removal of an appendix.

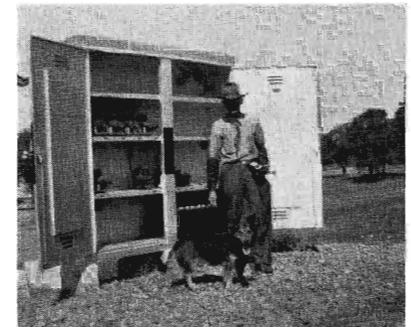
Telegrapher B. B. MOOTS is now enjoying his vacation, being relieved by W. S. STARR.

Mrs. GRACIE WILLIAMS GAYNOR, relief operator at Stockton yard, spent a few days here visiting her father, retired signal maintainer JOHN E. WILLIAMS.

The newly organized WP Amusement Club held their second party March 17 at the El Medio Hall with about 175 in attendance. A sumptuous ham dinner, supervised by chef for wrecking crew, Carman JOE WEST and wife, was followed by a musical program furnished by Johnnie Etchart's Dance Studio and the Petty Sisters, and dancing to the music of the Mansell Trio. Officers of the new club are O. C. SHEPARD, president; R. S. PATTISON, vice president; W. W. LANG, treasurer; and Mrs. H. R. SMALL, secretary.

Mrs. Gertrude A. Musgrave, general

Helen Small, correspondent, sent in this snapshot of retired signal maintainer John E. Williams and his dog “Corky,” taken at Oroville yard in the summer of 1947.





"EVERYBODY CHANGE"



Diesel Supervisor **JOHN F. FLYNN's** mother-in-law passed away at her home March 28.

Mrs. **E. A. Goff**, wife of Brakeman **GOFF**, and their infant daughter spent a few days at Easter time visiting in the parental home of Trainmaster **P. F. PRENTISS**.

Brakeman **RODDY LANG**, now in the Army at Camp Roberts, was home on leave visiting his parents, Agent **W. W. LANG** and wife.

Car Foreman **E. C. EAGER's** wife is convalescing from an attack of the flu, which epidemic has caused much sickness among employees here.

Relief roundhouse foreman, **S. A. STRATTON**, vacated back to Springfield, Mo., to join his family who will return with him.

Vacation also being enjoyed by machinist helper, **G. P. LORENZA** and wife, and **HELEN R. SMALL** just returned

from an 8,000-mile trip via trains (none finer than the California Zephyr she reports), planes, boat and bus through Florida to the West Indies, Haiti, Jamaica and Cuba. Seems as though good things always come to an end.

Carman **JOE WEST** is still unable to return to work account an accident in which his right wrist was broken.

#### San Francisco

**RAY BEST**, signal draftsman, underwent a major operation March 20 at St. Joseph's Hospital. Latest reports indicate that Ray is doing very nicely and we hope to have him back with us soon.

**FRANCES CARBOLOTTI**, secretary to Signal Engineer **TEGELER**, has just returned from a three weeks' vacation spent at Osage City and Topeka, Kan.

**L. B. CARTER**, signal supervisor for

the Western Division, was a recent visitor to the signal engineer's office at San Francisco.

**Patricia Ann Notter**, 3, daughter of **MAURICE A. NOTTER**, proudly announces the arrival of a brother, **Michael Allen**, on March 26. Mother and father are doing fine, reports Patricia Ann.

**ROY GIFFORD**, signal draftsman, and wife, spent a recent weekend visiting with parents in Los Angeles.

**The D. J. Spowarts**, he is auditor of equipment service accounts, are now fully established in their new home at Orinda. A house warming was held on March 24 and from all accounts everyone had a "rip roaring" time. The Spowarts were presented with a portable barbecue with all accessories, so if you're ever in the vicinity of Orinda and the thought of a sizzlin' steak comes to mind, just drop in at the Spowarts—but remember, don't forget to B.Y.O.S. (bring your own steaks)!

**HAB TRACE** left the transportation department last month to take a position with the NYC road. Best of luck, Hab.

**ETHEL CARLSON**, formerly with the AAR, San Francisco, has taken over his duties, and we're glad to have you with us, Ethel.

That happy look **AURILLA TROY**, manifest, has been wearing is easily explained. Spring's here! 'N what's more important, baseball season is with us again.

Did you get a glimpse of **SPEN LEWIS**, transportation, in his snazzy blue suit and flashy tie the other day? A few days prior to blossoming out in his new apparel, he attended Bay Meadows, and from all appearances I'd say he made a "killing"!

A surprise bridal shower for **JEANNIE LOO**, auditor equipment service accounts, was given by **CATHERINE WONG**, manifest, and **BETTY** and **MARY ENGLAND**, a.e.s.a., on March 29. Jeannie received some lovely gifts and a good time was had by all.

Chief Engineer **FRANK WOOLFORD** was confined to his home last month suffering from a virus infection.

**LYMAN C. LANDRETH**, draftsman in the engineering department, is still confined to Veterans' Hospital at Fort Miley, where he underwent an operation some time ago. Though resting comfortably, Lyman will be hospitalized for at least another month.

**WALLY IRWIN**, also draftsman, and Miss **V. McInnis** were married in San Francisco on Washington's birthday and went to Florida for their honeymoon. The lucky honeymooners had perfect weather in the East while S. F. was cold, wet and windy, but on their return, California turned on its best weather.

**ERICH THOMSEN**, engineer of tests, visited the Colorado Fuel Company plant at Pueblo, Colorado, while that company was rolling steel, and should return with many interesting things to relate.

We're glad to report that Mrs. **Maurice Paulson**, wife of (Moose to youse) **PAULSON**, telegraph operator, is feeling much better. Incidentally, Moose lost out on the size 18 collar shirts as he cannot qualify for that size as yet—but soon. The shirts of "SKINNY" **RATH** were taken over by **GIL WARE**, radio maintainer. Next thing Gil gets is a pair of Rath's suspenders as there is entirely too much "suspense" around the office and not enough "suspenders."

T&T operator, **TONY JOVICK**, has returned from a well-earned vacation

spent with wife and family and countless relatives in Butte, Montana. Tony writes that he enjoyed a "bakalar" dinner which is not to be confused with bachelor. A special dish of dry fish—so dry and hard it is soaked in January for serving in July—soaked in grappo, then cut or more likely sawed into small pieces and boiled for hours. When the boiling gets under way you dash to the nearest store and buy all the bottles of airwick or similar treatment that you can carry. That's enough of that.

We lost our popular clerk, "Third Man Theme" FREGOSO to the mechanized accounts department. Max now has a new nickname, "The Cisco Kid."

RAY SANTIAGO, who bid in position as ditto clerk vacated by Max, has just received his "greetings" and will be in the Army soon. This means two new clerks in the telegraph office, as MARY TRICKETT, senior day ditto clerk, left for a six-month leave of absence the end of March.

Genial HAL GARRIOTT, assistant system wire chief, showed us a handful of melted fittings from the Oroville yard switchboard the other day, caused by induction from High Line. Hot stuff.

CHARLIE FREEMAN and GIL WARE now have a new office located on the main floor of general office where our radio test equipment is now installed. A

*A group of prohibitionists looking for evidence of the advantages of total abstinence were told of an old man of 102 who had never touched a drop of liquor. They rushed to his home to get a statement. After propping him up in bed and guiding his feeble hand along the dotted line, they heard a violent disturbance from the next room—furniture being broken, dishes being smashed, and the shuffling of feet.*

*"Good heavens, what's that?" asked one of the group.*

*"Oh," whispered the old man as he sank exhaustedly into his pillow, "that's pa. He's drunk again."*

happy couple, with all their oscilloscopes, oscillators and other latest equipment.

Having resigned from WP last month to accept another position, former Eastern Division assistant division engineer RUDY KLOTZ sends his best regards to all his friends along the line and wishes to thank those he was unable to see before leaving for all past favors while with the company. Good luck in your new work, Rudy!

Received a nice letter from a real old-timer, former engineer DAN MCKELLIPS, who pulled the Scenic Limited for 26 years, laid steel, helped ballast, and renewed fills that washed out back in 1909 and 1910. While he claims he hasn't run an engine since 1938, he did run the old "Jupiter" in Cavalcade at the San Francisco International Exposition in 1938 and 1939 when he was "road foreman of engines" for the Treasure Island Central. Dan would like to get a picture of the old A&SJ yard, roundhouse and turntable. If anyone can help him he would appreciate receiving it at his home, 4734 Edgewood Avenue, Oakland. Dan's picture appears on Page 7, this issue.

Sole occupants in one of our elevators the other morning were operator RUDY ENGLE, engineering clerk GORDON INGLE, and assistant to president Ed ENGLEBRIGHT. Quite an operation, any "engle" you look at it!

## Scouts Visit Western Pacific

Railroads all over the country played host to Boy Scouts and Cub Scouts during the month of April in conjunction with a program established by National Boy Scout Headquarters. More than 70,000 den leaders were supplied with literature and supplies by the Association of American Railroads and individual railroads were called upon to carry out the program locally.

Western Pacific was no exception, and some fifteen or more groups were taken on tours through our Oakland roundhouse and coach yard. Under the able jurisdiction of Bill Good, roundhouse foreman, Ed Moss, coach yard foreman and engineer-hostler G. R. Porterfield, the Scouts have seen the innards of a steam locomotive undergoing repairs, ridden in the cab of a diesel switcher, gone through the washer in the "Zephyrette" rail car, and have climbed over the two historic locomotives stored at the Oakland roundhouse—the "J. W. Bowker" and the "1903" (former SP suburban locomotive).

One group of 35 rode the California Zephyr from Niles to Oakland Pier, escorted by assistant trainmaster McDonald, and another group were escorted on a round-trip to Stockton by agent Jimmy Dillon, of Oakland.

In appreciation, one den mother wrote: "the gentlemen who took us through the workshops, etc., were most generous with their time, knowledge and patience. It was a very instructive tour and one we will long remember. . . ."

Shirley Chap, Zephyrette, was made an honorary member of this den of Cub Scouts during their ride on the California Zephyr from Niles to Oakland. She's cute, and we can't blame one of the 11-year-old Scouts for wanting her name, address and phone number—even though she does live in Chicago!

—Photo by Don Hedgpeth.



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## *Railroad Lines*

The average capacity of freight cars is now  $2\frac{1}{4}$  tons greater than it was at the time of Pearl Harbor.

• • •

Seasonal air-cooling became effective March 1 on all through and local air conditioned sleeping cars, dining cars and coaches operating over Southern Railway System lines.

• • •

The Louisville & Nashville improved the schedule of its streamliner, the Humming Bird, on March 18, with an evening instead of a mid-afternoon departure from Cincinnati.

• • •

The Norfolk & Western was awarded second highest honor in the advertising campaign category for 1950 in the annual national competition sponsored by the Freedoms Foundation, Inc.

• • •

A 16-mm. black and white sound motion picture, titled "Men of Maintenance," has been produced by the New York Central System, showing safe practices in railroad maintenance of way work.

• • •

Orders for a total of 72 diesel-electric locomotives have been placed by the Chicago and North Western Railway with three manufacturers at a cost of approximately ten million dollars.

• • •

Central of Georgia Railway and Ocean Steamship Company of Savannah, have entered into a contract with Seatrains Lines, Inc., for the re-establishment of coastwise service between the ports of Savannah and New York.