

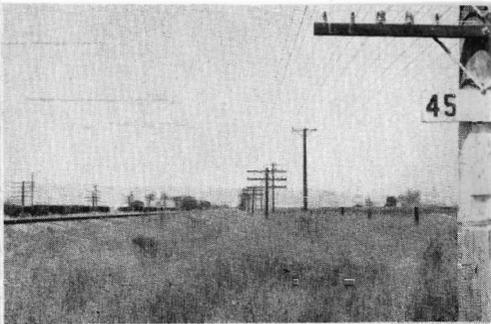
WESTERN PACIFIC
Mileposts

APRIL 1953

1903 WESTERN PACIFIC 1953



WESTERN PACIFIC Mileposts



Vol. IV, No. 9

APRIL, 1953

*Milepost No. 45

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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* Milepost No. 45: Much of Alameda County's \$38 million production in truck crops, poultry, green house and nursery products are grown in this area.



The tiny town of Milpitas stands to become the "Dearborn of the West" when plans recently announced by Ford officials become a reality some time in 1954 or 1955, and Western Pacific stands to become a leader in the shipment of Ford products on the West Coast.

cessories and outbound Ford cars and trucks, as well as products of other industries expected to locate in the area. Preliminary plans call for two indoor rail lines running the entire length of the 1,800-foot assembly building.

Construction of the yard will be



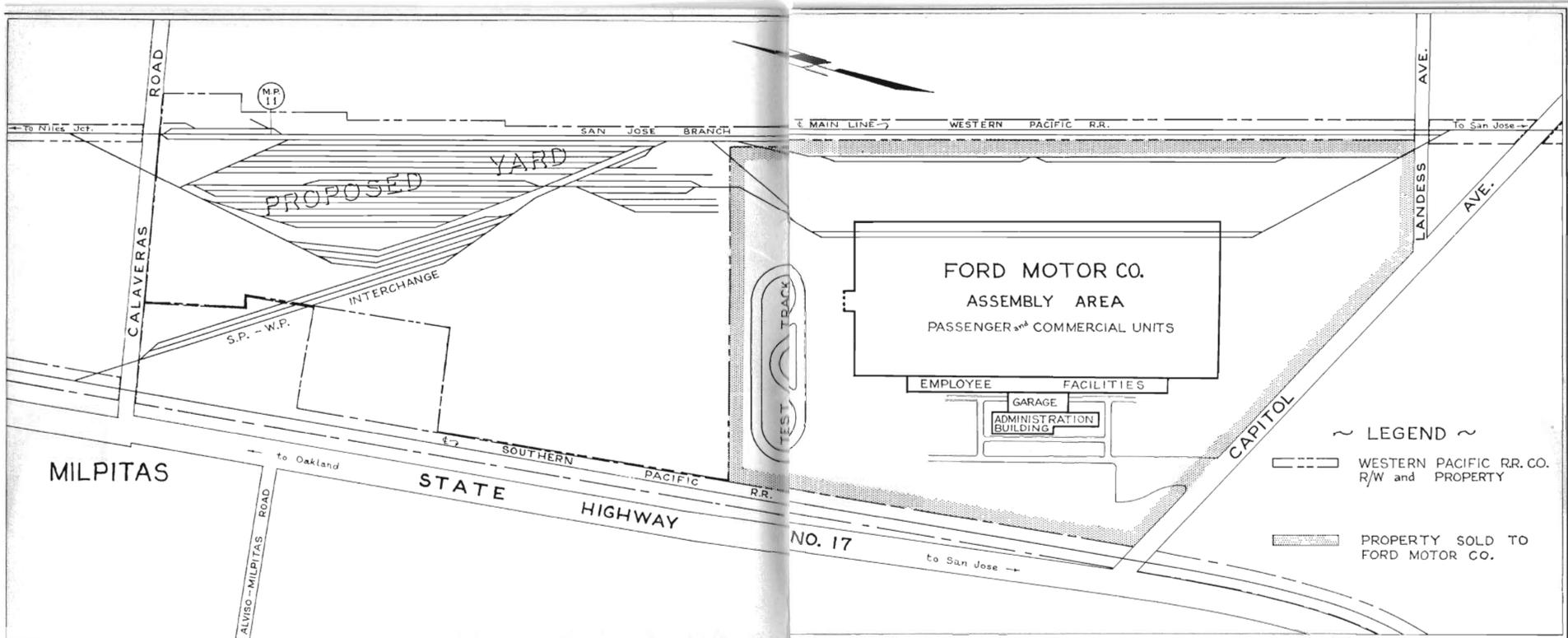
The biggest industrial news ever to hit the San Jose area was formally announced on February 15 when L. D. Cruseo, vice-president and general manager and the No. 2 man in the Ford Division of the Ford Motor Company, told of the purchase from Western Pacific of 160 acres of land just south of Milpitas for construction of a \$35 million assembly plant for the production of Ford passenger cars and trucks.

The huge assembly plant will itself cover thirty and one-half acres, around which will be constructed a two-story office building, administration building, other buildings for employee facilities and factory operations, as well as a huge test track. Western Pacific will lay out a 500-car switching yard just north of the property at a cost of about \$500,000, with plans for further expansion when required to accommodate 900 railroad cars to handle shipments of incoming parts and ac-

started by WP forces early this fall and the plant is expected to be in operation some time in 1954 or 1955. When in full operation, Ford will employ an estimated 3,500 employees working two shifts, with an annual estimated payroll of \$14,000,000.

Selection of the site was made by Ford officials after consideration of many other locations and was consummated after numerous conferences here and in Dearborn between Ford and WP officials. The plant location is four miles north of the city of San Jose, at the junction of Highway 17 and Capital Avenue, with property lines bordering on Capital Avenue and the Oakland Highway on the Western Pacific San Jose branch.

The entire property will be beautifully landscaped, with all buildings designed for beauty as well as utility. The plant will require housing to be provided for some 20,000 new residents, including families of Ford em-



Above: Map showing proposed yard and property sold to Ford Motor Company. Right: Geographical location of site is shown just north of San Jose at the bottom of the map.

ployees. Water service, sewage and other utilities, streets and highways, and provision for mass transportation will also be necessary. New schools, churches, hospital and other services, as well as fire and police protection, will be required for the new community.

The present Ford assembly plant at Richmond, California, is not suitable for expansion plans of the company to meet the demand for Ford cars and trucks, which requirements call for production of almost 900 Ford cars and

trucks each day, more than twice the capacity of the present plant at Richmond. Richmond workers will be given the first opportunity to transfer to jobs at the new Milpitas plant, and an employment office will be opened in San Jose prior to the opening of the new plant for hiring additional workers.

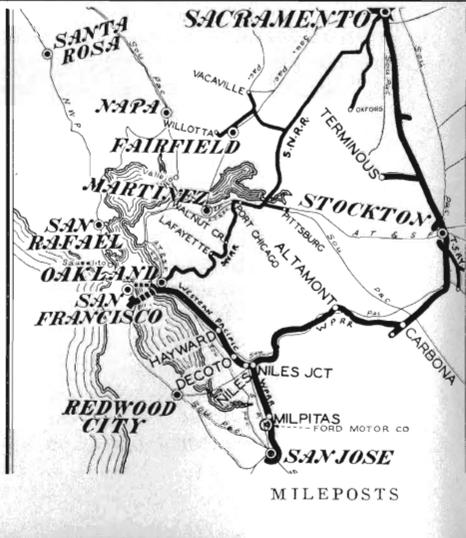
When this new Ford plant gets into its full anticipated rate of production, it will be the largest single traffic revenue producing shipper served by the Western Pacific, the result of which stems from the foresight of Western Pacific officials who arranged for the purchase of considerable acreage in

the area about two years ago. Certainly the excellent industrial property adjacent to the new Ford plant will be attractive to other industries that may desire to locate in the region following the decision of the Ford people, all of which is wonderful news for Western Pacific and its employees.

A fellow driving his car with the top down was wearing a bright red shirt, a polka-dot tie, a shepherd's plaid suit, and a lavender beret. A motorcycle cop stopped him and made him pull over to the side of the road.

"What's wrong, officer?" asked the lad. "I haven't violated any traffic laws."

"No," replied the officer, "I just wanted to hear you talk."



are the **FIRST 50 years**
the **hardest?**



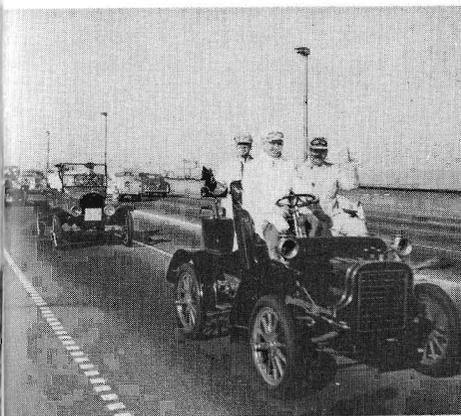
Part of the caravan which formed at Western Pacific's ticket office opposite Union Square.

The pages of history were momentarily turned back fifty years on March 3, when Western Pacific celebrated its Golden Anniversary in 1903 style as suitable to the occasion.

Festivities began shortly after 8 a.m. when directors and officers of the company assembled at the Post and Stockton Streets ticket office opposite San Francisco's famous Union Square. After donning gaily colored vests, caps, goggles and linen dusters, they were hustled into a caravan of "horseless carriages" for pictures before being whisked through the downtown business district, past the general office on Mission Street and on to Oakland via the bay bridge. Unlike the early days,

pedestrians on their way to work were not frightened by the "speeding monsters." Instead they merely stopped to watch the unusual sight—to the old-timers it brought back memories; to the youth, a puzzled look and a chuckle or two.

Down Oakland's Broadway "sped" the caravan, past the Oakland city ticket office of the WP station at Third and Broadway, where they were greeted by old No. 94, the locomotive which first brought a Western Pacific passenger train through the Feather River Canyon on August 21, 1910. Restored to her original appearance, shining and colorful, and with a plume of steam at her safety valve, she was



It is unlikely that the original owners expected these early models would some day be crossing the Bay Bridge alongside today's modern cars to celebrate a railroad's fiftieth anniversary.

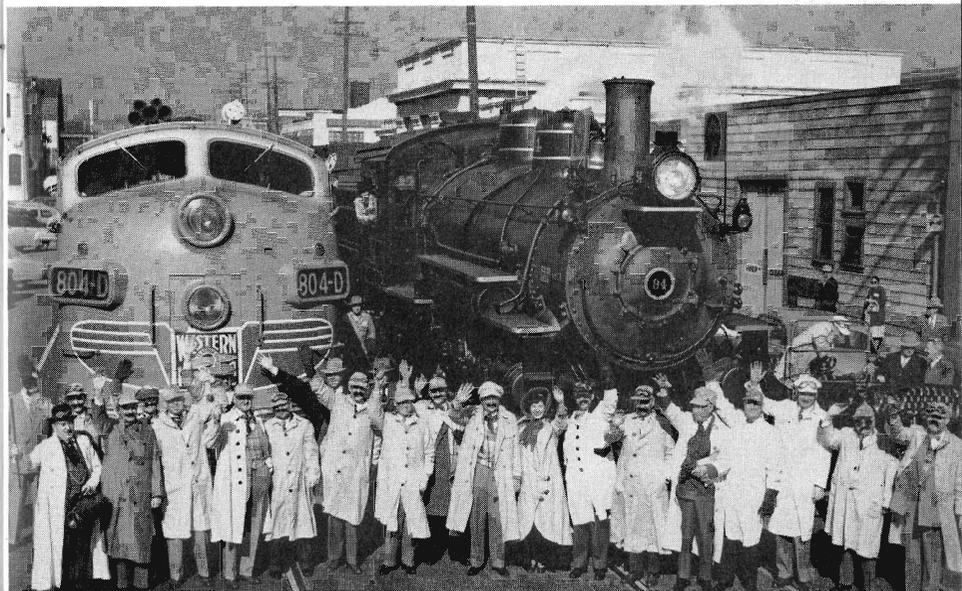
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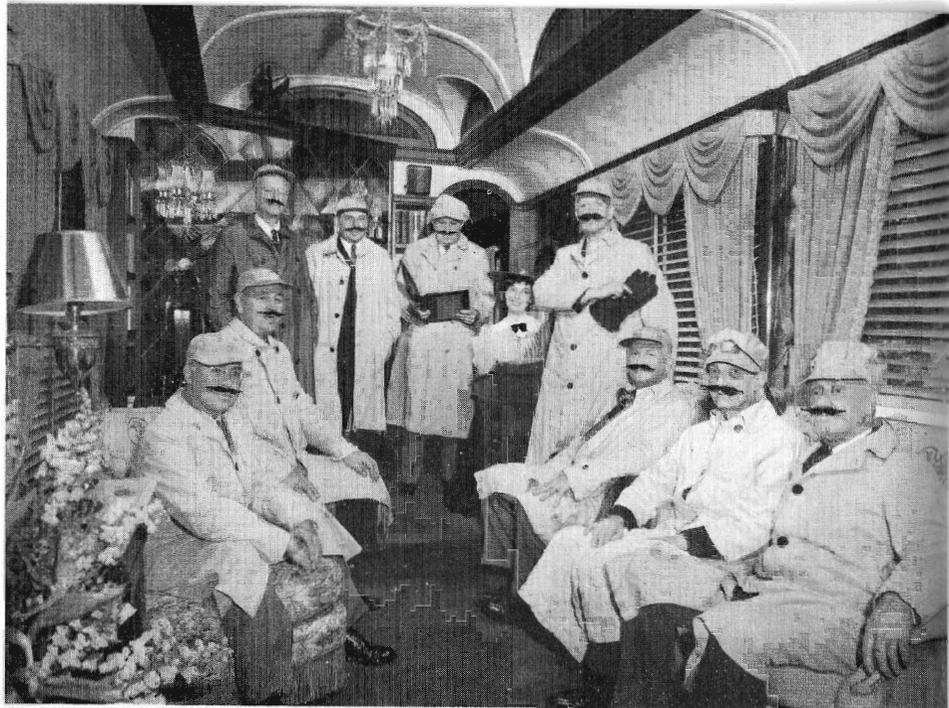
At the head end of the California Zephyr, one of Western Pacific's newest diesels pulls alongside Old 94, power for WP's first passenger train, for a picture with directors and officials of the company at Oakland.

again ready for action, with Engineer L. J. Fischer and Fireman H. M. Brown in the cab, suitably dressed for the occasion. Quite a contrast to the modern Diesel locomotive which pulled the *California Zephyr* alongside for more group pictures before departing on her run East.

The party then boarded the "Gold Coast," an ornate turn of the century private railroad car loaned by Lucius Beebe and Charles Clegg, railroad writers and publishers of Virginia City's *Territorial Enterprise*, and waved a parting farewell to the auto caravan as old 94 gathered steam for her run to Sacramento.

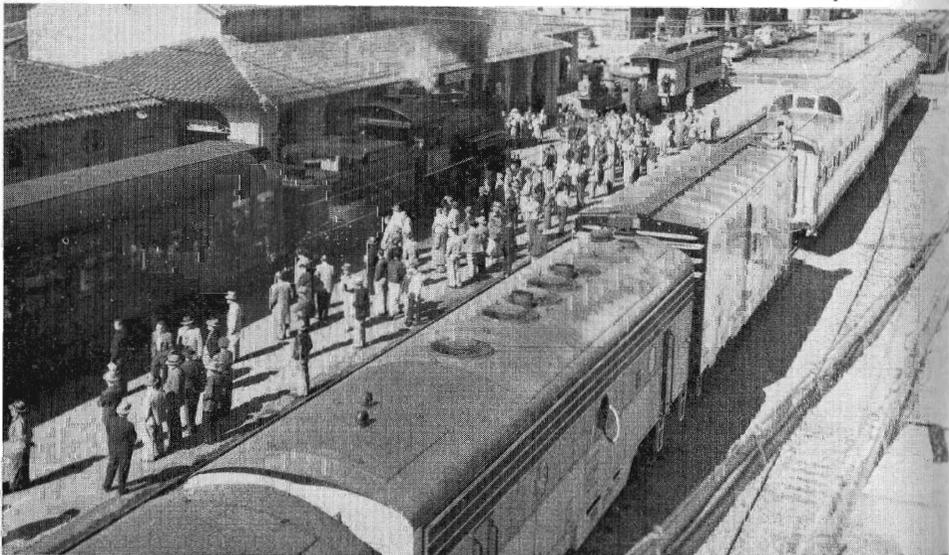
More pictures were taken inside the antique home on wheels equipped with green marble fireplace, fringe-covered chaise lounges, gas lamps with crystal chandeliers, and other period furnishings. A simulated directors' meeting was held while C. L. Droit, corporate





Directors, officers and typist Joyce Williams pose for a "tin-type" aboard the "Gold Coast."

Early arrivals, visiting W P equipment displayed at Sacramento, saw the arrival of the Directors' Special.

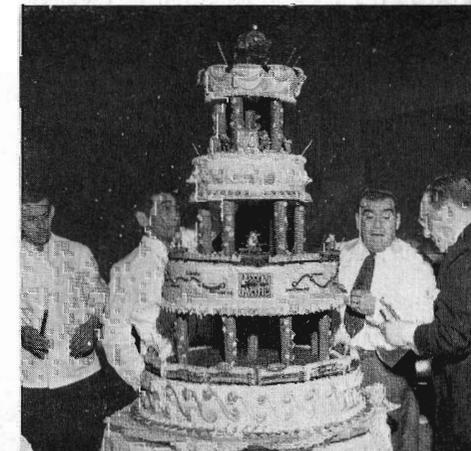


Pictured before one of W P's reconstructed refrigerator cars at Roseville are: Directors Ben Graham, J. D. Kerr, J. A. Folger, President Whitman, Directors Stuart Jenkins, S. L. Reed, Vice-President and General Manager Munson, and Directors C. B. Henderson and Theodore Weisman.

Brakeman J. P. Helmick and Conductor R. W. Landon added color to the occasion, dressed in beaver hats and long-tail coats.



The huge anniversary cake, with lighted sparklers, made an impressive sight in the darkened Senator Hotel dining room.





The "Crew of the Panama-Pacific Express" were recalled several times as a result of their close Barber Shop Quartet harmony.



Governor Earl Warren and President Whitman inspect the Anniversary shaving mugs which were placed before each dinner guest.



—Photo by H. A. O'Rullivan

Passengers aboard the California Zephyr March 3 received individual birthday cakes at lunch (westbound) and at dinner (eastbound). Here Steward C. H. Berg serves Mrs. Eugene Lutt, of Bountiful, Utah, and Mrs. Audrey Jordan, of St. Louis, Missouri, as Dining Car Inspector Cecil Staley smiles his approval. Photo by Ken Appleman, Oroville Mercury.



On March 4 more than 400 employees at Sacramento Shops enjoyed coffee and divided three of the four-tiered anniversary cake prepared by Senator Hotel chefs for display at WP's Golden Anniversary dinner the night before. The remaining base layer was donated to the Sacramento Children's Home nearby, and each of the youngsters there likewise enjoyed a generous slice.

In appreciation of its donation, the WP management received the following letters:

"We, the undersigned members of Local Federation No. 3 (Western Pacific Railway Employees), on behalf of our membership, wish to take this means of expressing our thanks for the opportunity to celebrate with you at the Sacramento Shops the Fiftieth Anniversary of the Western Pacific Railroad Company.

"We know from the comments of the employees that events of this kind go a long way towards promoting better Management and Labor relations and also that the employees are proud to be members of the Western Pacific family.

"Yours for continued progress through the coming years."

- C. C. Bennett.....Blacksmith
- T. Miguel.....Sheet Metal Worker
- J. B. Dolan.....Electrician
- W. R. Gerber.....Machinist
- L. Davis.....Laborer
- F. J. Pelzman.....Carman

"I know you would have enjoyed the delight of our children when they saw your gigantic cake. We wish to thank you for your thoughtful donation and also to wish you many happy anniversaries in the years to come."

A. Robert Hallman, Superintendent
Sacramento Children's Home

"We wish to express our complete satisfaction with the Management's efforts on March 4 when a most enjoyable fiftieth birthday celebration was commemorated at Sacramento Shops.

"This was a thoughtful gesture upon the part of the Western Pacific Management; one that shall interpret as recognition by Management for valued services of men hereabouts towards helping to bring to Western Pacific the success it now enjoys."

- W. E. Spann.....Sheet Metal Foreman
- W. E. Fosha.....Erecting Shop Foreman
- H. W. D'Orman.....Electrical Foreman
- J. L. Gibson.....Car Foreman
- F. R. Kelleher.....Car Foreman
- A. J. Stout.....Car Foreman
- E. Asbury.....Blacksmith Foreman
- H. H. Gillespie.....Sheet Metal Foreman
- A. Johnson.....Machinist Foreman
- L. J. Clapham.....Diesel Foreman
- H. J. Kelly.....Diesel Foreman
- R. E. Fender.....Car Foreman
- L. J. Maciel.....Mill Foreman
- M. J. Latino.....Painter Foreman
- T. N. Fassett.....Boiler Foreman

Almost 2½ times as many people died of cancer during World War II as were killed in action in the Armed Forces. With your help cancer CAN be conquered.

secretary, dictated minutes to pretty Traffic Department typist, Joyce Williams, who acted as "typewriter girl" and likewise was dressed for the occasion with a 1903 huge-brimmed hat and veil, long flowing skirt, "shirt waist" with puff sleeves, and gay linen duster.

Engineer R. L. Grubbs and Fireman J. H. Belmont climbed aboard the cab at Stockton for the run to Sacramento, later returning with 94 to Stockton, where she was turned over to Engineer F. J. Lorsheter and Fireman M. L. Columbia for the return trip to Oakland.

A large crowd visiting a display of old and new railroad equipment at the Sacramento station greeted the party on arrival. After laying aside their caps and dusters, the directors held their regular monthly meeting in the lounge car, following which the party departed for Roseville to see at first hand the reconstruction of 900 Western Pacific refrigerator cars.

An estimated 5,000 visitors examined the equipment on display, which consisted of a two-unit Diesel locomotive, compartmentizer car, Vista-Dome coach, "Charles O. Sweetwood" blood donor car, old Virginia & Truckee locomotive J. W. Bowker, and an old WP coach. Norman Roberts, road foreman of engines from Oroville, explained the locomotives' mechanical features, and tours were conducted through the company's Traffic Controlled Signaling offices by Mel Graham, assistant chief clerk; Joe Anderson, D/C clerk; L. B. Carter, signal supervisor; B. L. McNeil, Jr., assistant engineer-signal department; and Arno Schmitt, general TCS maintainer.

That evening a cocktail party, dinner and 1903 floor show at the Senator Hotel, attended by Governor Earl Warren and some 200 other government officials, shippers and press and radio executives, closed the day's celebration.

Entertainment by a Barber Shop Quartette, billed as the "Crew of the Panama-Pacific Express," and "The Feather River Gals," a group of Can-Can dancers, was led by Consuelo Gonzales, the "Las Plumas Bombshell," who danced and sang tunes reminiscent of the past fifty years.

WP FORESIGHT COMMENDED

A note of congratulations on MILEPOSTS' Golden Anniversary issue was received from an unidentified resident of Manteca, California, who signed his postcard "A regular and very interested reader (not an employee)."

Of particular interest was the paragraph wherein he wrote:

"Unless a better reason is given, the 48 stars in the flags on the cover will be considered as definite evidence that, even on August 22, 1910, WP was nearly two years ahead of the rest."

The gentleman is to be congratulated on his very observing eyesight and authority, as on that date the Union consisted of but 46 states, Arizona having been admitted on February 14, 1912, and New Mexico on January 6, 1912.

A check with local flag manufacturers failed to reveal the reason for the advance display of 48-star flags, but the foresight of the WP employees who arranged for the elaborate display was just a forerunner of the foresight of WP employees and management today.

A woman confronted her butcher, and to say she was angry was putting it mildly. "What is the meaning of this," she demanded, "that I find bits of rubber in the hamburger?"

The butcher shrugged his shoulders helplessly. "I'm so sorry, madam," he apologized, "but it's just another instance of how the automobile is replacing the horse."

\$590,000

Down the Drain

By W. F. PADEN
Assistant Freight Claim Agent

The sizeable figure mentioned above represents payments made by Western Pacific during the year 1952 for loss and damage to freight entrusted to this carrier for handling over its lines. This huge sum approximates \$49,000 per month, \$1,600 per day, or \$115 for each Western Pacific employee, chargeable to our own carelessness.

As carrier representatives, let us ask ourselves these questions:

1. Are we handling cars carefully, avoiding overspeed impacts?
2. Are we delivering freight without delay, loss or damage?
3. Are we doing all we should to stop loss and damage?

Overspeed impacts are one of the biggest single causes of damage to freight. The spring contained in the conventional freight car draft gear is designed to cushion coupling impacts that do not exceed four miles per hour. At this speed the spring compresses only partially and fully absorbs the shock of normal impact. Your company is presently experimenting with two box cars, each equipped with a rubber-cushioned underframe (October, 1953 MILEPOSTS), designed to cushion impacts at speeds up to seven or eight miles per hour. Conventional cars are equipped with draft gear springs which become fully compressed during overspeed impacts, causing the coupling horn to hit the striking plate, transmitting severe shock directly to

the car and contents with disastrous results.

Cost to Western Pacific last year for unlocated and concealed damage was over \$480,000, in addition to \$24,500 directly attributable to improper handling in trains and yards.

It is increasingly important to depart and arrive at each terminal in accordance with existing time schedules. There is a constant demand for efficient allocation of time while cars



are held in the terminal for mechanical inspection and protective services for those containing perishable freight. A delay of only a few minutes in accomplishing delivery to our connections frequently results in loss of markets or condition claims on arrival at final destination. During 1952 Western Pacific paid approximately \$9,500 due to delay. Failure to provide adequate refrigeration and proper venti-

(Continued on Page 15)

All in a Day's Work

Moore Dry Dock's plant, adjacent to WP's new coach yard on the Oakland Estuary, was acquired in 1909 and the company grew rapidly during pre-World War I years and during both the World War I and World War II periods, many ships being constructed at the plant. Approximately 5,000 tons of fabricated structural steel are produced annually and their payroll approximates 160 employees. With this 1,500-ton Mesta press (at 150 pounds steam pressure) it is believed the company can serve the needs of marine and heavy industrial customers very much more efficiently than heretofore. Purchase of the press was made through the C. F. Bulotti Machinery Company of San Francisco.

\$590,000 DOWN THE DRAIN . . .

lation service in accordance with the shipper's billed instructions resulted in payment of over \$6,600 during the same year, and freezing damage payments exceeded \$8,700, while payments for defective or unfit equipment rose above \$9,000. Claim cost for loss of an entire package was approximately \$8,300 and loss of bulk commodities exceeded \$12,700 during the year.

Obviously we are not doing all we should or even all we could to stop loss and damage. Your freight claim department is aware of the competitive problem which makes it of utmost importance that we concern ourselves about retaining and increasing the good will of our patrons. If shippers, or their customers, do not like the way

our railroad handles the goods we are entrusted with moving, their business is taken elsewhere. To prevent this, we can accept and religiously carry out the accepted practice of conducting our own individual duties correctly whether it be the examination and proper maintenance of rolling stock or roadway, the accurate checking of freight loaded into or out of the car, the adjustment of a stop-off load or manipulation of plugs and vents, or the careful movement of hand truck or freight car to make transportation safe for shipments, as the shipper is constantly being requested to make his shipments safe for transportation.

The "Seventeenth National Campaign to Promote Perfect Shipping," sponsored by the National Association of Shippers Advisory Boards representing some 25,000 shippers, in cooperation with the Association of American Railroads, is conducted throughout the year and intensified during the month of April.

We are determined to cut loss and damage in half during 1953 and with your cooperation it can be done.



Cartoon courtesy of Joe Rice, Editor, ACF Wheels.

The largest privately owned steam forging press in the State of California and one of the two largest on the Pacific Coast was delivered by Western Pacific early last year and recently installed in the forge shop department of Moore Dry Dock Company, Oakland. The huge press pictured in action at the left was manufactured by the Mesta Machine Company, Pittsburgh, Pennsylvania, and is emphatic proof that there is apparently no item too large or too awkward in design for shipment by rail.

Two cars were required for the movement, one of which was a special extra heavy-duty 12-wheel PRR flat car, shown above with a 105-ton section of the press as it arrived at Oakland. Other parts, weighing 45 tons, preceded this load.



J. L. AMOS

**AMOS SUCCEEDS
MITTELBERG
AS
GENERAL
FREIGHT AGENT**

John L. Amos has been appointed general freight agent, effective March 1, succeeding Walter C. Mittelberg upon his resignation from the company on February 28 to enter another field of endeavor.

Amos was born at Memphis, Tennessee, on August 1, 1902. He attended high school at Webster Groves and Kansas City, Missouri, and was graduated from the University of California in 1924 with a B. A. degree in letters and science.

After a short experience with Union Pacific at Salt Lake City, John joined Western Pacific in April, 1929, as statistical clerk in the freight traffic department and received further training as rate clerk, commerce agent, head transcontinental clerk and commerce assistant. He was made assistant general freight agent in November, 1946, which title he held at the time of his present appointment.

He married Louise Morley of Idaho Falls, Idaho, in 1934, and they have two sons, John, 16, and Robert, 13.

John is a faculty member of the Golden Gate College's School of Traffic.



W. C. MITTELBERG

Walter C. Mittelberg resigned from his position as general freight agent February 28 to become president of Jessop Products, Inc., a New York firm engaged in cosmetic manufacturing at 545 Fifth Avenue.

Born in New York City in 1904, Walter learned stenography in night school after high school and became a Southern Pacific employee in that city. He became secretary in July, 1926, to the late Thomas M. Schumacher, SP traffic vice-president, and subsequently chairman of Western Pacific's Executive Committee. He also accompanied on transcontinental trips, as secretary, the late Arthur Curtiss James, then chairman of Western Pacific's Board of Directors.

Mittelberg was promoted to position as general freight agent in November, 1939, and while serving in that capacity also organized a WP Employee's Club, edited "The Headlight," and headed the railroad's War Bond Committee during World War II. He also supervised other fund-raising activities including the War Chest, Community Chest, March of Dimes, American Red Cross, and United Crusade. During

1948 he served as president of the American Railway Magazine Editors' Association, was secretary-treasurer of the Transportation Club of San Francisco for two years, was editor of its quarterly "The Time Card," and president of Pacific Railway Club, 1951-1952.

Walter confesses to two hobbies—tennis and book collecting—but should add a third, as he has rarely been seen without one of his numerous pipes.

New Arcade Trestle

Good news to all Sacramento Northern employees was a "go ahead" signal to rebuild the Arcade trestle at Milepost 81.34 on the main line of the Sacramento Northern.

Western Pacific's board of directors, at their regular monthly meeting held at Sacramento on March 3, authorized an expenditure of \$1,200,000, estimated cost for rebuilding the structure.

Construction will consist of a new 12,634-foot creosoted pile trestle with ballast deck and ten fire breaks. The former 70-pound rail will be replaced with 85-pound rail over the entire trestle. The new trestle will permit maximum loads to pass instead of limited minimum loads allowed in the past.

The trestle, located between Arcade and Saxon, partially collapsed in July, 1951, and since that time freight traffic for the Vacaville branch has been handled by train ferry from Mallard to Chipps instead of through Sacramento.

Husband: "I hate to admit it, dear, but I bought another ten-thousand-dollar policy from that life insurance salesman."

Wife: "Oh, I could kill you!"

WP WILL REMEMBER...

"When a man devotes his life to an industry he has truly paid that industry the greatest compliment possible."

Receipt of application for annuity has been received from the following employees who retired from service during the past six months after many years of loyal and efficient service, and we extend to them our sincerest best wishes for their future happiness:

Charles J. Hardin, carman, Stockton.
Joseph B. Hudgens, switchman, Stockton.

Joseph M. Owens, telegrapher, Sacramento.

Grace C. Phillips, secretary, San Francisco.

Miguel Robles, section laborer, Jungo, Nevada.

Clarence F. Van Dusen, SN locomotive engineer, Sacramento.

APPRECIATION

May I express my thanks through MILEPOSTS to the Western Pacific officials, employees, and Local 483, Brotherhood of Railroad Trainmen, for the flower offerings and sympathy extended upon the death of my husband, Conductor Don Gaynor.

GRACIE GAYNOR.

The president of a large bank always wore his hat to cover up his bald head. One day in his office, he met the janitor, an old-timer with the bank. "Say, Bill," the president said jokingly, "you've been with us thirty years. Why haven't you ever taken out an account with us?"

"Because, boss," the janitor replied, "you always look like you're going some place else."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards were issued during the months of February and March, 1953:

40-YEAR PINS		
Roy S. Taft.....	Marine Engineer.....	Western Division
Elwood L. Wilks.....	Conductor.....	Western Division
35-YEAR PIN		
William A. Riley.....	Locomotive Engineer.....	Western Division
30-YEAR PINS		
John C. Baird.....	Head Buyer.....	San Francisco
Joseph H. Burt.....	Locomotive Engineer.....	Western Division
H. R. Coulam.....	General Agent.....	Salt Lake City
Joseph E. Paoletti.....	Carman.....	Mechanical Dept.
Albert Stadler.....	Machinist.....	Mechanical Dept.
Clotilda Sullivan.....	Per Diem Clerk.....	San Francisco
A. L. Welliver.....	T&T Maintainer.....	Telegraph Dept.
25-YEAR PINS		
Peter Capponi.....	Carman Helper.....	Mechanical Dept.
Charles H. Marchand.....	Asst. to General Storekeeper.....	Sacramento Store
Walter E. Reynolds.....	Conductor.....	Western Division
20-YEAR PINS		
Royal W. Bingham.....	Section Foreman.....	Eastern Division
Ernest J. Bromell.....	Boilermaker.....	Mechanical Dept.
Frank Espinoza.....	Section Foreman.....	Eastern Division
Harry D. Mortensen.....	Trucker.....	Eastern Division
Raymond Swartfager.....	Agent-Telegrapher.....	Western Division
15-YEAR PINS		
Caleb Berg.....	Deceased Blacksmith.....	Mechanical Dept.
Rodger S. Caldwell.....	Locomotive Fireman.....	Eastern Division
Edward E. Evers.....	Carman.....	Mechanical Dept.
John B. Morris.....	Section Foreman.....	Eastern Division
James Pappas.....	Section Foreman.....	Eastern Division
Charles L. Servia.....	Brakeman.....	Eastern Division
David C. Stewart.....	Conductor.....	Eastern Division
William U. Tate.....	Telegrapher.....	Eastern Division
Guy E. Taylor.....	Section Foreman.....	Eastern Division
10-YEAR PINS		
Pete Anderson.....	Yard Clerk.....	Eastern Division
Hugh M. Ausmus.....	Brakeman.....	Western Division
Henry Bitz.....	Sheet Metal Worker.....	Mechanical Dept.
E. Christakes.....	Patrolman.....	San Francisco
George S. Coope.....	Switchman.....	Western Division
Sherman W. Cooper.....	Switchman.....	Western Division
Elwood W. Danforth.....	Electrician.....	Mechanical Dept.
Jack C. Downing.....	Locomotive Fireman.....	Eastern Division
A. C. Evans.....	Secy. to Asst. to Gen. Mgr.....	San Francisco
Alvin F. Fowler.....	Carman.....	Mechanical Dept.
Emmet W. Gilmore.....	Locomotive Fireman.....	Western Division
Phillip B. Gomez.....	Hostler Helper.....	Mechanical Dept.
George Hall.....	Fireman.....	Western Division
Elizabeth S. Helmick.....	Clerk.....	Western Division
Hugh P. Hetherington.....	Machinist Helper.....	Mechanical Dept.
Alma H. Jensen.....	Clerk.....	Western Division
Albert C. Jones.....	Brakeman.....	Eastern Division

Benjamin F. King.....	Locomotive Fireman.....	Eastern Division
Charles W. Lawless.....	Switchman.....	Western Division
Cora A. Mariotta.....	Laborer.....	Mechanical Dept.
Ira Mattice.....	Carman.....	Mechanical Dept.
James B. McAllister.....	Clerk.....	Western Division
James F. McNabb.....	Brakeman.....	Western Division
Frederick Merkel.....	Blacksmith Helper.....	Mechanical Dept.
Clarence E. Newsome.....	Clerk.....	Western Division
Arthur F. Parker.....	Machinist Helper.....	Mechanical Dept.
Earle E. Pashby.....	Brakeman.....	Eastern Division
Ova Pearson.....	Locomotive Fireman.....	Eastern Division
Daniel Reale.....	Machinist.....	Mechanical Dept.
Alvin M. Shuman.....	Machinist.....	Mechanical Dept.
William W. Smith.....	Roundhouse Foreman.....	Mechanical Dept.
Henry W. Sprague.....	Conductor.....	Eastern Division
Harold L. Sutter.....	Clerk.....	Western Division
Lorenzo D. Wakefield.....	Locomotive Fireman.....	Western Division
Albert B. Wheat.....	Locomotive Fireman.....	Eastern Division
William A. Wilkinson.....	Car Foreman.....	Mechanical Dept.
Grace L. Williams.....	Telegrapher.....	Western Division
Kenneth G. Williams.....	Clerk.....	Western Division

SERVICE IMPROVED

Additional speed-ups of freight service via the "Inside Gateway" route between Southern California, the San Francisco Bay area, and the Pacific Northwest were announced March 13 by H. C. Munson, vice-president and general manager, and O. L. Gray, general manager of Santa Fe Coast Lines. Effective immediately, reductions up to 13 hours in running time were worked out jointly by the Great Northern, Western Pacific, and Santa Fe, whose lines comprise this unified route.

Minimum running time under the new schedule will be 83 hours and 45 minutes, which will mean a fourth morning arrival in Seattle for shipments out of Los Angeles.

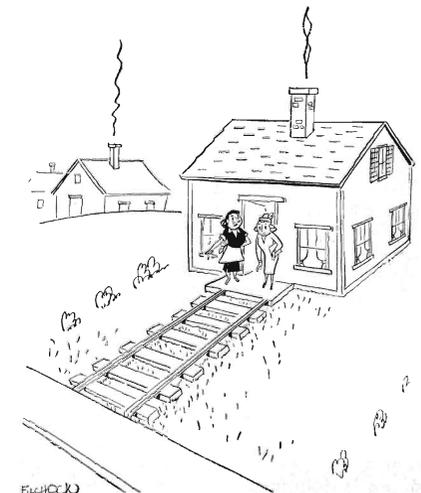
Two regularly scheduled freight trains now leave both the Seattle and Los Angeles terminals daily over this 1,329-mile joint route, via Great Northern through Tacoma, Vancouver (Washington), Bend and Klamath Falls to Bieber, California; Western Pacific through Sacramento to Stockton; Santa Fe through Fresno and Bakersfield to Los Angeles, San Diego and Southern California points.

MORE DIESELS ORDERED

Western Pacific's board of directors on January 6 authorized the purchase of four more 1,500 h.p. Type GP-7 Electro-Motive diesel-electric road freight locomotives at a cost of \$682,425.

The first engine was delivered during the latter part of March and the remaining three will be received during the early part of April.

"Oh, my husband is a track walker, and he likes to practice when he's home."





On behalf of the entire family of Western Pacific and its affiliate companies, MILEPOSTS extends sincerest sympathy to the loved ones of the following employees and annuitants whose death has been reported:

Henry W. Darr, blacksmith, died on March 1, 1953. Mr. Darr last worked for the company on June 12, 1946.

Don G. Gaynor, conductor, died on February 11, 1953. Mr. Gaynor entered company service on July 2, 1936. He is survived by his widow, Mrs. Gracie Gaynor, of San Francisco.

Wesley Johnson, red cap, died on February 21, 1953. Mr. Johnson entered company service in January, 1944, and last worked for WP in July, 1952. He is survived by his mother, Mrs. Estelle O. Johnson, of Stockton.

Walter J. Lozar, machinist, died on January 2, 1953. Mr. Lozar entered service on July 23, 1937, and last worked for WP on July 30, 1938.

John H. Miller, ticket clerk, died on February 19, 1953. Mr. Miller last worked for the company on October 1,

1948. He is survived by his mother, Mrs. Elnora Miller, of Sacramento.

Jeremiah J. Mullen, Central California Traction Company brakeman, died on January 12, 1953. Mr. Mullen entered company service in August, 1937, and last worked for the company on May 6, 1944.

Vincenzo M. Quilici, carman inspector, died on February 16, 1953. Mr. Quilici entered Western Pacific service on November 5, 1917. He is survived by his widow, Mrs. Annonziota Quilici, of Winnemucca, Nevada.

Orin E. Rankin, B & B helper, died on January 28, 1953. Mr. Rankin entered company service in October, 1942. He is survived by a brother, Francis Rankin, of Oakland.

Soloman Reed, chef-cook, died on January 1, 1953. Mr. Reed entered company service on August 26, 1936, and last worked for the company on July 17, 1948.

John W. Smith, conductor, died on January 31, 1953. Mr. Smith last worked for WP on June 30, 1946.

WP CACHET PROVES POPULAR

As the result of advance publicity in MILEPOSTS and through a special news release sent to Philatelist Publications throughout the United States, more than 9,000 requests were received from stamp collectors throughout the country and abroad for Western Pacific's special cachet mailing on March 3, 1953, in honor of Western Pacific Golden Anniversary.

For a period of nearly two weeks a group of Western Pacific employees applied the specially prepared cachet picturing 1903 and 1953 trains to self-addressed and stamped envelopes, and delivery of the special mail-

ing was made to the San Francisco Post Office early on the morning of March 3.

Through special arrangement with the Post Office Department, the envelopes were hand-cancelled on the face and machine-cancelled on the back, and they are no doubt now adorning the collections of philatelists in the United States, Japan, England, Netherlands, Australia, Ireland, Sweden, France, Switzerland, Canada, Argentina, Philippine Islands, Cuba, India and the western zone of Germany. No requests were received from behind the Iron Curtain.



Caboosing

ROSALIE ENKE, secretary to W. G. HOWELL, assistant superintendent, has been appointed correspondent at Elko, succeeding NEVADA MICHELSON, who has resigned because of illness.

DON RICHMOND, gardener, has been appointed correspondent for the superintendent's office at Sacramento, succeeding CLARISSE DOHERTY, who has resigned because of increased duties as secretary.

Our appreciation is extended to both Nevada and Clarisse for their past wonderful assistance, and it is requested that employees at these locations assist the new correspondents whenever possible in providing items of interest for their columns.

ELKO

Rosalie Enke

Ticket Clerk JACK FORD spent part of an afternoon recently racing around Elko yard after a poor little lamb brought to Elko for a convention and placed in the baggage room until time to convert it into shish-ka-bob. Of course, the lamb was opposed to the whole thing, but order and the lamb were soon restored, thus preventing an OS & D claim.

MAISIE LEGGAT, operator, returned to her desk March 1 after a severe illness since the first of the year, and ALLEN THORPE, head timekeeper, was off for a week following a minor operation on his leg. Conductor DALE NUGENT'S

wife went to Salt Lake for a minor ear operation, but is getting along quite well.

Among the new arrivals are William Lewis Charlton, born in Los Angeles, the grandson of Engineer SETH MANCA and Steno-Clerk LOIS MANCA of Elko. Next was a son for Brakeman and Mrs. RUSSELL PETTIT, now of Portola. Proud grandmother is ELSIE HART, car handling clerk. Most recent was a son for Brakeman and Mrs. DON MORTON of Elko.

Telegrapher STEARNE S. TIGHE has transferred to the Western Division, and TOM DUFFY, J. V. Moan Commissary representative, has been replaced by JACK CADMAN.

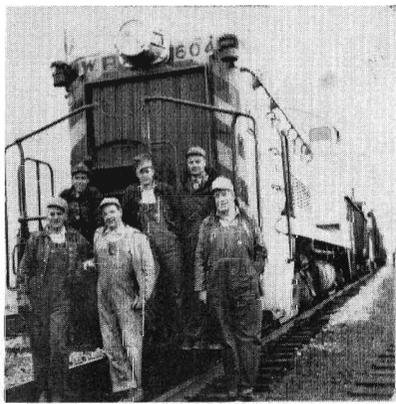
Office Engineer OWEN TERRY celebrated his birthday jointly with Western Pacific on March 3, but emphasized the fact that WP is at least 25 years the elder.

CAROLINE WOLF, general clerk, took an early vacation, staying at her daughter's ranch nearby, but with our

APRIL COVER

An anniversary dinner for all male dinner guests just wouldn't be complete without entertainment by a group of beautiful "Can Can" dancers, two of whom are pictured on this month's cover.





Crew of the Tooele Valley local, taken in Burmester Yard by Conductor Jimmy Collins. On footboard, Brakeman Gene Beitel, Fireman Steel, and Brakeman W. P. Patterson. On ground: Brakeman Joe Cook, Conductor Spence Thomas and Engineer Frank Griffiths.

wonderful climate a vacation in Elko is good at any time year 'round!

SACRAMENTO

Don Richmond

One of the first signs of spring was a stray baseball through the picture window of MARY NALLY, stenographer-clerk. Needless to say, the game came to an early conclusion!

Instead of going through the rigors of spring housecleaning, MEL GRAHAM, assistant chief clerk, and BOB KECK, report clerk, merely moved with their wives into residences in the north area.

ED HENNESSY, assistant chief clerk, thoroughly enjoyed an early vacation staying home, and Roadway Clerk ED LINDLEY motored down to Long Beach to greet his son, Jack, just returned from three months in the South Pacific on the Navy training ship *Golden Bear*.

Welcome to ANN SILVA, who has been employed as PBX operator.

HAROLD L. CONTOIS, Engineering Department chainman, is sporting a 1953 Pontiac Catalina hardtop.

B&B Clerk WALT WARRELL and wife, Frances, celebrated their Silver wedding anniversary by stepping out and kicking up their heels at the El Rancho.

MILDRED WINGATE substituted one of her nylons for a white cast as the result of a broken left ankle after tangling with a trailer tongue parked in her back yard.

The newly formed Western Pacific Sacramento Employees Federal Credit Union is whipping into shape under the guidance of President LOU JASKALA, dispatcher; Vice-President ED HUGHES, telegrapher; Treasurer MEL GRAHAM, assistant chief clerk; and Secretary MARCELLA KAHL, clerk at Sacramento Shops.

The employees who took advantage of assistance given by the accounting department in preparing income tax returns wish to extend their thanks and appreciation.

E. B. ALLISON, retired motor car operator, made quite an impression at the anniversary celebration, looking like a dude from bowler hat to button shoes, and his Model "T" was really slicked up for the occasion.

Birthday greetings to:

MAURICE CRESPO, instrument man, April 10.

FRANK O'LEARY, assistant T&E time-keeper, April 20.

LOIS O'LEARY, PBX operator-typist, April 22.

TED SULLIVAN, assistant account, April 25.

R. L. LOCHRIDGE, SN dispatcher, April 25.

HELEN McCUTCHEON, stenographer-clerk, April 27.

Thought for the day: "In figuring the angles of life, don't forget the TRY angle!"

STOCKTON

Virginia Rustan

Stockton Terminal was deeply saddened in the past month with the deaths of three employees—Conductor DON GAYNOR, Clerk C. F. BLACHFORD, and Porter WESLEY JOHNSON. Our deepest sympathy is extended to the families of these men.

We're happy to learn that MRS. LEROY FOSTER, wife of terminal trainmaster, is well on her way to recovery after a serious emergency operation.

Train Desk Clerk J. G. ROSE and family are on an extended leave visiting friends and relatives in Chicago.

Engineers H. R. ALLEN, S. HANSEN, O. E. LYLES, R. L. GRUBBS, and R. C. KENNEDY and their wives thoroughly enjoyed their trip to the Mardi Gras via special Pullman to New Orleans.

GENE MACOMBER, traffic representative, is the proud father of another son, Dennis Eugene. Brother Barry is quite happy to have a prospective playmate.

The family of SAMMIE CRAIG, TD clerk, has been increased to three girls and two boys with the recent birth of a new son.

HARRY BEATIE, clerk at Lathrop, treated the joint agency force with a box of candy, announcing the birth of "Lil Abner" Guernsey (approximately 30 pounds). Harry was hoping for a "Daisy Mae," but is very happy with Lil Abner, which with two others has now put him on his way in the cattle business.

GENE TRACE, claim clerk, appeared on Del Courtney's weekly TV program, "Search for Songs," March 10, and came out a winner with his song, "In



The Ladies' Society of the Brotherhood of Locomotive Firemen and Enginemen held their annual dinner February 21 at the Farm Bureau Hall in Stockton. At the head table were: W. L. Phipps, BLF&E local chairman; Mrs. Phipps, Mrs. Opal Pegden, president, Ladies' Society; Mrs. C. E. Whitman, and Mr. Whitman, BLF&E general chairman.

Other Words, I Love You," which advanced him to the finals on March 24. If he wins this one, his song will be selected for publication. Gene says having his song on the air for the first time was quite a thrill and he has already received offers to have the song recorded on the Mercury label. Best of luck in your song writing career, Gene,



Gene, Marty and Judy Trace.

as we know you have worked hard for recognition!

KEDDIE

Elsie Hagen

Operator TOM BARRY and wife spent January in Texas with their daughter and family, and Brakeman and Mrs. L. C. GILBERT vacationed at Grass Valley, Sacramento, and Los Angeles.

Niles Ausmus, son of Brakeman HUGH AUSMUS, has enlisted with the Paratroops and is stationed at Fort Ord awaiting assignment. Another son, Charles, announced the birth of a grandson, Charles Lee. Sgt. Ausmus is stationed at Camp Carson, Colorado, and expects to receive soon a three-year assignment in Panama.

New faces around Keddie are Conductor J. L. RUSH, from Stockton, Brakemen GRAY, WIATT, and WATSON and Fireman APPLGATE, all from Portola.

RAY HOBBS has been assigned as assistant roadmaster to C. R. BARRY.

J. CAUGHY, SR., of Oroville, is relieving JIM EDWARDS in the roundhouse because of illness, and Roundhouse Foreman SNOW is relieving in Winnemucca temporarily.

Operator CHARLEY FORD was a patient in Industrial Hospital for two weeks, and Fireman RAE GRUMMETT is out of the hospital and back at work following face injuries received in an auto accident.

Recent visitors were LOUIS FISHER, JR., son of Engineer FISCHER of Stockton; Brakeman JOHN MILLER of Oroville and Dispatcher RAY COPELAND and family from Sacramento.

ELEANOR BURROWS, roadmaster's clerk, has resigned and until the job is bid in it will be handled by MRS. VIRGIL SIMPSON.

JACK McCLURE, fireman, is back to work after having been a patient at St. Joseph's Hospital.

Train Desk Clerk PAUL FERRELL spent several days in the Bay Area, and Fireman JOHN MOORE has moved here with his family from Oroville.

Construction work in Tunnel 6 on the Keddie-Bieber line and in Tunnel 31 on the main line is really showing progress.

Conductor JAMES from Oroville was seriously injured recently when he fell from a box car and we hope his condition is not as grave as reported.

TIDEWATER SOUTHERN

Dora Monroe

Classified as one of the unusual occurrences on the Tidewater is the following incident, which Turlock Agent "LINK" HUPP assures us actually happened very recently. One of our local shippers came into the Turlock office requesting the use of our car jack. Believing he wished to move a car, the car mover was handed to him. His puzzled attitude led the agent to inquire if that was what he wanted. Very nonchalantly, he replied, "No, I want a car jack. You see, the car we are loading is too narrow and we want to jack the walls apart to make it wider." It's a fact! Any suggestions?

Superintendent JACK KENADY returned to work after a ten-day siege with the flu. Also welcomed back to work after two months off duty due to illness was Brakeman J. W. CRAWFORD.

An enthusiastic account of his trip to the Mardi Gras and stop en route at Carlsbad Caverns was recounted by Engineer FRANK EDGERTON. We all enjoyed the colorful postcards received

from Frank depicting highlights of the trip.

CHICAGO

Jim Baker

Wedding bells rang out for MARY EILEEN McNALLY, stenographer-clerk, on Valentine's Day. Mary and John P. Browne exchanged vows in a beautiful ceremony at Presentation Church. After receiving best wishes from a host of friends and relatives at a reception held at the Keymen's Club, the happy couple left for a honeymoon trip in the deep South, Ocean Springs, Mississippi. John is associated with the Illinois Bell Telephone Company after recently returning from a fifteen months' tour of duty with the Army in Korea, and they are now making their home in South Chicago.



The Traffic Club of Chicago held its forty-sixth annual dinner at the Palmer House on February 12. The Honorable Charles W. Tobey, U. S. Senator from New Hampshire, was guest speaker. Messrs. ROPER and BOYD were among the out-of-towners in attendance.

WP was well represented at the recent annual rail night held by the Clearing-Cicero Traffic Conference. Over four hundred members and guests attended. A WP two-unit Lionel diesel engine and a scale model compartmentizer car were displayed, arranged for by Bossman ART LUND and your correspondent, who is a member of the club's rail committee.

We're glad to report that Mrs. K. A. RANK, who recently underwent sur-

gery at Garfield Park Hospital, is recovering nicely. It's also nice to see ROSE LUPE, ELLEN REGNIER, and JACK BOQUIST back after being confined with the flu.

JIM WARREN returned several weeks ago from the perishable meeting at Los Angeles sporting a sun tan, and he confirmed the reports about the climatic appeal of which we are so familiar. No further comment.

With the smell of spring in the air, predictions are forthcoming as to just where our Cubs and Sox will finish the season. We're all very hopeful, but will wait until the season gets under way before commenting. However, KEN RANK, JAKE EPHRAIM, and GEORGE WENIG are awaiting word from those few generous (?) fellows (former Rose Bowl donators) from general office.

We enjoyed meeting a new personality from general office in the person of GLEN FISCHER, secretary to JOHN NOLAN, who pinch-hitted for BOYD SELLS during the last freight traffic manager's meeting.

PORTOLA

Phyllis Laughlin

A belated happy birthday to Agent H. F. HALL and General Agent and Mrs. FRANK ROWE of Reno, who celebrated the affairs at famous Christmas Tree Inn on snow-covered Mt. Rose.

Welcome to DR. and MRS. JOHN BAIER, whose former home was Madison, Wis. A newcomer to Portola Hospital, we hope the Baiers will enjoy making their home here.

Welcome also to the following new clerks: CARROLL E. PUGH and LEROY PRYOR, baggagemen-janitors, and THOMAS CARRIGAN, crew clerk.

MRS. THELMA ROBERTSON is now third trick telegrapher at Portola.

Congratulations and wedding bells for Switchman JOHN BASS and Miss Jean Ramoni, who were married at the St. Thomas Aquinas Cathedral in Reno.

TEX HUGHES, eastern division brakeman, and the former FLORENCE HUGHES, stenographer in the Perishable Department, are busy moving into their new home recently purchased from ED HENSLEY, former agent. We wish them good luck and happiness.

Brakeman and Mrs. WALTER POWELL are the proud parents of a baby boy, William Loren. Dad has been on the sick list and a patient at St. Joseph's, but hopes to be back to work soon.

Others on the sick list are LOYAL POTTER, baggageman-janitor; OSCAR HEARING and ROBERT LOGGINS, engineers; and Carman JEFFERIES.

BEN BATTLES was a recent visitor from Gerlach, where he is agent.

LEWIS FERGUSON, train desk clerk, is on an educational tour and is one of the lucky ones who will attend the Coronation in England during June. Before returning to Portola he will have visited twelve foreign countries.

Engineer and Mrs. BRUCE VANCE and Brakeman and Mrs. GEORGE SHARP returned from a 30-day vacation visiting Texas, Baton Rouge, Old and New Mexico.

FLOYD MILLER, SR., after returning from San Francisco went on to Holdrege, Nebraska, to visit with friends and relatives. He hopes to return to work soon, and we are very happy to hear he is recovering so well from his auto accident.

Engineer and Mrs. JOHN SYPHER are telling the tallest tales following their visit to New Orleans and the Mardi Gras.

Gold Stars are usually given for good work and deeds. We would like to mention the following railroaders who are giving their spare time and efforts toward making Portola a better place in which to live: Engineer GEORGE SAXTON, mayor; IRA C. BALDWIN, supervising icing agent, in charge of sanitation and recreation; BARNEY GUZENSKI, communication department, street commissioner; and Conductor FLOYD MILLER, SR., housing commissioner. Mrs. Nellie Smith, wife of Engineer NELL SMITH, is city clerk, and Mrs. Muriel Dustin, wife of Conductor C. M. DUSTIN, is assistant city clerk.

Friends of BARNEY GUZENSKI will be glad to know he is back to work again after the freak accident when an alcohol torch exploded in his face while at home and that his face and eyes will not be scarred.

MECHANICAL DEPARTMENT

Norma Joseph

Spring has already taken effect, with many employees taking advantage of the nice, sunny but cool weather to spend week-ends on the road. MAE TOOMEY, laboratory technician, enjoyed a week-end at San Francisco shopping and attending shows. JOHN BINGHAM, AFE accountant, visited Fleishhacker Park and Zoo, but was mighty glad to return to the somewhat warmer Sacramento climate. Mr. and Mrs. C. E. MARCUS and friends attended the Sonia Henie Ice Follies at San Francisco.

Another sure sign of spring is the number of cars running out of gas—that was it, wasn't it, MARY?

BILL MITCHELL, passenger car accountant, is having a copious quantity

of company these days due to a new Kaye Halbert TV set.

PETE DEL MORO, statistical clerk, is anxiously awaiting the time when he will be taking his vacation to Mitchell, South Dakota, to meet his mother-in-law for the first time.

BYRON JONES, chief accountant, recently entertained the boys of the Accounting Department with home moving pictures taken of the New York and San Francisco World Fairs. His mother treated the gang to a "super-duper" banana split. All in all, a night they will long remember.

JOHN HICKS, assistant accountant, had a pleasant surprise not too long ago when his phone rang. On the other end of the wire was Lou Herley of the "Movie Quick Quiz" TV program, asking him if he knew the point of land farthest north in Alaska. John knew, but was too surprised to answer Point Barrow. Too bad, John, maybe they'll try again.

NEW YORK CITY

Alan Hudson

A new jewelry shop in New York almost came into being recently when a WP guest in our suite at the Hotel Commodore on the occasion of the New York Traffic Club annual dinner was none other than the nationally renowned referee of world championship boxing bouts, "Ruby" Goldstein. When the by day a traffic and all-around man for one of the national distillers was introduced to PERL WHITE, eastern traffic manager, one bright wit suggested that a jewel emporium partnership would be a natural. Perl, himself, observed to Ruby that though many were the fights for which Ruby was paid in good currency, he'd wager

he got into many a gratuitous one over his monicker. Perl sounded as though he spoke from sad experience!

A veritable host of shippers in this area called at the suite that evening to confirm in person the congratulations they had extended to Vice-President MALCOLM ROPER in writing on his recent appointment. Long after Malcolm had left on a sleeper for Washington, they kept pouring into our quarters to say hello and best wishes.

Our guess is that BERT STRATTON, industrial commissioner, won't soon forget his recent visit hereabouts. The house doctor of the Biltmore was called in one morning and diagnosed Bert's troubles as German measles! We understand Bert is now fine, but his traveling companion, who was LEO GOSNEY, comptroller and general auditor, lately hasn't been feeling at all well. It may never happen though, Leo!

Baseball is in the air and unlike previous years, when ye correspondent was the only WP New Yorker rooting the champions of the world into the fall classic, he is this year accompanied by FRANK MASSI and BOB MORACE, acquired since the Yanks made it four in a row. Now when Frank, our shoe-shine dispenser, makes his morning appearance there is no longer the grim threat of violence, since Art Potvin, our Bosox partisan, is making calls up in New England.

Marge Massi, wife of our Frank, is no respecter of editor's deadlines. This column was held over a week-end to permit publication of a new arrival. However, Frank appeared this morning with a still expectant look. See next issue.

SACRAMENTO NORTHERN

Milton Ziehn



Geraldine Tennant, 16-year-old daughter of S N Agent and Mrs. James B. Tennant, Pittsburg, will be guest soloist with the Aahmes Temple Shrine Band, under the direction of Vernon Bouknight, at Oakland Auditorium on April 11. Geraldine, who will play the Warsaw Concerto and The Clock and the Dresden Figures, is studying under Harold Logan of Berkeley and hopes to be a concert pianist. Her father has been a clarinetist with the Aahmes Temple Shrine for many years.

Conductor WALT BUTTERFIELD has been ill for the last two months. Visitors with the right kind of gifts are always welcome.

Welcome to JUNE RASMUSSEN, new steno-clerk, replacing WAYNE COSE, who resigned to take a position at McClellan Field.

We regret to report the following deaths during February: GEORGE PETOVAS, carpenter, and PAUL LINDEMUTH, retired motorman.

SHIRLEY BICE and PEARL COOK, together with several WP ladies, dispensed refreshments at the Sacramento USO March 7. Funds were provided by SN and WP employees.

For those husbands who had to get their own dinner that night, wash dishes, baby-sit, etc., how about serving the sandwiches and coffee to the lady Marines, Wacs, etc.?

The decision to rebuild the Arcade trestle came as a breath of cool fresh air on a summer day to all of us SNers. Even in these days of multi-billion dollar national budgets, a million is a lot of dollars, but we have confidence that it will some day pay off as a sound expenditure.

Your correspondent was recently criticized in a friendly manner because news from all departments has not always been included in this column. May our readers be reminded that several appeals have been made for news in this column and otherwise. Please phone, write, or see me during the first week of each month. Other correspondents will no doubt appreciate the same assistance.

WINNEMUCCA

Doris Cavanagh

Military maneuvers set the pace for John T. Smith, son of Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH, now with the Ninth Engineer Combat Battalion at Fort Lewis. John was an equipment maintainer at Chilcoot.

JOHN ANDERSON, who entered service last July completed his studies at San Luis Obispo Signal Corps school and has been assigned to Ford Ord.

Richard Golliber, son of Fireman and Mrs. F. M. GOLLIBER, is now stationed at San Diego Naval Base.

After a duty term in Korea, Allison B. Calloway visited here with his brother-in-law and sister, Fireman and Mrs. RALPH DANIELS.

From Florida came Lt. jg. and Mrs. John E. Elliott to see her parents, Section Foreman and Mrs. J. E. LORD of Golconda. John is a chaplain at the U. S. Naval Station at Key West.

Stanley Miller, scholarship student at University of Nevada, is attending Army school at Ford Holabird, Maryland, before sailing for Europe. According to his parents, Telegrapher and Mrs. M. C. MILLER, of Wesco and Winnemucca, he missed no points of interest in Washington, New York,

Philadelphia and Boston while on leave.

After seeing service with the Army in Korea, Corporal Donald Jayo, son of Machinist Helper and Mrs. JOHN JAYO, returned by way of Seattle and received his discharge at Camp Stone-man.

Ensign Stuard Pearce is with the Seventh Fleet near Korea. His outfit expects to return to the States for an overhaul which is good news for his parents, Engineer and Mrs. LOUIS PEARCE.

On duty with an engineer combat battalion of the Third Infantry Division in Korea, Pvt. Jerry Baumert writes Engineer and Mrs. HERMAN BAUMERT that he stopped in Japan before continuing to Seoul. He delivers mail to substations and handles a jeep for officer personnel near the front.

At West Gerlach, Section Foreman HOWARD McMAHON of Jungo takes the place of M. L. KIZER, promoted to assistant roadmaster at Elko. Foreman A. J. TRUJILLO of Sano is now stationed at Jungo.

Friendly Foreman AL SCHUETTER is back on this district at Phil with Extra Gang 31.

Jackie Jones Matheny, daughter of late Conductor W. S. JONES, has a new baby and Conductor ELMER CAMPBELL is granddad again to the third child of the Guy Williams. Both boys were born in late February.

Jeanette is the new daughter in the home of Section Foreman and Mrs. JOHN HERRON at Cholona.

A yellow cream Mercury has replaced Agent CARL GRAUVOGEL's little black Ford. He has become active in Boy Scout work here.

In the public-spirited group is Cashier HANK MENTABERRY, a vice-president of the recently formed Winnemucca Jaycees.

Fireman W. T. MARRS has returned to the roar of the diesels after a two-year sick leave.

Yardmaster JOHN HAMILTON and family attended the wedding of their son, Bill, at Walnut Creek, California.

Hospital patients included PETE MENICUCCI in San Francisco, Firemen WILLIAM LEWIS of Elko, JUAN TERVINO and RAY NELSON in Winnemucca.

Recent vacationers were Fireman and Mrs. ADOLPH DEONIER to Florida; Fireman SCOTT PUTNAM to California; and Hostler DICK MATTSON to Yerington, Nevada.

DANNY LUTTON is calling crews for Yard Clerk BILL BROWN. While Janitor CARL HORTON is on vacation son Richard is chief mopper-upper.

Deep in the sunny South, Lineman HANK HARRINGTON has yielded his motor car to R. D. HOLLEY.

Engineer and Mrs. JOE MOORE's daughter, Ruth, a University of Nevada student, has been named to this year's edition of "Who's Who in American Colleges."

JOE DUARTE, JR., 47, former WP fireman, died March 5 in Fresno, following several years of ill health.

VINCENZO "MIKE" QUILICI, 58, carman, died suddenly on February 16 following a stroke of apoplexy during his sleep.

Although the merry month of May is considered straw hat time, energetic Conductor GEORGE STONESTREET in midwinter said his old felt hat got too warm while spading for a lawn.



The Sacramento Chapter of the Railway Business Women's Association held their organization dinner January 30 at the China Palace, Sacramento, and membership now consists of 123 charter members representing WP, SP, SN, D&RGW, GN, PFE and REA. Meetings are held the second Wednesday of each month. Gertrude Shout, past president, San Francisco Chapter, installed as officers, seated, Marcella Kahl (WP), president; Virginia Christian (SP), vice president. Standing: Peggy Peck (SP), recording secretary; Elsie Gonsalves (WP), corresponding secretary, and Shirley Bice (SN), treasurer.

SACRAMENTO SHOPS

Marcella Kahl

After reading the Oakland correspondent's plea for volunteers at the Oakland Filter Center, Machinist ROBERT KEITH mentioned that Sacramento will soon begin a drive for volunteers at our own Filter Center. Volunteers are badly needed—only three hours a week—so c'mon, fellas! Understand Bob's the only WP employee having volunteered, which isn't the usual WP percentage.

We've had several carmen transfer to the Shops in the last two months from the D&RGW at Grand Junction,

Colorado, but hear one of them is a painter of note. JOHN MORT won first prize in the Brush and Pallet Club's Western States Amateur Competition with his oil, "Mountain Home." Hope you have more of the same success, John, in your future competitions.

"Be Alert—Don't Get Hurt!" Did you Shop fellows know that the WP safety slogan contest winner for 1953 was our own JACK GARRIS in the Paint Shop?

Welcome to Sacramento to Mrs. Harry Kelly, who just recently moved here from Stockton following a purchase of a home by her husband, HARRY KELLY, diesel foreman.

We'll miss Painter EUGENE BARTLETT. "Romeo" resigned to give full attention to his real estate and insurance business which has been a successful side line for years.

We're sorry to hear of the passing of HENRY DARR, retired blacksmith, who left our service in 1945.

Carman Apprentice LE ROY CHAMBERLIN has joined the married ranks, and we have two proud fathers of new baby daughters—Laborer J. PEDROZA and Sheet Metal Worker Apprentice M. E. MITTS.

OAKLAND

Hazel Petersen

PAUL SCHAEPE, better known as "Gus," our broom wielder and heat regulator, is on vacation. We trust it is filled with the happiness that is merited by his willingness to do a bit more than is expected of him in keeping headquarters of office and other employees comfortable and sanitary. As WILL WOOD, secretary, B&B Department, says: "I rate Gus as one of the most splendid men I have ever known. There have been times when things were coming a bit too fast for me, or irksome, and when I glance at Gus going about his chores so willingly and so thoroughly, I determine to 'ape' him and, as a result, the company has benefited."

ALTHEA EVANS is the new expense clerk at Oakland freight station. She formerly was switching clerk at Stockton freight station, but decided it was nicer to live at home with dad and mother—Trainmaster and Mrs. GRANT EVANS. Her cousin, GLADYS EVANS, PBX-typist clerk, Stockton yard, became very lonesome for Althea and spent a week at the Evans home in

Alameda recently. Gladys is the wife of brakeman JOHN O. EVANS.

SAMUEL KIRKHAM, switchman, is preparing for a nice long trip when his vacation comes around next month, as is Switchman E. J. NOBLE.

PATRICK KEARNEY and JAMES ENGSTROM, marine captains, have just returned from a week's vacation. Too bad Pat had to stay home with the flu most of the week.

Retired Marine Captain MANUEL SILVA and his wife are planning an extended visit to New York, principally to attend a convention. Manuel looks wonderful and is enjoying his retirement immensely.

WILLIAM GINTER, train desk clerk, has established residence at 17151 Rolando Avenue, Hayward. Bill formerly worked at Oroville. Another newcomer at Oakland yard is EDWARD KUEBELBECK, relief yard clerk. Welcome, both!

"HEINIE" KARL HENRICH is back after a session with old man flu.

How could "MAX" MUNSON, revising clerk, turn up for work so near March 15 with a new Dodge sedan? Refund, maybe?

Things are changing at a rapid pace in the Oakland Traffic Department. AL PENZEL, chief clerk, succeeds WAL-LACE LOGAN as traffic representative, who has been transferred. DEAN DORSEY is now in the general agent's office at Sacramento, and Chief Clerk O. L. HOCKER is coming to Oakland as chief clerk.

BOB FAILING, steno-clerk, district car foreman's office, has been selling chocolate mints for the bashful Bluebirds, who belong to his wife's junior Campfire Girls group. Didn't realize

Bob was taking on weight, just thought he was wearing more clothes.

That bashful boy, **GEORGE BALSBAUGH**, Car Department timekeeper, has finally bought himself a car—a 1940 Dodge, and he almost has the paint polished off.

FLORENCE SUTTON, last of the Mohicans, has deserted the Dining Car Department. As the last female in that department, she was married recently and resigned from service. **LEE PHELPS**, assistant chief operator, Oakland PBX, sponsored a farewell party and Florence received a lovely seiam iron as a wedding gift. She had a lovely home with her brother, **HOWARD HUFFMAN**, chief clerk Dining Car Department, but now Howard has sold out and is on the lookout for a very small furnished apartment.

SACRAMENTO STORE

Irene Burton

JOSE CHAVEZ recently underwent surgery and we hope it will not be long before he is back to work.

HARRY MESSER'S son, Lowell, returned from the hospital in San Francisco. It was feared he had an attack of meningitis, but a series of tests revealed to the doctors it was polio.

This office helped **AL MADAN**, chief clerk, celebrate his eleventh anniversary with Western Pacific with a little cake and eleven candles.

HELEN MELSOM, comptometer operator and clerk, and son, Bob, will soon be sailing the high seas on their trip to Naples, Italy, to join Lt. Melsom, who will be stationed there for the next three years.

FRANK AVILA returned from a sixty-day leave of absence, which time was spent at his home south of the border,

AGNES ASH spent a few days vacationing in San Francisco, and **GEORGE HOOVER** spent a week of his vacation getting ready for spring planting on his ranch at Del Paso way.

MARGARET WESTLAKE returned to work after a six months' leave of absence. It's good to have you back again, Margaret.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Bob Holm, Howard Jaeger, Mary Nichols, Maurice Notter, Carl Rath, Bill Royal, Dudley Thickens, Frank Tufo.

Lt. **Evan Nesbit** son of **MARION NESBIT**, auditor, equipment service accounts, and nephew of **JEAN McCULLOCH**, manifest, returned from Korea, where he was known as the "truck buster" in the 3rd Combat Wing. Listed second for destroying the greatest number of vehicles in Korea, he received the DSC, three Air medals, and two Korean medals.

GRANT "RED" ALLEN, superintendent of transportation, became a grandpappy on Valentine's Day when his daughter, Margie, presented Steven Allen, 8 pounds and 14 ounces.

BETTY ENGLAND, accounting, and **RITA CONNOLLY**, transportation, returned recently from a week-end of skiing at Squaw Valley and, much to everyone's surprise, sans broken bones.

Probably the nicest letter **MARGE MOORE**, traffic payroll clerk, ever received arrived from the White King Soap Company of Los Angeles naming her a winner among thousands of entries in their recent contest. As a result she now has a shiny new Bendix automatic washing machine.

Good luck to **ARDIS ARVIDSON**, auditor of disbursements clerk, who left on leave March 6 to be at home awaiting the birth of her first-born babe.



Western Pacific's new Salt Lake City ticket office was officially opened at 27 West South Temple Street on February 20, and nearly 300 invited shippers, other transportation officials, civic officials, business men, and press and radio representatives called to extend their congratulations and attend an informal open house with General Agent Coulam, host.

* * *

The staff, below, are from left front to rear, Art Mendenhall, Bill Silvfast and Bob Crocker, traffic representatives; Verne Wilde, secretary; and Fred Worsley, chief clerk. Right, Ray Coulam, general agent (standing); Lanny Glascock, traffic representative; and Lee Marshall, traffic clerk and MILEPOSTS correspondent.



OPERATION GOODWILL

Following several months of advance preparation by Engineer O. E. Lyles, thirteen enthusiastic Western Pacific employees and their wives left Stockton February 8 in a chartered Pullman and spent a glorious time attending the Mardi Gras in New Orleans. For good measure, the group included a quick whirl across the Rio Grande into Juarez, Mexico, and a thrilling visit to famous Carlsbad Caverns en route to the colorful southern city.

Making the most of their visit, nothing was overlooked . . . a visit to the famous French Quarters . . . real Southern mint juleps under blooming banana trees in the Court of Two Sisters . . . a tour of Madame Jung's Legacy, where met the pirates of old to share their loot and women from captured ships.

Like the sensation of living in another world, they walked the rough cobblestone and narrow streets, watched sightseers in horse-drawn

carriages, visited dusty curio shops, and found a trace of French or Spanish among the natives and noisy, good-natured crowds milling aimlessly. A cup of really strong coffee in the colorful French Market was contrasted with dinner at Antoinettes, as was St. Louis Cathedral and Jackson Square with gay night clubs and strip dancers.

A highlight of the visit was the old San Joaquin River steamer *Delta Queen*, which brought a shout from the Californians and was the cause for many pictures. A chartered bus took them to the ruins of Fort Pike on Gentilly Highway 90, through swamplands lush with cypress trees, green grass and cattle, across the Bay St. Louis, a drive around Gulfport, Mississippi, boyhood home of O. E. Lyles, past the winter home of former President Woodrow Wilson, sightseeing at Biloxi, and lunch on the beach.

The climax—Mardi Gras Day, February 17. Multitudes of fun-loving crowds, King Rex with his lovely Queen, floats, flowers, costumes, and oceans of happy faces crowding Canal Street, the widest street in the world.

Home on the *Argonaut*, arriving at Stockton on the 21st, brought to a close a memorable trip, during which the word of Western Pacific was spread to all those who came in contact with the group members: Engineers O. E. Lyles, H. R. Allen, G. T. Rutherford, R. C. Kennedy, John Sypher, R. L. Small, Eugene Hansen, R. L. Grubbs, F. B. Edgerton (TS), and M. P. Canevari (SP); Conductors J. F. Murray and Bert O'Northern (retired); and Clerk W. M. Bryant, and their wives.



"Ticket, please!"

Freight Account Keglers Win Tournament

The Freight Accounts (San Francisco) bowling team left Downtown Bowl alleys on March 8 with a trophy and \$45 in cash as winner of the First Annual WP Bowling Tournament. Participating were 90 keglers, representing teams from Elko, Oroville, Sacramento, Stockton, Oakland and San Francisco.

Individual prizes of \$7.50 and \$5.00 were won by G. Sondegarrd, Oakland

Switchmen, for a 521-171-692 high series and by Harry Munson, Freight Accounts, for a 242-18-260 high game.

Sacramento rolled a high scratch series of 2,493 but finished out of the money on a handicap basis.

Plans for the Second Annual WP Bowling Tournament, to be held at Sacramento during March of 1954, will include doubles and singles as well as team matches.

WINNERS				
TEAM EVENTS	ACTUAL PINS	3-GAME HANDICAP	TOTAL PINS	PRIZE
1. FREIGHT ACCOUNTS (SF)	2,412	202	2,614	\$45 and trophy
A. Potter G. Ingle H. Heagney F. Thompson H. Munson				
2. STOCKTON	2,249	335	2,584	\$32
R. Sellers G. Benedict F. Lindee E. McDonald G. Macomber				
3. SWITCHMEN (OAK)	2,162	418	2,580	\$20
F. Lawel L. Godwin G. Edmonds J. Hendrickson G. Sondegarrd				
4. FEATHER RIVER (SF)	2,255	293	2,548	\$15
H. Lohmeyer T. Dowd R. Miller R. Smith A. Jakenovich				
5. ZEPHYR YARD (OAK)	2,227	305	2,532	\$9.50
T. Kyle B. Wier L. Wagner R. Holm J. Prise				

With seven weeks to go, three teams are staging a bitter struggle for first place in the WP San Francisco Bowling League, now held by the Traffickers. Standings as of March 12 were:

TEAM STANDINGS		INDIVIDUAL STANDINGS	
	WON	LOST	AVERAGE
Traffickers	39	30	H. Munson 173
Freight Claims	38	31	D. Johnson 169
Feather River	37	32	P. Casey 168
Zephyrs	32	37	L. Pope 168
Freight Accounts	32	37	A. Potter 168
Auditors	29	40	

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Railroad Lines

New Haven plans future installation of commercial television at a number of remotely controlled interlocking.

. . .

Boston Maine expects to complete next Spring installation of two-way radio communication equipment in its Greater Boston freight and passenger yards.

. . .

101 diesel units ordered by Chicago & North Western, including nine for the Chicago, St. Paul, Minneapolis & Omaha, at cost of more than \$16 million, largest order ever placed by that system.

. . .

Union Pacific experimenting with conversion of GE gas turbine electric locomotive to burn propane.

. . .

Not a single passenger lost his life in a train accident during 1952.

. . .

Recent approval for 64 additional diesel units to be delivered early this year at a cost of \$9,812,000 will give Missouri Pacific 741 total units and near complete dieselization.

. . .

Railway & Locomotive and California-Nevada Railroad Historical Societies sponsoring excursion April 26 over WP, Oakland to Stockton and Terminous, and Carbona Branch, using Locomotive 94.

. . .

Canadian Pacific recently put into operation in the Cote de Luc section at Montreal one of the largest and most modern classification yards on the continent.