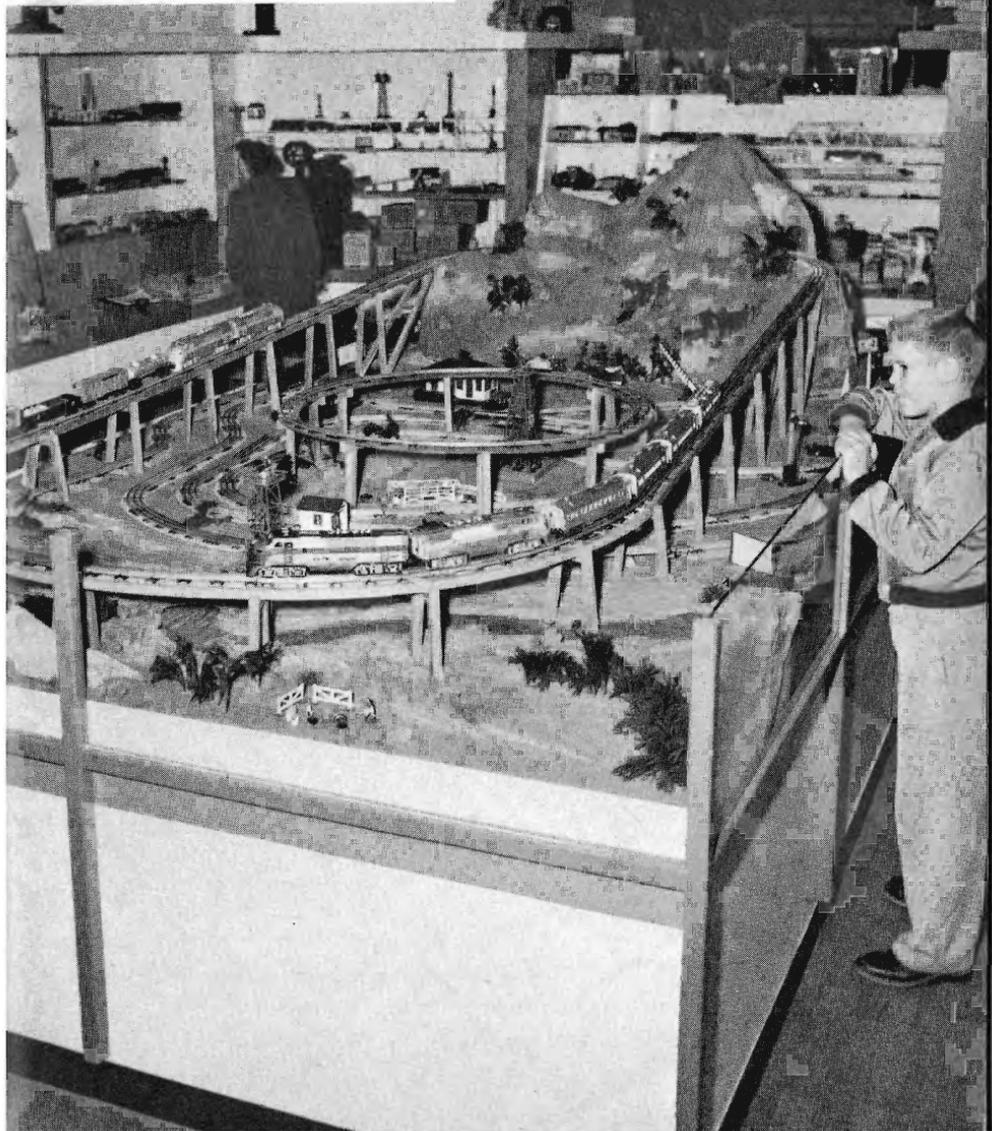


WESTERN PACIFIC
Mileposts
DECEMBER 1952



WESTERN PACIFIC Mileposts



Vol. IV, No. 5

DECEMBER, 1952

*Milepost No. 41

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. 41: A stock loading chute on the outskirts of Pleasanton.



Merry Christmas

TO FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

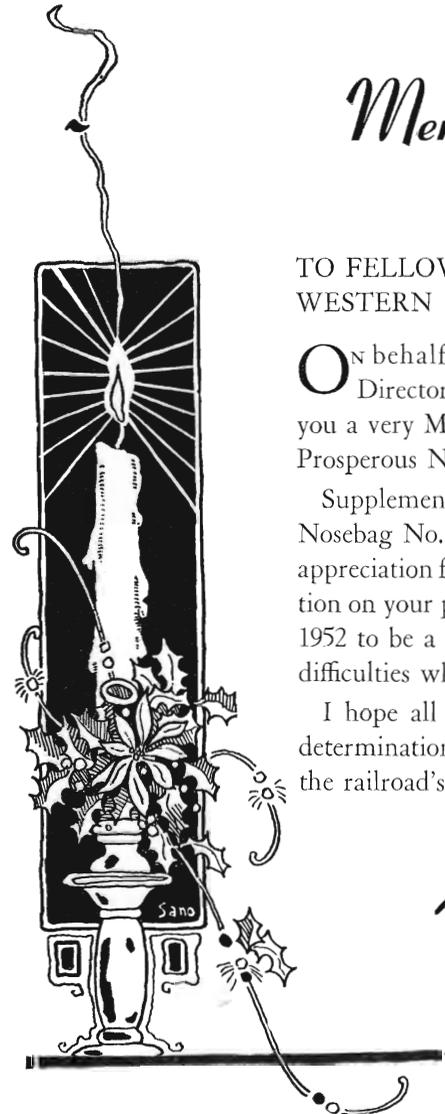
ON behalf of the officers and the Board of Directors, I take pleasure in wishing all of you a very Merry Christmas and a Happy and Prosperous New Year for 1953.

Supplementing what was said at Operation Nosebag No. 2, I must again express my great appreciation for the hard work and fine coöperation on your part which has made it possible for 1952 to be a good year in spite of the unusual difficulties which confronted us.

I hope all of you will join me in a sincere determination to make 1953 the Safest Year in the railroad's history.

Most sincerely,

F. B. Whitman





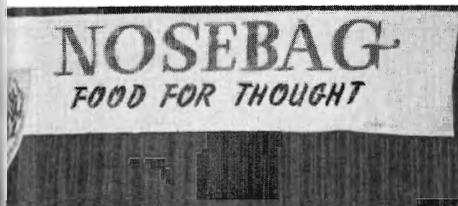
The "boss" . . .

(Continued from November MILEPOSTS)

OPERATION Nosebag II came to a close at Elko, Nevada, November 14, the last of eleven dinners given by President Whitman for his fellow workers, their wives and husbands.

Whereas in Operation Nosebag I (April, 1950), many employees were picked up by special train along the right of way and served breakfast, lunch or dinner in a diner, all gatherings for Operation Nosebag II were held in the best dining establishments available in the various towns and cities. Groups of employees with considerable distance to travel were brought to the banquets by special train or bus.

Dinners were held simultaneously at Oroville and at Elko, there being no single dining room sufficiently large to seat the Western Pacific forces and



their wives. By staggering the programs, Mr. Whitman and the other speakers were able to give their reports at both banquets in each instance, and the only time that the working of this double bill was threatened occurred in Elko when Vice-President Munson had to let a 115-car Western Pacific freight pass on his way between the Stockmen's Hotel and the Commercial Hotel.

An overflow crowd presented a temporary problem at Portola, which saw the largest dinner crowd ever assembled in Veterans Hall. The late arrivals were promptly taken care of at the nearby Log Cabin, and returned to the hall in time for the program.

The program for each dinner was the same. Every feminine guest was presented at the door with an orchid. There was musical entertainment during the dinner, and just before the speaking program the girl accordionist led in group singing of the new WP theme song, "Up in Feather River Canyon," composed by Frank Sell, chief clerk in the company's Los Angeles office. With the big boss at the microphone, the singing concluded with "I've Been Workin' on the Railroad."

Following introductions of Brotherhood representatives, officials and other guests present in the audience, the Brotherhood general chairman or local chairman seated at the head table was

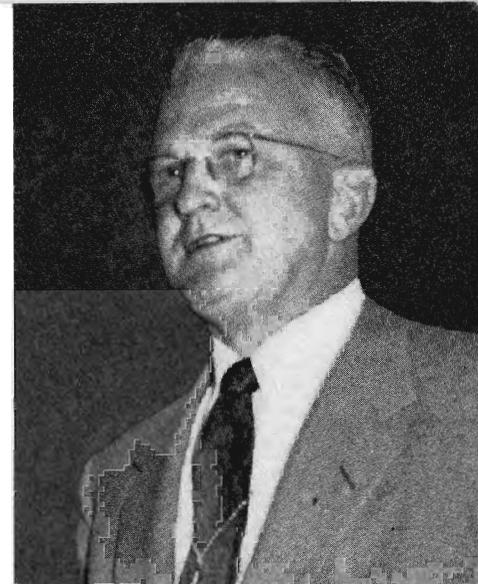
called on for a few remarks. H. C. Munson, vice-president and general manager, then spoke on the improvements made to the railroad's physical plant during the past two and one-half years, followed by President Whitman. The program concluded with the showing of Western Pacific's newest movie, "Destination, America."

Operation Nosebag II was conceived by Mr. Whitman as a progress-report to his fellow workers on the plans and policies he announced nearly three years before, affording them an opportunity to draw their own conclusions as to how well those plans and policies were being carried out.

It was a pleasant story he had to tell:

"First let us take the railroad—the physical plant. I told you then of our five-year \$32 million program to make Western Pacific a top notch modern road. What did this involve?"

"It involved complete dieselization in 1952. Well, we just took delivery over in Nevada the other day of the last unit of an order of nine 1500-hp. Type GP-7 road freight diesels with which we will have achieved full dieselization of all normal seasonable train operations. Since the first Nosebag dinners we have spent \$4,410,000 on diesels. We are going to keep some 20 steam locomotives in mothballs against emergencies, and once in



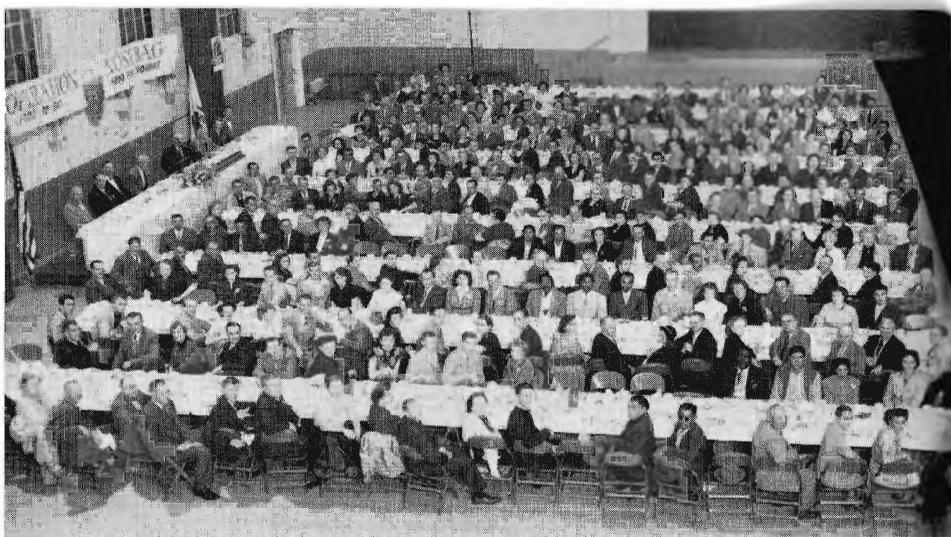
... Vice-President Munson

awhile you may see one out on the road during some emergency but, practically speaking, Western Pacific is now 100 per cent dieselized with 150 diesel units. So we're a few months ahead of schedule on that one.

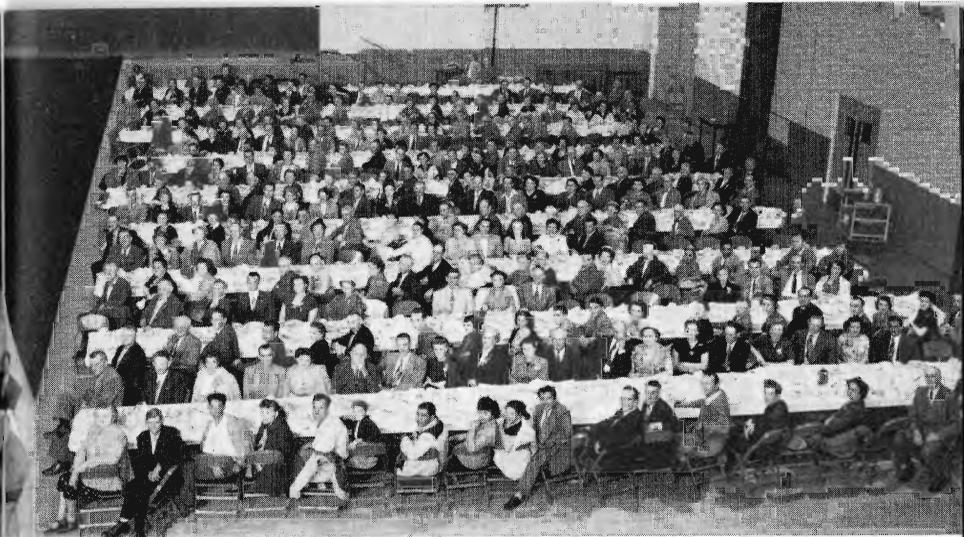
"As to rolling stock I told you that we contemplated rebuilding 800 of our old refrigerator cars. Actually we expanded this to 900 reefers, and these are now being completely rebuilt and modernized.

"Included in the program were 500 new gondolas and these are all on order for delivery within the next few months; 300 drop bottom gons; 100 solid bottom, adapted particularly to the Geneva - Pittsburgh steel traffic; and 100 selective dump hopper cars. Together these have cost \$3,608,000.

"Seven hundred new boxcars were also mentioned in the program. Actu-



At Governor's Hall, Sacramento, above . . .



. . . At Hotel Utah, Salt Lake City, below





Following his talk at the Commercial Hotel in Elko, and right on schedule for a repeat talk at the Stockmen's Hotel, the "boss" meets H. C. Munson on his way to the Commercial.

ally we purchased only 600 new box-cars but they are all fine all-steel cars equipped with ride control trucks. They cost us \$3,521,000. Twenty of them were equipped with Pullman Standard compartmentizers, a device which permits separation of the interior into three compartments and greatly reduces damaged shipments while facilitating partial unloading in transit. Many of you have undoubtedly seen these compartmentizer cars with their huge car-length orange feather on a silver background. Western Pacific was the first to introduce them and their reception has been so very enthusiastic that we are converting 20 more of the new boxcars to compartmentizers.

"Continuing with the report on our modernization program I told you we planned to complete traffic control system (formerly referred to as centralized traffic control) through to Salt

Lake City by 1953. There again we have done a bit better than we figured and we will have it finished up before the end of the year. Conversion of signals on the WP-SP paired track operation from semaphores to light signals will be completed during the first quarter of 1953 at a cost of \$210,000.

"The heavy rail relay program is slightly behind schedule due to the prolonged steel strike, but we expect to come pretty close to the 40 miles a year I mentioned to you as our goal, and the same is true of the slag rebalasting program.

"We have even done some things that were just on the 'would like to do' list in 1950, as for example, radio communication between yardmasters and switch engines at terminals.

"So much for the railroad plant. I am sure you will all agree with me that these plans announced at the first Nosebag have been thoroughly progressed.

"I feel sure that you are all aware that the Western Pacific has achieved far better recognition as a major transcontinental railroad throughout the United States and indeed throughout the world. I know that this is a source of great satisfaction to you as it is to me. This recognition is the result of many factors of greater or less degree. One of the main ones is the *California Zephyr*. Experienced passenger traffic men agree that they know of no other instance where a new train has so quickly captured and held the public's fancy.

"Our improvements in freight service performance constitute another reason for this growing recognition. Last year Western Pacific was first (except for one Great Lakes ore car-

rier) among all large U. S. railroads in 'gross ton miles per freight train hour,' an accepted yardstick of operating efficiency. By measures of service to shippers, 'net ton miles per car day,' 'train miles per freight train hour,' etc., we held the lead for months at a time and finished second for the year.

"Such records are only possible through the combination of first class team work and an efficient plant. Shippers keep posted on these matters and we have done some shouting about them ourselves.

"Various public relations projects have also contributed to this recognition of Western Pacific—such as our military blood procurement car in which several other roads followed our example.

"Last time we developed the fact that there are three chief ways by which our freight business can be increased; namely, by boosting our proportion of the traffic already handled by rail, by repossessing business now going by highway, and water, and by attracting new industries to our rails.

"To accomplish the first we require both excellent service and salesmanship. We have accomplished much along that line. We have a more compact and a more hard-hitting organization than we had in 1950, and in another couple of years it will be even better.

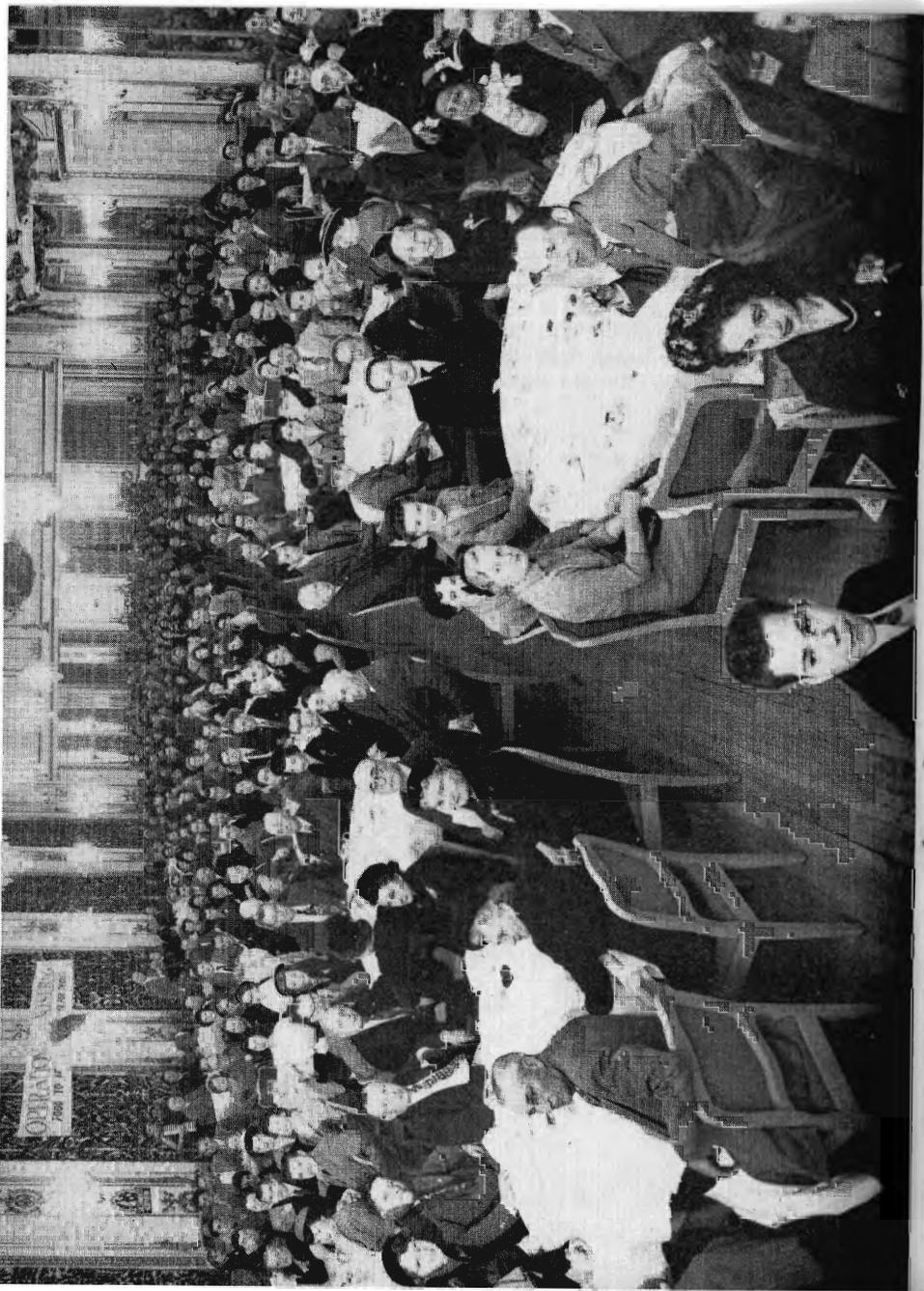
"One reason is that we are providing better tools for our men to work with. An example is the traffic department's comprehensive three - phase training program. One phase consists of the rate courses which commenced last April. These have been so popular and worthwhile within the traffic department that

they have been expanded to take in interested personnel from other departments. Of course, they are all on a purely voluntary basis, the response has been excellent, and the results will be shown in a more confident staff. Phase two consists of training courses within on-line and off-line traffic offices, and Phase three is the tours of the railroad and its facilities which are now being held for traffic department officers and salesmen. These are by no means joy rides. I am sure every man who has had the course would tell you that it was the hardest week's work that he had put in in a long time. At the conclusion of these four group tours every man will be better equipped to really sell WP because of first-hand knowledge of the railroad.

"Now let me tell you what has been done toward the third point—locating new business on our rails.

President Whitman leads his guests at Salt Lake City in singing "Up in Feather River Canyon," accompanied by accordionist Dodie Flibotte, and assisted by H. R. Coulam, general agent.





Opposite page: Fairmont Hotel, San Francisco. Above: The president greets his employees. Below: Orchids were presented to the ladies.



"During the last three years some 160 new industries have been located on the Western Pacific, Sacramento Northern, and Tidewater Southern combined. Together these represent an investment of over \$25 million and they bring to our railroad system new traffic amounting roughly to \$3 million a year. This is about six per cent of our gross revenues so we can say we are adding about two per cent a year to our traffic in this way. Perhaps two per cent more sounds small to you, but two per cent every year adds up fast.

"The improvement in Western Pacific performance is something I have touched on before, but I would like to mention it again because it is something in which we can all take great pride.

"The Interstate Commerce Commission issues monthly what they term 'Operating Statistics of Large Steam Railroads.' July is the latest month for which this is available and, as you know, during the last third of July we had a great deal of rerouted Santa Fe traffic to handle in addition to our own. Nevertheless, Western Pacific stood first among large roads in the Central

Western Region in July in the following averages:

- Gross ton miles per train hour
- Net ton miles per car day
- Car miles per car day
- Train miles per train hour (average freight train speed)
- Miles per locomotive day.

"For the whole United States we stood second in average freight train speed of 23.7, surpassed only by the Cincinnati, New Orleans and Texas Pacific, a component of the Southern Railway System, with an average speed of two-tenths of a mile higher. In passenger service we lead the nation with an average of 48.5 miles per hour.

"As I said, we have much to be proud of. At the same time we are a long, long way from perfect. We'll never be perfect but we can be a lot better than we are now. We must recognize that we all make mistakes and that the 100 per cent efficient man does not exist. Nevertheless, we should continue to strive for perfection and refuse to be satisfied to turn in a halfway job.

"Thank you for coming, and thank you for listening."

COMPANY POLICIES

1. The management expects that every employee will do his work safely.

2. The management is sincerely interested in the safety, health, welfare and happiness of every employee and his family.

3. The management wants every employee to feel that he has a good job, one in which he can take interest and pride and a job that he enjoys.

4. The management wants all employees to feel that an opportunity is

available to them to be considered for promotion. At the same time, employees should recognize that not every employee can be promoted because the opportunities for promotion are necessarily limited.

5. The management is determined to be fair in its dealings with the labor organizations and with individual employees.

6. The management intends to see that all agreements with labor organi-

zations are strictly lived up to. We will attempt to carry out these agreements fairly and squarely so there will be no occasion for claims and grievances being submitted. It is recognized that the management may differ with employees as to the interpretation of agreements, but such differences in interpretation will be honest ones. We do not intend to sharp-shoot and, in turn, we do not want our employees to be sharpshooters. It is recognized that mistakes may be made by those who have to administer the agreements, but we will try and develop greater skill so that mistakes will be lessened as time goes on.

7. The management is determined to be exacting and firm in its intention that every employee will willingly accept the responsibility that is his for doing the best job he knows how in his particular vocation. It expects a top-flight performance from every employee because the employee, himself, will want to turn in such a performance. The management will not toler-

ate laziness, indifference, carelessness or slipshod performance.

8. The management and the local officers recognize that it is their responsibility to help every employee carry out his desire to do his job the best he know how. They will do everything reasonably possible to assist employees in achieving that result.

9. The management can do little to help any employee hold his job if the sincere cooperation of the employee is not willingly forthcoming. In such cases, which it is hoped will be few, the management will reluctantly take such enforced action as is necessary to produce the desired results for safety, efficiency and economy.

10. The management recognizes that friendly and sincere cooperation on the part of officers and employees alike is needed to produce the desired results. They welcome sound ideas and intelligent suggestions as to how work can be done safer and better with due regard to the need for efficiency and economy.

THE ELEVEN DINNERS

DATE	LOCATION	MASTER OF CEREMONIES	GENERAL OR LOCAL CHAIRMAN
October 28	Stockton, Civic Auditorium	R. T. Kearney	W. E. Myers, BLE
October 29	Sacramento, Governor's Hall	E. E. Gleason	C. O. Davis, IBB, DF&H
October 30	Oakland, Scottish Rite Auditorium	G. W. Curtis	George Clark, SUNA
November 3	San Francisco, Fairmont Hotel	H. E. Poulterer	C. E. Whitman, BLFE
November 5	Oroville, Oroville Inn	J. I. McNally	R. T. Ronan, ARSA
November 5	Oroville, Elks Club	G. W. Curtis	E. E. Hughes, ORT
November 6	Portola, Veterans Hall	J. F. Lynch	C. T. Whitlock, BLE
November 7	Winnemucca, Sonoma Hotel	J. F. Lynch	P. E. Rutherford, ORC
November 13	Salt Lake City, Hotel Utah	H. R. Coulam	A. W. Arnall, ORC
November 14	Elko, Stockmen's Hotel	W. G. Howell	R. W. Rich, RYA
	Elko, Commercial Hotel	J. F. Lynch	Jack Taylor, BLE



Mark Twain and Chauncey M. Depew once went abroad on the same ship. When the ship was a few days out they were both invited to a dinner, and when speech-making time came, Mark Twain had the first chance. He spoke twenty minutes and made a great hit. Then it was Depew's turn.

"Mr. Toastmaster and ladies and gentlemen," said the famous raconteur as he rose, "before this

dinner Mark Twain and myself made an agreement to trade speeches. He has just delivered my speech, and I thank you for the pleasant manner in which you received it. I regret to say that I have lost the notes of his speech and cannot remember anything he was to say."

He sat down amid great laughter.

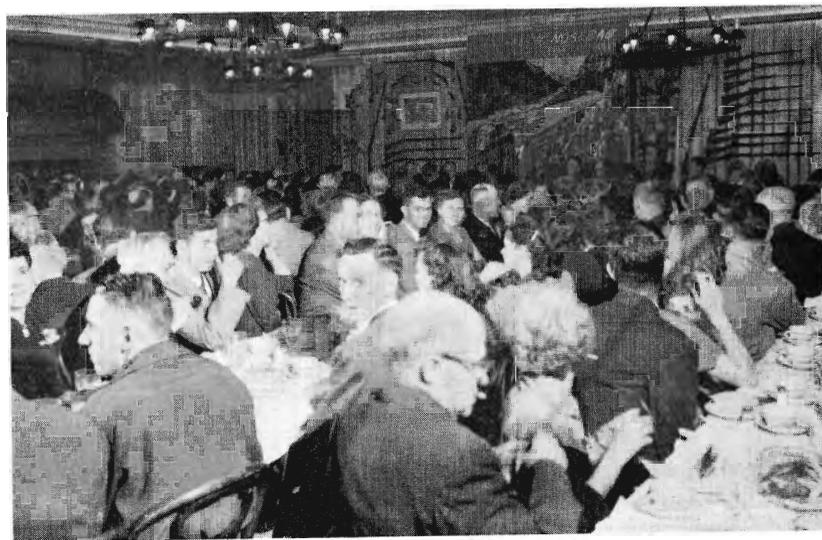


Above: Veterans' Hall, Portola.

Below: Sonoma Inn, Winnemucca.



Dinners were held simultaneously at the Commercial Hotel, above, and at the Stockmen's Hotel, below, in Elko, and by means of a staggered program, President Whitman and other speakers were able to give their messages to the employees at both locations.





Two dinners and a staggered program were also necessary at Oroville because of the large attendance, partially shown, at the Oroville Inn, above, and at the Elks' Club, below.



MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were issued during the month of November, 1952:

35-YEAR PINS		
James J. Bettabini.....	Boilermaker.....	Mechanical Dept.
Walter H. Brown.....	Locomotive Engineer.....	Western Division
Lester L. Seyferth.....	Locomotive Engineer.....	Western Division
William R. Stewart.....	Blacksmith.....	Mechanical Dept.
30-YEAR PINS		
Hyrum Clegg.....	Locomotive Engineer.....	Eastern Division
John V. Holcomb.....	Machinist.....	Mechanical Dept.
George B. Murray.....	Switchman.....	Western Division
John R. Schoenfeld.....	Car Foreman.....	Mechanical Dept.
25-YEAR PINS		
Stanley N. Compton.....	Locomotive Engineer.....	Western Division
Clyde E. Hart.....	Locomotive Engineer.....	Eastern Division
Stillman V. Lampley.....	Locomotive Engineer.....	Western Division
Marie C. Libbe.....	Secretary to F. T. M.....	Chicago
Peter McAlistier.....	Machinist.....	Mechanical Dept.
James H. McClintock.....	Locomotive Engineer.....	Western Division
George B. Weast.....	Conductor.....	Western Division
15-YEAR PINS		
Bert J. Chapman.....	Brakeman.....	Western Division
E. A. Heberle.....	Traffic Representative.....	Cincinnati
Chris Nicoler.....	Hostler Helper.....	Mechanical Dept.
William Nicoler.....	Laborer.....	Mechanical Dept.
Joseph F. Schneider.....	Switchman.....	Western Division
Mathew G. Willoughby.....	Clerk.....	Western Division
10-YEAR PINS		
Joseph M. Bartorelli.....	Carman.....	Mechanical Dept.
Josephine Bein.....	Secretary to Supt. Transportation.....	Transportation Dept
L. A. Fernandez.....	Store Helper.....	Store Department
Mike Gardner.....	Carman Helper.....	Mechanical Dept.
Ruby Gustafson.....	Clerk.....	Purchasing Dept.
Frank Hebein.....	Carman.....	Mechanical Dept.
Perry L. Huckaby.....	Assistant Dispatcher.....	Eastern Division
Ernest B. Huesby.....	Accountant.....	Engineering Dept.
Nevada Michelson.....	Accountant.....	Eastern Division
T. J. Mozingo.....	Store Helper.....	Store Department
William Oberst.....	Switchman.....	Western Division
Paul Penman.....	Fireman.....	Eastern Division
Ira C. Pierner.....	Stationary Engineer.....	Mechanical Dept.
Melvin L. Pierner.....	Electrician.....	Mechanical Dept.
Howard M. Keaves.....	Carman Helper.....	Mechanical Dept.
Samuel R. Seeds.....	Carman.....	Mechanical Dept.
Ruth A. Stone.....	Clerk.....	Aud. Eq. Serv. Accts.
Minor A. Wingo.....	Electrician.....	Mechanical Dept.

A man entered a restaurant and seated himself at a table: "A cup of coffee," he ordered.

He picked up the pepper-pot and sprinkled pepper into the coffee. Then he grabbed the salt shaker and repeated the procedure. Then he reached for the catsup bottle and poured catsup into the coffee.

He tasted the mess.

"My goodness!" he cried. "This coffee tastes terrible!"

The waiter glared at the customer. "Well, what did you expect?" he sneered. "There's nothing in that coffee now but pepper, salt and catsup."

The other nodded thoughtfully. "Maybe you're right," he agreed. "Pass the mustard!"

* * *

Although some girls stay single, most of them would rather knot.

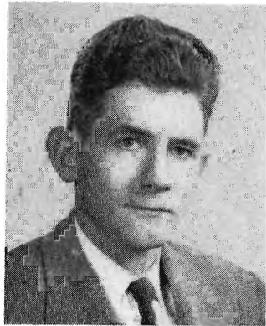
PROMOTIONS AND TRANSFERS

EFFECTIVE November 1, Leo Delventhal is appointed research specialist, office of the president, a newly created position. He is succeeded in his former position as transportation inspector, by W. C. Emerson, who subsequently was succeeded as inspector of transportation by A. M. King.

Delventhal was born in San Fran-

Delventhal is a member of the Pacific Railway Club, the Carman's Association, and a committee member of the AAR Open Top Loading Rules Committee.

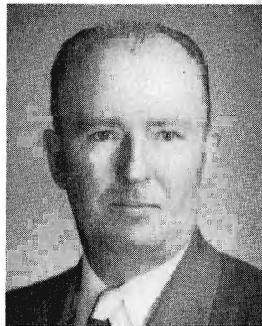
He lives in Piedmont with his wife and two sons, where he operates a home workshop specializing in furniture design.



L. F. Delventhal



W. C. Emerson



A. M. King

cisco and attended Alameda schools. Following graduation he entered the construction business in the East Bay and in August, 1934, joined the Western Pacific as a mail clerk in the transportation department. Before becoming transportation inspector in 1949, he served as car distributor, assistant scale inspector and car service inspector.

While transportation inspector he worked with specialists of the Pullman-Standard Car Company in the development of the compartmentizer car now serving WP shippers, as well as the new cushion underframe box cars of which Western Pacific has the only two in service now undergoing transcontinental tests.

EMERSON was born in Los Angeles on February 19, 1907, and after graduating from Santa Barbara High School became circulation manager for the *Daily News* in that city. He joined Western Pacific on August 23, 1928, as a yard clerk at Oakland, worked as industry clerk at San Francisco and general clerk at Fruitvale before coming to general office on June 10, 1929, as car record clerk in the transportation department. After working as mail truck driver for a few years he was made car service inspector in 1941, and advanced to position as inspector of transportation which he held at the time of his present appointment. He is

the second generation of the Emerson family to hold his present position, his father, P. H. Emerson, having held the position at the time of his retirement in 1949.

Cliff lives in San Rafael with his wife and one son, where he is active in Boy Scout work and has been a Cub Master for six years. He achieved considerable success as a contributor to photographic

directed theatrical shows for the SP Club, and in 1919 held an amateur radio operator's license with call letters 6AEB.

ROBERT E. WITTS is appointed traffic representative at Memphis, Tennessee, effective November 24, with headquarters in the Sterick Building, 8 North Third Street. His territory



R. E. Witts



R. F. Stenovich



A. D. Hachquet

salons, likes to hunt and fish, and operates a completely dieselized Western Pacific HO-model railroad in his home.

KING was born in San Francisco on May 10, 1904, and received his schooling in Oakland. Following 22 years in the car record office of the Southern Pacific, he joined Western Pacific on September 27, 1948, as car service inspector, which position he held at the time of his present appointment.

King lives in Oakland with his family, which consist of three children and two grandchildren.

While with the Southern Pacific he

will be under the jurisdiction of J. F. McKenzie, general agent at St. Louis.

Bob was born in San Francisco on October 12, 1911, and following graduation from high school, attended the University of San Francisco. He went to work for the Bank of America in 1929 and in 1938 joined an advertising agency. Witts joined Western Pacific on January 16, 1942, as a stenographer-clerk in the foreign freight department and after a promotion to position of statistical clerk in the general agent's office spent nearly three years with the Army's Signal Intelligence Service in the South Pacific.

Returning to his former position following the war, he was then made

chief clerk to general agent C. R. Harmon at Sacramento, later serving in the traffic department's rate room until his appointment as traffic representative at San Francisco on July 10, 1950, which position he held at the time of his present assignment.

Bob has been an active member of the Junior World Trade as well as the San Francisco Junior Chamber of Commerce. As a dog fancier, he has specialized in the training of Cocker Spaniels.

WITH the appointment of Elmer H. Carleton to position of assistant chief special agent and claim agent September 1 (September MILEPOSTS), Robert F. Stenovich succeeded to the position as district special agent-claim agent with headquarters at Elko, Nev.

Bob was born at Elko in September, 1925, and after attending Elko High School was employed by Western Pacific as a carman-helper in the local shops.

Following an honorable discharge from the U. S. Navy in October, 1946, after three years service, he returned to Western Pacific in November of that year as a patrolman at Elko, and was promoted to position of assistant special agent on June 16, 1948.

Bob is married and lives in Elko with his wife and one son, Robert.

ALBERT D. HACHQUET succeeded Bob Stenovich to position as special agent-claim adjuster at Elko, effective September 1.

Hachquet (rhymes with basket) was born in Eureka, Nevada, on May 23, 1921. Following graduation from Elko

County High School he served in the European Theater of Operations as a First Sergeant with the U. S. Army Anti-Aircraft Artillery, receiving his honorable discharge in 1945. He then worked for the Nevada Highway Department for five years, and after a few months as a bookkeeper for the Elko Feed & Stock Yards, joined Western Pacific to assume his present duties.

Al is married and lives in Elko with his wife and one daughter, Jacque Lynn, 16 months.



DIABLO DANCE POPULAR

Those who attended the Autumn Informal Dance, held at the Diablo Country Club, near Walnut Creek, on November 15, voiced an opinion that it was the most enjoyable yet held.

Among the 409 employees, their families and friends who attended were many from cities as far away as Oroville, Sacramento, Stockton and San Jose, who reported the trip exceedingly worth while.

Excellent music was provided by Henry Gallagher and his twelve-piece orchestra for dancing from 9:00 to 1:00, and nothing was overlooked by Harold Wyman and his assistants from the commissary department in providing for a delicious spread of hot and cold dishes, temptingly displayed and served. Southern shortcake and shrimp creole were well garnished with tossed green and frozen aspic salads, not to mention huge platters of roast beef, corned beef, baked ham and turkey, and assorted cheeses and relishes, bread and butter, and coffee.



With deep regret we report the death of the following employees and annuitants:

Josemaria Arellano, section laborer, died August 22, 1952. Mr. Arellano entered company service in July, 1946. He is survived by his father, Rosendo Arellano, of Totatiche, Mexico.

Rheuben W. Babb, conductor, died October 3, 1952. A railroader for many years, Mr. Babb entered Western Pacific service August 13, 1936. Besides his widow, Mrs. Minnie M. Babb of Oroville, Conductor Babb is survived by his mother, five sisters, two daughters, two brothers, and six grandchildren.

Caleb Berg, blacksmith, died October 25, 1952. Mr. Berg began working for Western Pacific on July 16, 1937. He is survived by a son, Harold, of Pittsburg, California.

Rufus N. Blagg, section foreman, died November 8, 1952. Mr. Blagg entered company service May 17, 1935. He is survived by his widow, Mrs. Thelma Blagg, of Stockton.

William S. Cope, train dispatcher, died November 16, 1952, at the age of 84. Mr. Cope was the first dispatcher employed by Western Pacific in 1909, and retired from service June 30, 1937. He is survived by his widow, Mrs. Nellie M. Cope, of San Jose, two daughters, one son, eighteen grandchildren, and seventeen great grandchildren.

Alonzo R. Durrill, Sacramento Northern brakeman, died November 15, 1952. Mr. Durrill entered company service in November, 1944. He is survived by

his daughter, Mrs. David Revering, of Roseville.

Dominico Ferrise, B&B helper, died October 25, 1952. Mr. Ferrise was an employee of Western Pacific since September 8, 1950. He is survived by three brothers.

Herbert E. Fey, machinist, died on October 2, 1952. Mr. Fey last worked for the company on March 4, 1951.

Manuel R. Gomes, millman, died November 16, 1952. Mr. Gomes entered company service September 21, 1942. He is survived by his widow, Mrs. Minnie E. Gomes, of Sacramento,

Curtis J. Griffin, fireman, died August 11, 1952. Mr. Griffin joined Western Pacific in October, 1951. He is survived by his mother, Mrs. Bertha Griffin, of Richmond.

Harold H. Hargon, Sacramento Northern trainmaster, died November 8, 1952. Mr. Hargon entered company service in April, 1944. He is survived by his widow, Mrs. Frances L. Hargon, of Florin.

George R. Hart, retired chief rate clerk, died November 12, 1952. Mr. Hart last worked for the company on August 31, 1948.

John C. Hoover, retired assistant to general manager, died October 30, 1952. Seventy-three years of age, Mr. Hoover had been in ill health for some time. He first came to work for Western Pacific in July, 1910, and retired from service in 1946. He served in France with the 31st Engineers under Col. Mason during World War I, and served as general chairman of the Order of Railway Conductors on two occasions.

He was appointed assistant to general manager in 1939. Mr. Hoover is survived by his widow, Mrs. Ida Mae Hoover, of Oroville.

Emerson A. James, machinist helper, died October 22, 1952. Mr. James entered company service on March 5, 1951. He leaves a widow, Mrs. Lucille James, of Oroville.

Opal A. Jones, clerk, died November 8, 1952. Mrs. Jones entered company service in November, 1943. She is survived by her husband, Giles R. Jones, of Oakland.

Robert L. Knight, stationary engineer, died on November 3, 1952. Mr. Knight began his Western Pacific service in May, 1927. He is survived by his widow, Mrs. Hazel Pearl Knight, of Portola.

Aristotle D. Kokiusis, track worker, died on August 27, 1952. Mr. Kokiusis entered company service in January, 1924, and last worked for the company on October 31, 1938.

Andrew J. Lattimore, deck hand, died recently. Mr. Lattimore entered company service on April 6, 1942, and last worked for the company in November, 1946.

William P. Lee, brakeman, died on October 14, 1952. Mr. Lee entered Western Pacific service January 10, 1942. He is survived by his niece, Mrs. Mary Strong, of Thornton.

James J. Miller, B&B helper, died on November 14, 1952, shortly after entering company service. He is survived by his uncle, Nels Miller, of Decorah, Iowa.

Evan L. Morgan, track laborer, died May 11, 1952. Mr. Morgan entered company service in October, 1951. He is survived by his mother, Mrs. Margaret T. Morgan, of Pittsburgh, Penn.

Edmond J. Nicholas, machinist, died on October 30, 1952. Mr. Nicholas came to Western Pacific on February 24, 1937. He is survived by a son, Edmond J. Nicholas, Jr., of Concord.

Matt W. Palo, track laborer, died on August 19, 1952. Mr. Palo entered company service in November, 1951. He is survived by a sister, Roseabelle Palo, of Virginia, Minnesota.

Albert O. Reeder, Eastern Division employee, died recently. Mr. Reeder entered company service in August, 1948. He is survived by his father, Ivan Q. Reeder, of St. Edwards, Nebraska.

Lee R. Thomas, troop train escort, died in August, 1952. Mr. Thomas entered company service in November, 1923, and last worked for the company on January 31, 1946.

Grant W. Wheeler, agent-telegrapher, died on September 14, 1952. Mr. Wheeler entered company service on July 6, 1914, and last worked for the company on November 2, 1935.

William M. Flippen and Robert M. Stroup, Western Pacific brakemen, died of suffocation when their cabin in Bieber caught fire early Sunday night, November 16. The fire was believed to have been caused by an overheated wood stove and an examination of the bodies showed evidence the men had tried to leave the cabin but became unconscious before reaching an exit.

Flippen was a former resident of Portola and came to Keddie where he was employed on the Keddie-Bieber run. He is survived by his widow, Gladys, and two daughters, Susan and Betty.

Stroup, son-in-law of Engineer and Mrs. Carl Hagen, is survived by his widow, Shirley, and an infant daughter, Pamela Lea, born October 15.

In addition to the generous contribution made by the employees at Keddie, Western Pacific contributed to a fund given Mrs. Flippen and Mrs. Stroup, widows of the two brakemen.

Swan H. "Ole" Johnson, engineer, has been reported missing from his home in Keddie since November 13 after receiving a call to go on duty for the Keddie-Bieber run out of Keddie late that night. Johnson had been playing cards and left to return to his cabin nearby. When he did not show up for his run, Fireman Wilmer Chapman drove his car to Johnson's cabin to find no evidence that he had returned. His books and time cards usually carried by engineers were found intact in the cabin by deputy sheriffs who searched the cabin the next day. On the night of his disappearance, Johnson is quoted as saying he planned to take several more trips to Bieber and then visit his brother in Denver. Upon phoning the brother, Sheriff Schooler was told that no word had been received from the missing man.

WP WILL REMEMBER . . .

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

Now retired, after serving Western Pacific well, are:

Dick J. Chetwynds, telegrapher, Sulphur, Nevada.

**Manuel DePonte*, SN passenger carman, Oakland.

**Edward C. DeWitt*, extra gang laborer, Paxton.

**Horace C. Dixon*, blacksmith, Sacramento.

Edward R. Edmiston, track laborer, Oroville.

Herbert L. Grimm, switchman, Winnemucca.

**Harold Janney*, claims adjuster, San Jose.

William A. Lentz, laborer, Sacramento.



Painter Foreman Joe Marty retired October 31 after 26 years with the W. P. He left behind a record of 15.7 years without an accident in his department, which newly assigned Foreman Monty Latino will try to equal. E. E. Gleason, chief mechanical officer, commended Marty on his excellent record, before presenting him with a set of fishing equipment from "the gang."

*William M. Lewis, brakeman, Stockton.

Stacy S. Long, SN conductor, Sacramento.

Valente V. Lopez, track laborer, Trowbridge.

Lucius D. Reaves, section stockman, Sacramento.

Charles E. Renner, conductor, Salt Lake City.

Elmer E. Schwyhart, machinist, Oroville.

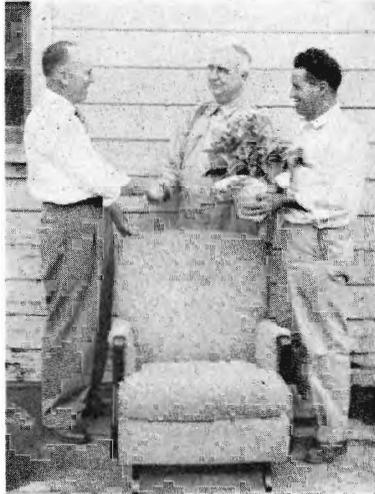
*Oather A. Simpson, Oakland Terminal switchman, Oakland.

Clifton W. Sinclair, telegrapher, Portola.

*George W. Straw, laborer, Sacramento Shops.

*William Swisher, CCT brakeman, Stockton.

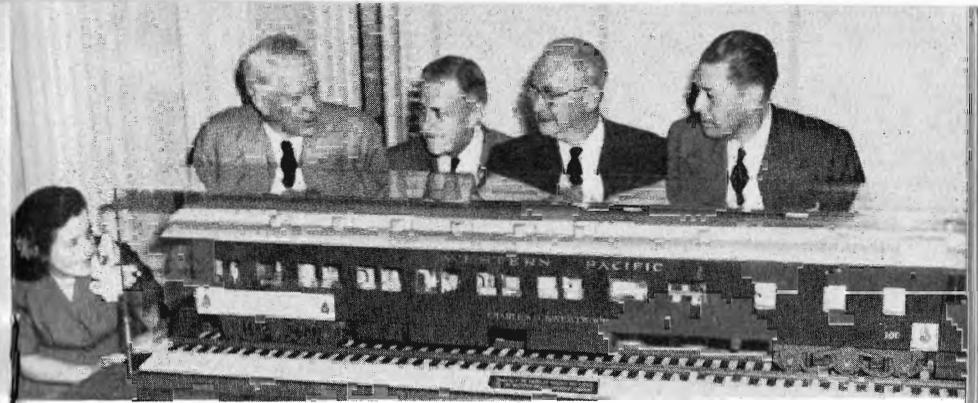
* Left service prior to retirement.



Lucius Reaves retired as section stockman on October 31 after 36 years and 11 days with the W.P. He was presented with a platform rocker for an easy life ahead by H. J. Madison, left, and Nino Poncioni, right, on behalf of the store employees.



A retirement dinner was given at The Willows, Orinda, on November 8 for Charles Howeth, switchman; Bennie Huff, engineer; Frank Adams, switchman; Gus Karras, mechanical helper; I. C. Priuer, stationery engineer; Joe Mercado, laborer; Justo Villegas, assistant section foreman; and Harry Whitley, track walker, who appear from left to right, above, with their wives. I. M. Ferguson, extreme left, acted as MC, and the arrangements were handled by Harold Peterson, chief clerk at Oakland.



Attending the unveiling of the seven-foot model of the "Charles O. Sweetwood" in Washington, D. C., were Mrs. Kneiss, President Whitman, J. R. Conger, general agent at Washington; P. E. White, eastern traffic manager, New York, and Gilbert H. Kneiss, assistant to president-public relations.

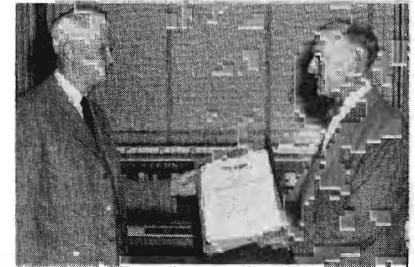
"CHARLES O. SWEETWOOD" HONORED

A seven-foot model of the nation's first railroad blood procurement car became a part of the American National Red Cross museum in Washington, D. C., November 24, when a replica of Western Pacific's famous *Charles O. Sweetwood*, named in honor of the company's first employe to be killed in Korea, was presented by President Whitman.

In turn, E. Roland Harriman, Red Cross president, presented Mr. Whitman with a certificate of appreciation for 21,000 pints of whole blood which the car collected from sparsely populated communities in California, Nevada, Utah and Colorado last year. The car went into service in January, 1951, and Mr. Harriman paid tribute to the Western Pacific for its pioneering effort, which led to the use of similar blood-collecting cars by other railroads.

The presentation took place during a meeting of the Red Cross Board of Governors.

The certificate of appreciation, being presented to President Whitman by



E. Roland Harriman, president of the American Red Cross, reads:

THIS CITATION IS AWARDED TO
WESTERN PACIFIC RAILROAD COMPANY BY
THE AMERICAN NATIONAL RED CROSS
IN RECOGNITION OF
OUTSTANDING COOPERATION
AND PUBLIC SERVICE IN
MAKING AVAILABLE AND OPERATING THE
CHARLES O. SWEETWOOD BLOOD DONOR CAR
TO COLLECT BLOOD FOR
NATIONAL DEFENSE

November 24, 1952

E. Roland Harriman
President, American National Red Cross



The San Francisco teachers are pictured while visiting Western Pacific's yard at Oakland.

BUSINESS-EDUCATION DAYS

Western Pacific joined forces with Santa Fe and Southern Pacific on November 21 as joint hosts to 52 San Francisco public school teachers in connection with Business - Education Day.

E. J. Hillier, chief dispatcher at Sacramento, points out features of the TCS board being operated by Dispatcher R. W. Huffman to a few of the visiting teachers.



Accompanied by officials of the three railroads, the teachers toured the new Santa Fe freight terminal, tug and freight car barge operation at China Basin in San Francisco, were taken to Oakland for a demonstration ride on Western Pacific's *Zephyrette*, inspection of the company's facilities there, and luncheon aboard two Western Pacific diners. After lunch the group visited Southern Pacific's diesel locomotive shops, inspected the streamliner *City of San Francisco*, and then returned to San Francisco for a panel discussion at the Southern Pacific general offices.

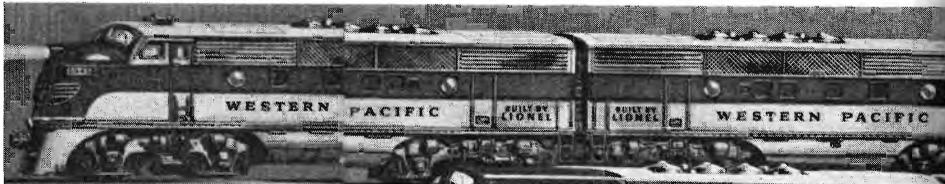
On November 25, Western Pacific, Sacramento Northern, and Southern Pacific were hosts to teachers from Sacramento County high schools and Sacramento Junior College, who also were given lunch on a Western Pacific diner and a tour of railroad facilities in that city.



***Don't let an accident
Spoil your Holiday Cheer
And you'll celebrate Christmas
Again next year!***

Best Wishes for the Holidays—

A. H. Jenner



Western Pacific Featured By Lionel

LIONEL CORPORATION, world's largest manufacturer of toy electric trains, introduced Western Pacific diesels to Christmas shoppers this year for the first time. Designed from Western Pacific drawings and photographs, the power units have authentic sounding diesel horns and magne-traction for greater pulling power and higher speeds.

Behind the new diesels can be coupled, for passenger service, an extra-long illuminated streamliner with vista-dome cars and tiny passengers peering out the windows, and in freight trains, Western Pacific compartmentizer cars with miniature men who pop out of the doors when opened automatically.

Joshua Lionel Cowen began his toy

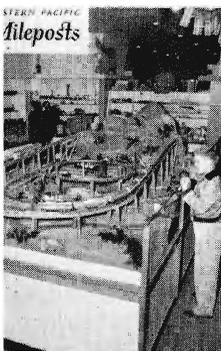
train business in 1900, developed the transformer in 1913 and, with the introduction of remote control in 1920 and the first detailed quarter-inch scale model locomotive in 1937, gave a boost to model railroading which has since grown by leaps and bounds.

Having dealt in radar and electronics during World War II, Lionel's engineers applied the electronic principle to toy train control to provide automatic coupling devices, cars which load and unload, operating boom and tackle crane car, and miniature figures which carry out the duties of real life railroaders.

Lionel offers a real railroad Christmas for many a young boy and his Dad.

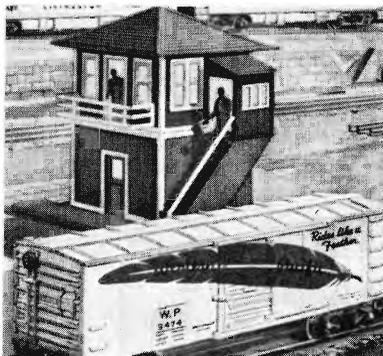
DECEMBER COVER

WESTERN PACIFIC
Mileposts



Under the watchful eyes of a young teenager, two miniature Lionel trains speed around the track in the Emporium's toy shop in San Francisco, each one headed by a Western Pacific diesel.

The freight train includes a WP compartmentizer car complete with the familiar big orange feather on a silver background and a tiny figure which pops out of the door when automatically opened.



MILEPOSTS



Caboosing

CHICAGO

Jim Baker

Since November 11, HAL NORDBERG, our most enthusiastic huntsman, has been plenty busy (week-ends) making war on the cottontails and pheasants. Hal says that though he didn't get his limit each time out, he did get a big lot of BANGS!

We recently had the pleasure of meeting FRED McMULLIN, general agent at Portland, and his charming wife, when they dropped in to say hello while en route home from an Eastern vacation. The welcome mat is always out at 1300 Bankers Building to ALL WP'ers whether it be business or just passing through on vacation.

The LUNDS recently spent part of their vacation out Seattle and Spokane way visiting old friends and relatives.

With State Street all glittering with Holiday decorations and displaying gifts for all, we realize that it won't be long until old Saint Nick will be here with his cheer and parties galore. Latest reports are that our office tree and decorations are in fine condition, and plans are well under way for the coming CHRISTMAS party.

We notice an extraordinary smile from MARY McNALLY these days. She has good reasons for extra smiling, too, having recently received word that her fiancée, who has been in Korean service for nearly fifteen months, will be home for the Holidays!

Which might remind all of us, on this coming most reverend Holiday, to pause for a moment in the midst of our good cheer, and in our own individual humble words, murmur a prayer for the boys still in Korea.

GEORGE WENIG read in the Milwaukee Athletic Clubman's paper that CHARLIE MATHENY, our Wisconsin go-getter, was one of the new wallball experts who took the old pros to the cleaners in a recent MAC tournament. The defeated wallball (similar to handball) artists are getting up a petition to discontinue the game and send Charlie back to Texas.

With a pleasant look backwards and a cheery look ahead, we at Chicago wish each one in the Western Pacific family the Merriest Christmas and the Happiest New Year!

MODESTO

Dora Monroe

An avid hunter, R. S. THOMSON, Manteca agent, related an unusual experience on his latest trip. The privacy of his hunting spot was invaded by unknown individuals who peppered his decoys with shot, as well as his hunting blind. One of the shot penetrated the blind and hit him just above the eye. Fortunately, no serious injury was incurred. The only trace of the invaders were two empty shotgun shells, found close by.

We are happy to hear that the wife of A. C. BLUM, assistant bridge and building foreman, is speedily recovering from an attack of pneumonia.

Agent G. N. LYON, Modesto, has a new television set which is being thoroughly enjoyed by the family. Loud and unfamiliar early morning noises on the roof top indicate that others join in the enthusiasm. The woodpeckers of the neighborhood seem to find his antenna a satisfactory spot to sharpen their bills. 'Tis bitter with the sweet, we suppose.

We on the Tidewater Southern all join in wishing you a Joyous Christmas and happiness in the New Year!

OROVILLE

Helen Small

Many thanks to ROY BARKSTROM, relief trainmaster's clerk, for submitting this column for me during my absence because of the loss of my mother who passed away at Gilman, Iowa, October 28.

E. L. McCANN, division claim agent, was MC at the recent WP-Forest Service dinner held in the Log Cabin at Portola November 7. Understand Mac was presented with a very appropriate symbol, in the form of a three-foot long sole from a gum shoe, making him an Honorary Member of the Exalted Order of Gum Shoes. A good time was had by all, eh Mac?

Former Machinist Helper "CHUCK" REYNOLDS spent about a week here en route to Kodiak, Alaska. "Chuck" is in the Navy and has spent the last 17 months on a destroyer in and around Korea. Expects to spend some time in the Santa Claus headquarters.

Mrs. R. R. BABB is going East for the

holidays, visiting Chicago, Kansas City and other points.

Trainmaster PRENTISS and his better half spent an enjoyable week-end with parents recently.

LUCILLE BARKSTROM returned from Idaho after recent illness, accompanied by her nephew, KENNETH J. ARCHER. Archer has now made his rate as a brakeman for the WP.

Many friends and acquaintances were present at the dinners held at the Inn and Elk's Club and many favorable comments have come our way. They all seem to be looking forward to Nosebag No. 3.

We miss our friend, J. C. HOOVER, who was a familiar figure on the depot platform when Trains 17 and 18 came in daily. The place does not seem the same.

We still have NEAL CAMPBELL and GEORGE NEWMAN showing up now and then; also Switchman HERB GRUMMETT. Hope they don't let us down.

Brakeman W. A. GRAY and family moved down from Portola, apparently to leave the snow and cold behind.

We're glad to hear that the son of Switchman FRANCIS RIST is out of the hospital and doing very well after an attack of polio.

Agent W. W. LANG went over to the coast during a week-end off and claims he caught a 28-pound salmon. We saw the fish, though!

Conductor REYNOLDS has seen the light and moved here from the Eastern Division. He purchased a home in Chico where his son attends Chico State College and quickly made the first string on the football team.

Retired brakeman MARK V. WINDUS has made his semi-annual visit here on his way South with the birds. Little late



this year, as he stayed in Washington to cast his presidential vote before coming this way. Will be looking for him again in the spring when he makes his flight North.

Mrs. W. W. RICKWELL, wife of an Eastern Division passenger brakeman, left for Sacramento because of illness and reports indicate that surgery may have to be performed.

"JIMMY" GODWIN, clerk at Oakland, came up recently to see if his old stamping grounds were still the same.

Proud grandfathers, and are they hard to get along with:

W. FOSDICK, ticket clerk, presented with grandson Donald Miles Gibson, October 2, 7 lbs. 9 oz. son of his daughter, Mrs. Gibson.

JIMMY WILKINSON, conductor, presented with a granddaughter, October 24, 7 lbs. 12 oz., daughter of his daughter, Mrs. David Beebe, who resides in San Clemente. Her husband is in the service there. Jimmy says to tell everyone, because it is the first time he has been a grandfather.

Lineman F. O. HARVEY returned from the hospital and was assigned to the Eastern Division. He suffered a relapse upon arrival and was hospitalized there, then returned to San Francisco.

Others recently visiting the doc in San Francisco were Mrs. E. L. FERGUSON, for a checkup, and Conductor E. L. PENINGER for a check on his arm.

RAY RICH, of the Yardmasters, stopped in recently to say hello.

Understand ORSON SHEPARD is back with us again and doing all right following surgery at St. Joseph's.

Retired Conductors CHARLES SNYDER and W. W. THRAILKILL were down for the pheasant season. Good to see the "young fellers" getting around so nicely.

We at Ororille wish a Joyous Holiday Season to all Western Pacific employees!

SACRAMENTO SHOPS

Marcella Kahl

A warm welcome to HARRY J. KELLY, who transferred from Stockton to the position of diesel foreman at Sacramento Shops!

We've had two very successful occasions in Sacramento this past month—Operation Nosebag No. 2, which was attended by approximately 700, and the WP Amusement Club's annual fall dance.

An October wedding seems to have been more appealing than one in June to several of our bachelors: Carman SAM LATINO, Laborer John SCHREMSEK, Machinist JACK BUTTERFIELD, and Machinist Helper MANUEL BETTENCOURT.

Congratulations are also in order on several new arrivals. Daughters to Electrician Apprentice and Mrs. BILL SIMPSON, and to Painter Apprentice and Mrs. RICHARD SYBRANDY. Sons to Machinist and Mrs. GEORGE NYD, and to Carman and Mrs. LOUIS E. MACIEL. (We hear Grandpa, Mill Foreman L. J. MACIEL, lost a few bets on this one!)

We also had our share of unhappy events, with the deaths of B'acksmith C. BERG, who had been on sick leave for nearly a year, and Millman MANUEL GOMES, who was also ill for quite

some time. We were also saddened by the news of the death of Carman A. CZEKELLA's wife.

JESS FIPPIN, retired blacksmith, visited us to "show off" a few of his gold nuggets. We were all about ready to quit the Shops and go gold digging ourselves, but remembered the old saying, "gold is where you find it."

It was also nice seeing HAROLD GONSALVES back safely from Korea. Harold's on furlough and due for discharge by the end of the year. He's thinking about returning to finish his Carman apprentice training.

This is Machinist DICKIE STADLER's lucky month—and we do mean lucky! First he won \$50 in the salmon derby; then a football pool; and last, but definitely not the least, he and Machinist IRA GIBSON split a prize of \$800.

I'd like to take this opportunity to thank all who have so graciously helped me with news for MILEPOSTS this year, and especially my thanks to my "co-reporters," Car Foremen RAY FENDER and ROSS KELLEHER; Sheet Metal Worker HERB GILLESPIE; Machinist MARION VELASICH; Electrician AL CAPALBO; Boiler Foreman JAKE SIEGEL; and Blacksmith CLIFF BENNETT.

And now, a Merry Christmas to all and the Happiest of New Years from your Shop employees!

NEW YORK

Alan Hudson

Those of us who had not previously met PETE CITRON had a golden opportunity to get to know him last month when he made his first official visit here as foreign freight agent. We liked him. It was as simple as that!

Young Wanda Potvin, Arr's distaff

offspring, was hearing a great deal around the house of Daddy's recent promotion, whereby he is now a "street" man. In characteristic feminine fashion, the young lady thought that perhaps Daddy had changed employment completely, was now in Civil Service, and asked: "Is Daddy now going to wear a white coat and hat and push a broom around?"

The boss told JOE MASON he must now know the meaning of the song "Sidewalks of New York," now that Joe's traffic pasture is Gotham instead of the rolling green hills of New England. We doubt, though, that being a seven-day-a-week New Yorker will cause Joe to lose that native Bahston accent. He just won't go along with the Bawston of the rest of us!

The New York office Wespackers sincerely wish all the others, on and off-line, a most Happy Christmas and a Prosperous and Healthful 1953!

WENDOVER

Shirley Lee

Everyone who rode the special train from Wendover and way points to Salt Lake City and return for the Operation Nosebag dinner at Hotel Utah reported a wonderful time was had by all. The dinner was lovely and the talks very interesting. Due to illness in the family, we LEES were unable to attend, which is regrettable.

Some new arrivals this month—a daughter, Marcia Williams, to Switchman and Mrs. ELDON WILLIAMS; Wendy Shepherd, to former Switchman and Mrs. GERALD SHEPHERD; and a son, Danny, to former Switchman and Mrs. GEORGE M. OLSEN, now of North Platte, Nebraska.

Our sincere sympathy to Trainmaster COLIN ELDRIDGE and his family in the recent loss of his mother and father.

With TCS cut into Delle on November 14, we have Salt Lake City as the next and last stop.

Roadmaster "CHUCK" MILLER is still waiting for the insurance company to release his car to him after having been stolen in Wells some time ago. In recovering the car officers had to shoot a front tire out before the thief would stop. "Chuck" says there are eight bullet holes in the car. Sure glad we were in Wendover while all that shooting was going on.

Speaking of cars, DAN and SHIRLEY LEE have forsaken their Ford for a new Mercury. Same family though.

WALT UMSHLER is in St. Mark's Hospital in Salt Lake City recovering from an operation on his back, made necessary because of a fall suffered at work a couple of months ago. We hope that Walt will be as good as new soon and back switching.

The time has come again for all of us at Wendover to wish each and everyone a Happy and Safe Holiday Season!

SACRAMENTO STORE

Irene Burton

BRUCE STILWELL never did get around to painting his kitchen during a week's vacation recently. Whether really sick or not, we aren't sure, but June came to his rescue and did a very nice job with the painting. If Bruce WAS sick, we know how he felt, after having tried to paint our kitchen cupboards.

We were sorry to learn that CARLOS PIETRO's wife has been very sick after undergoing a major operation and we all wish her a very speedy recovery.

Karen Elizabeth arrived November 7

at Mercy Hospital to make her home with MARGARET and SPENCER WESTLAKE. She was an 8 lb. 4 oz. daughter.

VERNE NELSON bid on and received the position of Section stockman, which was held by LUCIUS REAVES, retired. Verne has been in Oroville and he and Mrs. Nelson are glad to be back in Sacramento again.

NINO PIONCONI, on vacation, reports



"What kind of work did you say you were looking for?"

there is so much to be done around his place that he won't get far away.

We all send our sincere congratulations to EARL CHRISTIAN, storekeeper at Stockton, on his recent marriage!

NORMAN VIZINA has had to take a three months leave of absence on doctor's orders, who so far have been unable to determine what is wrong.

The ALBERT MADANS and LEE WILISES were among those who attended the dance at Mt. Diablo Country Club and reported a fine time.

Our sympathy is extended to the ROY FALQUISTS on the loss of Ninetta's mother.

Members of the Store Department wish to thank President WHITMAN and his staff for Operation Nosebag No. 2. Everyone had a very nice time and are now wondering if there will be another!

With the Holiday Season fast approaching, we send our very best wishes to all Western Pacific employees for the Merriest Christmas and Happiest New Year ever!

STOCKTON

Virginia Rustan

November 1 marked the thirtieth year with Western Pacific for Cashier ALIENE MEYERS. She also celebrated a birthday — so congratulations to you, Aliene, on both occasions!

ROBERT MUNCE, TR, his wife and three children are now comfortably settled in their new home in Lodi. Rather imagine Bob is much relieved of those weekly long commutes between Stockton and Los Angeles.

Mr. and Mrs. STANLEY DINKEL were feted at several parties by old friends while recent visitors here. Stan was transferred to Seattle last year as general agent for WP.

ELEANOR and BOB HARRIGAN departed via the *California Zephyr* for Boston, where they will visit their son, Louis, and also meet their future daughter-in-law.

ALTHEA EVANS has transferred from Stockton to Oakland freight office.

After a month's absence, BARBARA MOFFITT has returned to work fully recovered from her illness.

W. H. PLANK, agent at Lathrop joint agency, is hospitalized at the SP Hospital in San Francisco. Suffering from a leg injury, surgery was necessary. Best wishes for a speedy recovery!

R. J. CARROLL has taken over during Mr. Plank's absence.

H. A. SULLIVAN, agent at Lyoth QM Depot, motored to Texas where he will join his wife. MRS. SULLIVAN, former WP telegrapher, was called South by the serious illness of her sister, who passed away shortly after Mrs. Sullivan's arrival in Texas. Our sincere sympathy is extended.

From all reports, everyone thoroughly enjoyed themselves at the Nosebag dinner he'd here in the Civic Auditorium.

We hope everyone on the Western Pacific enjoys Happy Holidays!

ELKO

Nevada Michelson

Chief Clerk and Mrs. LOREN AMES enjoyed a late vacation visiting relatives and friends in Reno and California, and Brakeman and Mrs. JIM HERRON spent their vacation in Olathe, Kansas, with their son who is in the Armed Forces.

Our sincerest sympathy to the FORD family, JAMES SR., car inspector at Elko; JACK, ticket clerk; LELAND, assistant timekeeper; and JAMES, JR., furloughed switchman, who is studying dentistry in St. Louis; who were recently bereaved by the loss of a very devoted wife and mother.

Assistant Chief Clerk HANS TEICHMAN has been released from the hospital after several weeks and we hope to see him back with us real soon.

KEITH PETERSON and FRANK CLAWSON were pleasantly surprised recently, when Keith showed up at Frank's base in France. Having enlisted in the Air Force two years ago, the boys had not seen each other since completing basic training. Together, they are enjoying

many happy hours in Paris at the home of an aunt of JOHNNY ETCHEBEHERE and JACKIE REDANT.

Our congratulations to Grandpappy and Grandma, CLIFF and IDA FIELDS, a girl having been born to the wife of their son, Hal, in Montana.

MARLENE MOLDENHAUER is seeing the world in the air transport service in a big way, having completed two flights



to Hawaii, one to Alaska and two to Germany in the past few months.

Our congratulations to Fireman MARTIN ETCHEMENDY and MARGARET LANDA, who have become Mr. and Mrs.

Our deepest sympathy to the family of Machinist E. J. NICHOLAS, who expired from a heart attack while working on a diesel engine at the local roundhouse.

Flash from the engineering department! CHARLIE FORSETH, DORIS THORNE, and DAVE CHARLEBOIS each bagged a four-point deer on opening day. However, Hungarian partridge hunting was a different story. After not seeing one

of these elusive birds for two days, Dave returned to find fifteen or twenty of the blankety-blank things enjoying an afternoon siesta in the shade and security of his car. Unlike the man who shot a deer and placed it on the hood of his car, then went over a hill to aid his companion, came around the other side, saw a deer and shot—and ran down the hill to find he had been shooting at his own deer and put a well-placed hole in the radiator of his new Chevrolet—Dave didn't shoot!

With bowling season well under way, two WP teams are right in there fighting. The women's team includes Captain ADELITA VISCARRET, HANNA ETCHEBEHERE, ROSALIE ENKE, ANN JAYO and JEAN BALDWIN. The men's team, captained by ADOLPH MOLDENHAUER, consists of JIMMY LYNCH, BILL HOWELL, LOREN AMES, TOM CLARK, CLIFF FIELDS, and ART NUZMAN, has been holding down tenth place in the league. Both teams are improving and we'll report their progress later. So far Hanna turned in a 207 score one week, with Tom consistently bowling 207 to 221.

Division Engineer CHARLIE FORSETH spent one week of his vacation hunting wild game—the other, trying to convince his new grandson they should be friends.

Fireman AL WHEAT, after winning \$50 in WP's fishing contest, will soon have a companion on his fishing trips, and we betcha he'll pull his son out of the stream about as often as he'll hook onto a big 'un.

FERRIN ALLEN, former file clerk, has been released from the Army and will attend school at Utah Agricultural College before returning to work. Ferrin had returned from Holland, after a two-year L.D.S. mission, just before

being inducted. After two years in Germany, he hopes to enjoy good old U. S. soil at U.A.C.

STEVE and ROMELIA HERNANDEZ report a delightful vacation with their friends and relatives around the Bay Area and in Los Angeles.

TOM CLARK is handling the assistant chief clerk's duties during HANS TEICHMAN'S absence, and FRANK OLDHAM has advanced to position as division accountant. LELAND FORD has returned to the accounting department, and JEAN BALDWIN is our newest member. CLYDE McFARLANE, former extra gang timekeeper, is now in the timekeeping department.

Our congratulations to Corinne and Switchman BILL WILEY on the birth of a new daughter.

We're sorry we'll not be here to help decorate the office Christmas tree and to plan our 1952 Christmas parties—but most of all, we'll miss not being present to say Merry Christmas to all the gang on Christmas Eve.

And, to all the wonderful people on the WP, we send those two old wishes never more sincerely written—Merry Christmas and Happy New Year from the gang at Elko!

SACRAMENTO

Clarisse Doherty

We don't think it's ever happened on any railroad before, but should have happened a long time ago—meaning, of course, the Operation Nosebag dinners, the second of which was so thoroughly enjoyed by the Sacramento personnel recently at Governor's Hall.

When the Pacific Coast unit of the National Model Railroad Association opened their annual fall meeting on November 8 with a dinner at Hotel

Sacramento, Division Superintendent G. W. CURTIS spoke on "The History of Our California Zephyr" as guest speaker. The delegates visited the SP shops at Sacramento and the new Jennings retarder freight yard in Roseville on the 9th, and the Sacramento Model Railroad Club's display at the State Fair Grounds was open throughout the conclave.

By the way, MR. CURTIS, is it true "The first ten years are the hardest?" which comes to mind on hearing that you just marked the end of your forty-second year with WP!

With the resignation of Dispatcher R. P. CLIFFORD, his position has been bid in and assigned to Dispatcher PETE JOSSERAND.

During November there was a little stirring around among the telegraphers. CHARLES LONG moved from Portola to Blairsden; F. J. ROZIER from fourth trick "SR" to Portola; C. O. LAWSON from South Sacramento Yard to "SR"; and Ed HENSLEY, formerly agent at B'airdsden to Oroville ticket agency.

T&T Maintainer C. N. VETER has been in and out of town just about every day installing and repairing telephones and what have you—he's a busy guy these days.

Welcome CLAIRE NOLA, stenographer-clerk, second trick, dispatcher's office, working position vacated by assignment of GRAYCE JOSSERAND to position of voucher clerk, superintendent's office.

Manager, Wire Chief C. V. OOLEY and wife, Mae Janette, welcomed the birth of daughter Claudia Virginia, 9 lbs., on October 17.

We all enjoyed TONI BETTGER's sunny disposition while she was working

extra in the telegraph office, and hope she'll be back to see us soon.

ED HENNESSY, assistant chief clerk, was off sick for a week and we are glad to see him back at his desk and feeling like his old self again.

Recent visitors from Elko were RAY SARGENT, assistant roadmaster, and C. C. MILLER, dispatcher.

Birthday Greetings to:

J. L. KELLY, SN roadmaster, December 1.

G. W. CURTIS, division superintendent, December 4.

M. F. LAWSON, depot ticket agent, December 5.

RUTH CRANE, SN secretary, December 7.

WILBUR SQUIRE, instrumentman jr., December 7.

J. G. HOWARD, December 28.

SHIRLEY BICE, SN T&E timekeeper, December 29.

An item in the Sacramento Bee, November 15, under their column "75 Years Ago," read: A new type of air brake coupling was being tested in the railroad shops. It was designed to make the connection of air brake lines automatic.

Thought for the Day: *Ideas are those little things which often seem to work better for the other fellow!*

Wishing everyone on the WP a Joyous Holiday Season!

LOS ANGELES

Frank Sell

Everyone in the LA office, with the exception of Ed MILLFELT and FRANK SELL, has returned from their educational trip to the Bay Area. BOB ROUSE was on the first trip, BILL COOK on the second, and Bossman CHARLIE FISCHER

and WILBUR WEST have just returned from the third. The trips are getting better each time according to enthusiastic reports, and the two men going on the final trip are looking forward to it with great expectation. Consensus of those having returned is that they really learned a lot about our railroad and wish they had been afforded the same opportunity years ago.

We enjoyed the visit of CHARLIE MATHENY from Milwaukee, recently, and from reports of that unbelievable weather back there recently, we'll wager he wishes he was with us soaking up this delightful Southern California sunshine. Ahhhh!

Which reminds us that the wishes of the entire Los Angeles office force for your Holiday Season are as warm and bright as our weather!

OAKLAND TERMINAL RAILWAY

Al Coady

LEO DORITHY, engineer, went deer hunting up above Sterling City last month and didn't bring back a thing except a week's growth of bushy beard.

Fireman AL MCHARDY is off sick, and we hope he is soon out of the hospital and enjoys a speedy recovery.

MARK DURHAM, day car clerk, went on a little duck hunting expedition just before Thanksgiving, but we'll bet he still ate turkey. We'll let you know "which bird" in the next issue.

Our afternoon Yardmaster R. O. GELSVIK, accompanied ROY SNYDER, of the Sacramento Northern, to the Operation Nosebag dinner and both report they enjoyed it very much.

A meeting was held by the clerks of Local 1304, BRC, at the Western Pacific depot in Oakland to formulate plans

for a Christmas party to be held at the Scioto's Hall on December 21, and we are all looking forward to a successful event.

Our very best wishes to all for a wonderful Christmas and Prosperous New Year!

SACRAMENTO NORTHERN

Milton Ziehn

We extend our sincerest sympathy to JACK L. KELLY, roadmaster, and Mrs. Kelly, in the death of their son, Warrant Officer Junior Grade James E. Kelly, who died October 13 as the result of injuries sustained in an accident on October 9 while in charge of a group of men endeavoring to unload a bulldozer from a landing barge in the Korean area. Among their treasures is a letter dated October 23 from Colonel Elliott Watkins telling of the unfortunate accident, the noble efforts of the Medical Corps to save their son's life, and the deep shock and keenly felt loss to those in his organization who had known James so well.



James E. Kelly

RAY ADAMS, formerly with the WP-SN traffic department at Sacramento, and more recently with the Alaska Railroad at Anchorage, has been appointed joint agent of the WP and SN at Marysville-Yuba City, effective November 5.

CHARLES RHODES will transfer to the agency at Cordero after doing some vacation relief work at Pittsburg and Oroville.

With the return of MEL PARKER to the position of assistant valuation engineer, we find SHIRLEY BICE at the T&E timekeeper's desk, WINNIE SCHNEIDER at the timekeeper clerk's desk, and WAYNE COSE as stenographer-clerk.

And a Merry Christmas and Happy New Year to everyone!

MECHANICAL DEPARTMENT

Norma Joseph

Operation Nosebag No. 2 was a great success. The report given by PRESIDENT WHITMAN was most interesting, as was the motion picture, "Destination, America." There has been no noticeable increase in MR. CUYLER's waistline because of his touring with the members of the official party on-line.

The WP Amusement Club held their annual dance, which was well covered by the roving cameraman, ART DE LA LLATTA, and his very able assistant, A. G. "ROD" RODRIGUEZ. Art's hobby is developing into a lucrative business, and he produces some very nice pictures.

Quite a few of our employees enjoyed the company dance at Mt. Diablo Country Club. MARY MCKINNON spent the week-end in San Francisco as houseguest of MARY NICHOLS, a former secretary here, following the dance.

Congratulations to Hy O'Rullian and his committee for planning such a successful dinner party for eighteen shop and store employees who retired during 1952, attended by more than 200 employees. (See next issue for story and pictures.)

We all had hopes of naturalizing JENNIE SIMMONS before she went back to her home state, Texas, for a visit this month, but she will now no doubt be harder than ever to convert.

L. M. MORRIS enjoyed his vacation over the Thanksgiving holiday which also included celebration of his (29th?) birthday. No definite plans — just relaxing.

HERMAN F. SCHULTZE, pipefitter and sheetmetal worker, and now a Seabee Reservist, was named "Seabee of the Month," according to an article in the October issue of the USN Civil Engineer Corps Magazine. Herman served with the 90th Construction Battalion at Pearl Harbor and Iwo Jima during World War II, and is also president of the Sheet Metal Workers Local 301, AFL.

From each and everyone of us to you — a big Merry Christmas and a wonderful New Year!

OAKLAND

Hazel Petersen

ALVIN LARSON, car inspector, has just returned from a trip to Northern Wisconsin where he visited his parents and other relatives. Al's father, 88, and mother, 80, are in very good health, and celebrated their 60th Wedding Anniversary during their son's visit. Take note some of you newlyweds!

GEORGE LEWIS, car foreman, took Mrs. Lewis to Missouri on their annual vacation, and FLORENCE SUTTON, secretary

to HAROLD WYMAN, superintendent of dining cars, spent three weeks in Oklahoma.

Car Inspector J. B. SUFFERN is an avid stamp collector, especially commemorative stamps of railroads. He is anxious to contact other stamp collectors and is interested in forming a stamp club if enough people are interested. How about it? If you're interested, drop a note to Mr. Suffern in care of the assistant superintendent at Oakland.

Retired Conductor RAY CORDER is in St. Joseph's Hospital for surgery. We hope he will be back soon again. Ray is one man who wears a constant smile—a great tribute to a great guy.

The Old-Timers' dinner at the Wil-lows, November 8, was a huge success and the eight men who retired wish to extend their thanks and appreciation to all those who participated in the dinner and in contributing to their gifts. More than a hundred attended, and each man was presented with a certified \$25 check.

We extend a welcome to OLIN KING, new bargeman in our Marine Department since November 2.

We were sorry to learn of the loss of COLIN ELDRIDGE's mother and father recently and extend to him our deepest sympathy.

RAE RAYMOND, messenger, takes delivery of a new 1953 Plymouth in just a few days, and has already served notice that she is going to take some very interesting trips next year. Can't blame her at all!

ROGER RANDALL, secretary and business agent of the Inland Boatmen's Union, and his very charming wife, were not only present at the Old-Timers' dinner at Orinda, but were also

seen enjoying themselves at the Diablo dance, November 15.

The Christmas Season is here, and our former assistant trainmaster, COLIN ELDRIDGE, now trainmaster at Salt Lake City, writes that they are exchanging sheep for giraffes and cleaning off the mountain tops preparing for the snow that is due to fall.

We hope everyone is in the spirit of the Holiday Season and that Santa Claus will have a green light down all your fireplace chimneys leaving heaps and heaps of packages. Wishing you and yours a Very Merry Christmas and the Happiest of New Years!

SAN JOSE

Charles Myers

The traffic department in San Jose is impatiently awaiting construction of the new office building, at the corner of Wilson Street and the Alameda. This will be the first move of the traffic office in a quarter of a century, as they have occupied the present quarters in the St. Claire Hotel building since the hotel was built.

WP's new compartmentizer cars figured prominently at the official dedication in San Jose of the California Prune & Apricot Growers' Association new plant No. 7, November 12. Two were on hand awaiting load and several hundred guests were shown through the cars, with WINTON HANSON acting as master of ceremonies.

Have a wonderful Christmas and a Happy New Year, everyone!

WINNEMUCCA

Doris Cavanagh

In work-a-day plaid mackinaw, Yard Clerk BILL BROWN may have had "food for thought" while calling crews from the Operation Nosebag dinner, but he

had no "food to eat." Better luck next time, Bill.

While everyone enjoyed the fried chicken, flavored with interesting and informative talks by MESSRS. WHITMAN, MUNSON, GOSNEY and FERGUSON, the gals were particularly impressed with the orchids presented to them at the door.

SUPERINTENDENT LYNCH provided many a laugh and seemed unusually happy to be short on both size and speech as MC.

Did Master Mechanic BILL PARRY of Elko see President Truman when he crossed Nevada? The night the special paused here, Bill remarked that he had seen all the presidents from Teddy Roosevelt, but that he would wait to inspect Harry early the next morning at Elko. Someone reported that HST made no platform appearance there.

Mayor Ernest H. Damon—a Republican—was the official handshaker with the President. He is the son of retired Conductor ERNEST S. DAMON.

After finishing a duty term with the Armed Forces, A/2c Dick Herron, only son of Brakeman and Mrs. JIM HERRON, returned from Olathe, Kansas, to his home in Salt Lake where he will resume his studies at the University.

Successful deer hunters on their vacation in Elko were Section Foreman and Mrs. TED BARRERA, of Sulphur.

General Agent FRANK ROWE, of Reno, was seen in this area while looking over ore operations at Jungo.

New section foreman at Trego, near Gerlach, is ALVIN KORTH, replacing GLENN HALLAM, transferred to Extra Gang 32 near Salt Lake.

Born, November 9, a 7 lb. 4 oz. daughter to MARTIN and YVONNE (ETCHART) LAWRENCE, being the third child and a



second girl. Yvonne previously worked in the roadmaster's office with the late J. O. Goodwin.

On the sick list recently were Teleg-rapher GERTRUDE BLAIR, whose house caught fire while she was in a San Francisco hospital; ROBERT MYERS, hostler; MIKE MICHAELS, night yard clerk; and Mrs. JOHN HERRON, wife of the Cholona section foreman.

FOREMAN HERRON is deeply grateful for the service he received from the railroad. No. 1 was held until Dr. Kurt Hartoch obtained the medicine, then the *Zephyrette* stopped at Cholona to deliver the package.

The airy-brimmed white cloth bonnet of Yard Engineer ED BAKER has disappeared from the cab window of his orange and silver switch engine until the roses bloom again.

Two drunks staggered along the tracks nearby recently. Deep in their cups one of them hiccupped, "Never shaw so many shtairs." After a long silence the other piped up: "I don't mind the shtairs, but the WP shure made theesh hand rails low!"

Now its chrysanthemum weather.

Football, cranberries with turkey, and Thanksgiving tummyaches before the plunge into the deep freeze of December and the Christmas Season.

Mr. and Mrs. R. S. CALDWELL recently enjoyed a visit from "Rusty's" mother, Mrs. D. I. Caldwell, from Mitchell, South Dakota. Says she is falling in love with the lovely mountain scenery and the evenings. Mr. D. I. is a retired engineer from the Chicago, Milwaukee and St. Paul.

From Winnemucca come our best wishes to all WP employees for the Merriest Christmas and Happiest New Year ever!

KEDDIE

Elsie Hagen

Winter has already arrived at Keddie and brought our first snow last month.

We were all deeply shocked to learn that no trace has been found of Engineer OLE JOHNSON, who mysteriously disappeared recently.

Another shock was the untimely death of two of our brakemen, WILLIAM FLIPPEN and ROBERT STROUP in a cabin fire at Bieber. Such things are hard to believe, and their survivors have the deepest sympathy of us all.

Still a few vacationists last month. Brakeman L. C. GILBERT and wife spent some time in Sacramento and Glendale; Brakeman ALDEN THOMAS and family visited his mother at Martinez; Engineer and Mrs. R. L. SMALL visited at Oroville and then on to Stockton to attend the get-together with the folks going to New Orleans for the Mardi Gras; and Brakemen CLAUDE STRAHAN, MEL STRANG, and HUGH AUSMUS left without telling their plans.

The Feather River Shrine party at the Plumas County Fair Grounds last

month was a huge success, with over 600 people present. Everyone enjoyed the Smorgasbord and dancing.

Election day brought a good turnout to Keddie, many of those who have moved from here returning to vote, some even from Oakland.

Conductor GLEN METZDORF and family have moved to Stockton.

Operator CHARLEY FORD spent most of a week in Industrial Hospital but has returned to work feeling much better. He was relieved by OPERATOR RIKENBACKER from Greenville, who, it is understood, will remain here as relief man.

Mrs. Dick Mounkes, wife of ROADMASTER MOUNKES, is home from the hospital because of an ankle having been broken in a fall. We hope she will soon be up and around again.

Conductor CLYDE FISHER is back from St. Joseph's Hospital after recovering from an operation, as is Fireman JACK McCLURE who also underwent an operation.

Relief Desk Clerk CY BATES and his wife spent several days in Sacramento, and Engineer and Mrs. E. BENZ have moved to Quincy.

Engineer JACK SHANNON spent a few days in San Francisco.

A military funeral was held by the V.F.W. of Quincy for DOMENICO (TONY) FERRISE, who met with a tragic death in falling from the trestle of the Keddie wye. Tony was an employee for many years and at the time of his accident was with the Tunnel Gang from Niles. A veteran of World War II, he was buried in Quincy Cemetery following services at the Catholic Church there.

We all send our best wishes to everyone on the WP for a Merry Christmas and a Safe and Happy New Year!

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickers, Frank Tufo.

A Christmas card was received extending a happy holiday season to WP friends from MARY GRUBB, former employee in the general manager's office, and now in Germany with her husband, Bud, a member of the Armed Forces. They hope they can stand the wintry weather now setting in better than the terrible heat they had at Heidelberg.

AL POTTER, chief clerk, auditor of revenues, returned to work November 10 after spending five days at St. Joseph's for a minor operation.

After 21 months in the Army, 9½ of which were spent in Korea, FRED ZGRAGGEN returned to his desk in the auditor of revenues department November 10. Nice to have you back, Fred!

BILL KENDALL, of that department, is on his way overseas as a sergeant. Due to an unfortunate accident he injured his knee forcing him to drop out of Officers Training School while stationed in the U. S.

Congratulations to HAROLD DELAHOSSAYA, auditor of revenues department, and his wife, Dolores, on the birth of a 9 lb. 8 oz. son, Ronald John, born at St. Joseph's, November 24.

RITA CONNOLLY, transportation, was seen Christmas shopping for a new rug, account her grey shag blew off the roof during a drying process recently and is now, no doubt, decorating the floor of a neighbor.

Congratulations are in order for BILL MARTIN, treasurer's office, and wife, Arlene, on the birth of William Stephen, 9 lb. 14 oz., September 27.

From Eighth and Brannan freight station we learned that WALTER HARPER, interchange and yard clerk, is a proud daddy again. This time a daughter, Claudia Ann, born October 22 at St. Joseph's.

RICCO CERVETTI, car desk clerk, better known as "night agent," is all smiles again, being for the third time a proud father, this time a 6 lb. 8 oz. boy, born November 22. Ricco says he wants to give each San Francisco hospital a turn.

With deep regret we report the death of R. C. COHEN, boat and transfer clerk, which occurred September 26.

We're glad to report that Jos. G. WHEELER, passenger traffic manager, and JAMES J. HICKEY, general passenger agent, have both returned to work after being away because of a checkup and operation, respectively.



Bill O'Malley

Thirty friends and neighbors surprised Designing Engineer and Mrs. CLIFF B. RUSHMER with a surprise party on the occasion of their 35th wedding anniversary recently and presented them with a place setting of lovely Lennox China. Cliff was construction engineer for the Diamond Match Company at Chico when he married Irma Hurtz, daughter of a pioneer lumberman, June 23, 1917. They moved to Oakland shortly thereafter, where Cliff avers he has spent his nights and weekends ever since. One daughter, Jeanne Lynn, was honor student at Fremont High School, Oakland, and is now attending Chico State College. Mrs. Rushmer is actively associated with the Red Cross at Oakland, and her "green thumb" is attested by her chairmanship of the Oak Knoll Garden Club Committee and for her many beautiful floral arrangements.



The Rushmers

Also good news is the recovery of CHARLIE DOOLING, general counsel, now recuperating at home following a heart attack suffered while playing golf at San Jose early last month.

You can't talk to a more avid USC football fan than FRANK THOMPSON, manifest department. He has attended just about every game the Trojans

have played this year to see his son, Ken, first string offensive tackle.

MRS. C. L. NEUBOURG, car distributor, spent the Thanksgiving holiday with relatives in Grand Junction, Colorado, and reported a wonderful trip, tho' the weather was mighty cold. Brrr!

PAUL SHELMEKDINE, former chief clerk transportation department, and now director of personnel for the Alaskan Railroad, paid a surprise visit to his friends at G.O. Paul's pleasant smile—and that inevitable cigar—are always a welcome sight.

San Francisco pedestrians are finally getting a break. AURILLA TROY, manifest department, has been attending driving school at night. This gal is really going to know all about the mechanism and theory of driving before she gets behind the wheel!

The engineering department is pleased to welcome another draftsman in the person of EDGAR A. DOBBINS, formerly of Denver. He is not new at railroading, having been employed by the CB&Q for over ten years as senior instrumentman. Ed is married and the father of a twelve-year old son.

CLIFF GERSTNER and GEORGE PURCHASE were two of the lucky winners in the recent Thanksgiving Day turkey raffle.

Draftsman BERT PRESS and his wife leave soon on the *California Zephyr* to spend the holidays with his parents at Des Moines. While we agree a "White Christmas" is beautiful, we'll think twice about zero weather before leaving San Francisco.

To each and every on-line and off-line WP employee and their families the gang at General Office send their best wishes for a real Merry Christmas and a Happy and Prosperous New Year!

TO ALL MILEPOSTS READERS

There are still some Western Pacific and subsidiary employees who are not receiving MILEPOSTS each month, although every effort has been made to bring the mailing lists up to date.

There are also a number of MILEPOSTS being returned by the post office each month because of incorrect or insufficient mailing information.

If you are not receiving MILEPOSTS regularly, or if you have recently moved to a new address, please fill in the blank below, remove from the magazine, and forward to the Editor.

Likewise, if you know of any employee who is not now receiving MILEPOSTS, please ask him or her to fill in and return the blank to the Editor.

EDITOR

Western Pacific MILEPOSTS
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Television is really wonderful. Years ago it cost 35 cents to see Hopalong at the movies. Now you can stay at home and see the same picture for \$400.

ATTENTION, BOWLERS

WATCH FOR FURTHER DETAILS FOR THE FIRST WESTERN PACIFIC SYSTEM BOWLING TOURNAMENT, SCHEDULED FOR SUNDAY, MARCH 8, AT THE DOWNTOWN BOWL IN SAN FRANCISCO!

"Where have you been?" inquired the employer.
"Having my hair cut," replied the railroad clerk.
"Well, you can't have your hair cut on my time," protested the exasperated employer.
"Why not? It grew on your time!"

• CHAMPIONS •

Sacramento's Western Pacific night softball team, managed by Monte Latino, won its fourth consecutive championship by winning thirteen of its fourteen games this season. This is the first Sacramento team in Western Pacific history that has won four consecutive titles.

Vince Latino's outstanding hurling was the big factor in the team's successful season, aided by the batting power provided by Sam Latino, Hy O'Rullian, Monte Latino and George Nye, all of whom hit over the .400 mark for the season.

Individual trophies have been awarded to each of the following players on the championship team: Monte Latino, Sam Latino, Vince Latino, Merrill Mitts, George Nye, Hy O'Rullian, Jack Schenk, Bill Simpson and Al Stadler.

Western Pacific's San Francisco basketball team won the "C" League championship in the Industrial Tournament by twice beating the Anglo Bank quintet in the title playoffs. The champs wound up the season with seven wins and one loss, which they ironically lost 35 to 40 in the opening game of the season with the bankers.

The rails took the first playoff game 50 to 25 and the second of the three-game series by a score of 50 to 45.

Al Stadler and his prize-winning salmon. →

Leading WP scorers, based on ten or more points, were:

	G	FG	FT	TP	Avg.
Don Wilson, G.....	8	36	20	92	11.5
Bob Holm, F.....	8	32	21	85	10.6
Cliff Gerstner, C.....	7	33	15	81	11.6
George Martin, F.....	8	24	20	68	8.5
John Summerfield, F.....	6	6	3	15	2.5
Bob Kostner, F.....	8	7	0	14	1.8
Jim Mills, G.....	8	3	4	10	1.3

Winners of the WP-SN-TS Employees Fishing Club contest, which opened May 3 and closed October 31, were recently announced, as follows:

SALMON

Albert Stadler.....	Sacramento	38½ lbs.	\$50
R. W. Cunha.....	Sacramento	25 lbs.	25
May Denning.....	San Francisco	21½ lbs.	15
W. Kelly.....	Oroville	20¾ lbs.	10

STRIPED BASS

W. J. Robertson.....	Oroville	25½ lbs.	\$50
A. E. Drummond.....	Sacramento	22 lbs.	25
Carl Plate.....	San Francisco	21 lbs.	15
E. Mancuso.....	Stockton	18 lbs.	10

TROUT

Albert Wheat.....	Elko	4 lbs. 10 oz.	\$50
E. W. Steuben.....	Sacramento	3 lbs. 2 oz.	25



Front row, from left: Al Stadler, Monte Latino, Vince Latino, Sam Latino. Back row: Hy O'Rullian, Jack Schenk, Merrill Mitts, George Nye, Bill Simpson.

Front row, from left: Jim Mills, George Martin, Cliff Gerstner, Bob Holm, Bob Kostner. Second row: Bob Baylor, John Summerfield, E. Jacobs, Clive Holm, Don Wilson. Standing: Coach John Susoeff.



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Railroad Lines

Canadian National's orders for 161 coaches, 84 sleepers, and 55 other cars, one of biggest single orders reported in many years.

Elgin, Joliet & Eastern's Kirk yard at Gary, Indiana, in full operation after completion of \$4.4-million modernization project.

Great Northern authorizes \$26.4-million expenditure for rolling stock and track during 1953.

St. Louis-San Francisco begins program to "Scotchlite" freight cars and locomotives.

Illinois Central's new Creole now in operation between New Orleans and Chicago, replacing the Northern Express.

New Haven to install twelve more ticket machines in Grand Central Terminal, New York City.

Southern Pacific installing extensive radio communications systems to aid train operations in the Cascade, Sierra and Siskiyou mountains.

Canadian National orders 102 diesel-electric locomotive units at cost of \$18,900,000.

Five of the eight full length dome lounge cars included in Santa Fe's 113-car order from Budd are scheduled for their Los Angeles-Chicago El Capitan.

Central of Georgia will be completely dieselized with delivery of 24 diesel units by next February.