

WESTERN PACIFIC
Mileposts

DECEMBER 1953





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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. 53: U. S. 50, main highway between Alameda and San Joaquin counties, seen in the distance, passes over Western Pacific's main line just beyond Milepost 53.

Merry Christmas

TO FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

THE directors and officers join with me in expressing our cordial and sincere wishes for a very merry Christmas and a happy and prosperous New Year for 1954.

The year 1953 has seen much progress on our railroad and great credit is due to all who have worked hard and loyally and contributed in great measure to that progress.

General conditions are such that we can look forward to a good year in 1954. It is my fervent hope that our constant striving for a safe railroad will produce the best results yet.

Most sincerely,

F. B. Whitman



Office Parties-1903-1953



1903—Only six Western Pacific employees were on hand to celebrate the Company's first Christmas at a little party in the old Safe Deposit

Building at California and Montgomery streets in San Francisco. It was, after all, only nine months after the organization of the new railroad and nearly six years before its rails were joined at Keddie. On Christmas Eve, the three men and three women gathered in the office of Harry M. Ardley, purchasing agent, to sing a few carols, exchange hopes about the future success of their company, and lunch on crackers and cheese which only the male members of the party washed down with a dollar-a-quart corn whiskey mixed with water from an old china pitcher.



1913—Ten years old and now located in the Mills Building at Bush and Montgomery streets, the Company's spirit of Christmas was

more evident, due to a much enlarged force. Departmental offices held their various Christmas parties and friends dropped in to extend their greetings. Food was much more elaborate than in 1903, but ladies still didn't imbibe (except perhaps for a few slightly "fast" gals who did so behind a door or in some other secluded corner). Benjamin F. Bush, the company's third president, had been in office for only a little over a month. Christmas carols were now on records, but the office boy had to keep winding the old talking machine, which seemed to always run down.



1923—More organized by now, Western Pacific Christmas office parties were bigger and much livelier. The Charleston fad was at the height of its popularity, and the "flappers" in the offices who knew the latest steps had a merry time. Oh yes, Prohibition had snuck in while the boys were over in France fighting the war to end World Wars, but some of the fellows in the traffic department "knew a friend" who "had a friend" that could provide plenty of spirits for those who wanted to drink a toast to Old Saint Nick. (Now that it was illegal, the gals had begun to drink, too.)



1933—Office parties were still held, but the spirit of Christmas, at its height in the late twenties, was largely dampened by depression tears. Those employees who still had \$5 (they had been using the new present size currency since 1929) could manage to get a pint of good (?) whiskey to blur their vision of the carloadings curve. According to memories of a few employees who now have twenty or more years of service, one large group went out to San Francisco's old Pompei Restaurant for lunch and a bottle or two of old salty wine, but the celebrations somehow lacked the usual Yuletide spirit.

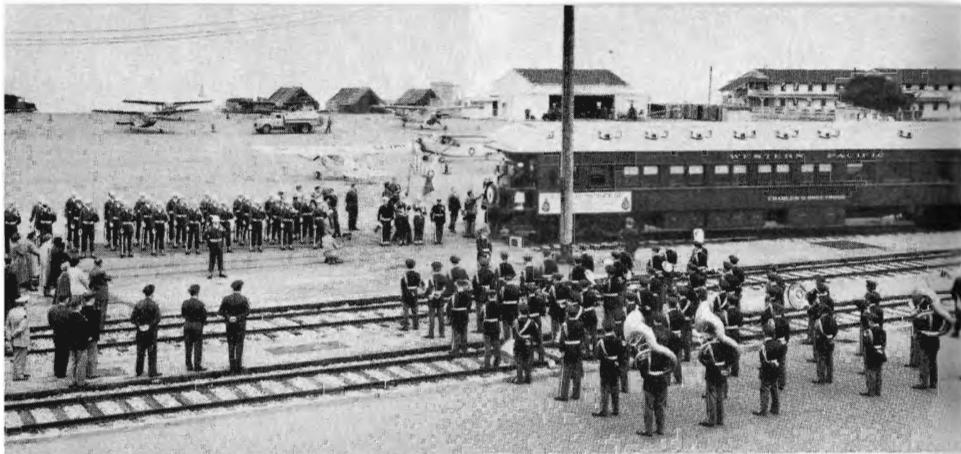


1943—The war was on and the Office of Defense Transportation asked for curtailment of civilian holiday travel to make room for furloughed servicemen on the trains. The Western Pacific Club in San Francisco and the Western Pacific Amusement Club at Sacramento Shops sent cigarettes and other articles to WP railroaders stationed in remote corners of the world. And in Sacramento, too, 675 shop employees gathered for a Christmas party, complete with an 18-act program, dancing, and a Christmas concert by the WP Band. Our third Christmas at 526 Mission Street.



1953—With the largest number of employees ever (except during war-time years), preparations are under way to spread Christmas cheer in a number of Western Pacific offices. Santa will find his way to some with presents for the children, and at all, there will be singing and dancing and gay conviviality. There will be good food and a toast or two, and an opportunity to wish your railroad associates a real Merry Christmas. Only time will reveal the events to happen during the next ten years, but one thing seems certain, there will be a Western Pacific Christmas party in 1963.





An honor guard of First Cavalry Division veterans, an Armed Forces color guard, the Sixth Army Band and other notables stand at parade rest as decommissioning ceremonies get under way at the Presidio of San Francisco.

THE "CHARLES O. SWEETWOOD" RETURNS TO WESTERN PACIFIC



Gerald Wesselius, assistant manager, Pacific Area Headquarters, American Red Cross, returns the "Charles O. Sweetwood" keys to President Whitman.

Keys to the "Charles O. Sweetwood," first railroad car in history used to collect blood for the Armed Forces, were returned by the Red Cross to Western Pacific November 9 during a special decommissioning ceremony held at the Presidio of San Francisco.

Named in honor of Sgt. Charles O. Sweetwood, of Elko, first WP employee to die in action in Korea, the car traveled 28,488 miles over 11 different railroads in four western states and collected more than 25,000 pints of blood.

Reversing the dedication ceremony which took place at Oakland on January 10, 1951, when President Whitman officially presented the keys of the former business car to Raymond H. Barrows, then vice president and Pacific Area manager of the American Red Cross, they were returned to Whitman by Gerald Wesselius, now

assistant manager, Pacific Area Headquarters.

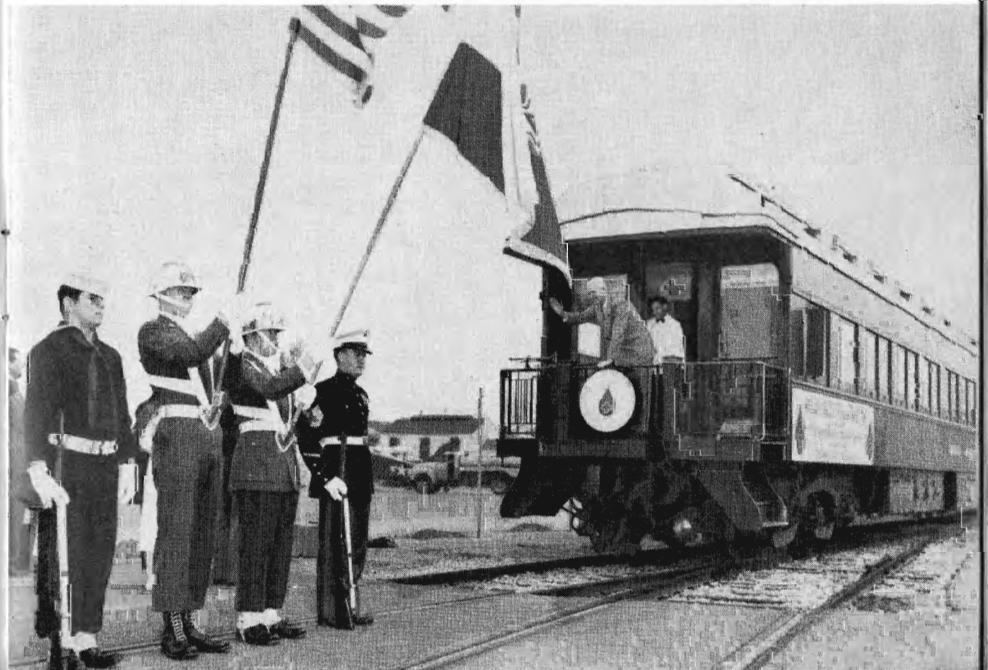
Participating in the November 9 ceremony were two of the four original Red Cross nurses, Mrs. Julia Pagan and Mrs. Lois Kramer, who staffed the car during its two and one-half year tour of duty, Louis Griffin, WP porter who traveled with the car, and Col. Dan Gilmer who commanded the Seventh Cavalry Regiment in which Sgt. Sweetwood served, as well as the Sixth Army Band, an Armed Forces color guard, and an honor guard of 30 First Cavalry Division veterans.

Maj. Gen. Frank H. Partridge, Deputy Commander, Sixth Army, expressed the feeling of Lt. Gen. Joseph M. Swing, Commanding General, Sixth

Army, and his own, in saying "thank you 'Charles O. Sweetwood' for an important job, well done."

Wesselius read a letter from E. Roland Harriman, Red Cross president, which in part said: "It is a great pleasure to express to you and the Western Pacific the deep appreciation of the American Red Cross for the great contribution made to the National Blood Program by the railroad car 'Charles O. Sweetwood.' . . . Business Car 106 returns to its railroad duties leaving behind the pride of an accomplishment that meant so much to the welfare of American men who fought and bled in Korea. . . . A salute to the railroad industry and to the 'Charles O. Sweetwood' for a job well done."

With the color guard at attention, the "Charles O. Sweetwood" returns to Western Pacific as Business Car 106. President Whitman and Porter Griffin wave good-byes, as the band plays "Vaya con Dios."





Thanks for a Job Well Done

E. E. Scott, ticket clerk at Sacramento, received considerable praise last month from the Ben Ali Temple, A.A.O.N.M.S., for the high standard of service he performed in arranging for and escorting the 16-car special which



carried more than 500 of their members from Sacramento to Reno and return on October 24 and 25 to attend Kerak Temple's fall ceremonial.

In his letter to H. C. Munson,

Potentate John Claus wrote: "Scottie had a great deal to do with this trip . . . he was like a mother hen with a lot of chickens seeing that everyone got on the train and that they didn't lose any of them at various stops. In addition to that he saw to it that everyone's baggage was taken care of. In other words, he did far more than merely programing and getting the train going, and I just felt that you should know what a worker you have in this fellow."

In another letter from H. K. Valentine, recorder for Ben Ali Temple, Munson learned that "the real wheel horse before, during and on the return trip was our 'Scottie.' He never let up from the time we first mentioned that we might use Western Pacific until now, and he is still taking care of some minor details. He was assigned a job and he surely did it, not only for your company but for us as well. We cannot praise him too much for the way he handled the assignment. I assume by now you know we really appreciate

the treatment we received from Western Pacific. I can assure you that you will certainly receive first consideration whenever in the future we may be able to again use your services."

Scottie was born in Rockford, Illinois, on June 6, 1896, and after graduation from Sacramento public schools, entered Western Pacific service on June 1, 1912, at Blairsden. He began his service at the Sacramento passenger depot on February 16, 1915.

Scott is a member of Sacramento Lodge, F. & A. M. No. 40, Scottish Rite, and has been transportation chairman for Ben Ali Temple for the past fifteen years. He is also a member of the Egyptian Order of Sciots No. 3, the Order of White Shrine No. 32, and holds membership in the International Footprinters' Association No. 4.

Although a young looking man, Scottie is twice a grandfather, and spends a lot of his time with David Randy, 3½, and Donna Renee, seven months. His son, J. W. Scott, is coordinator of labor and material at Sacramento for Southern Pacific.

Christmas was approaching and a woman entered the men's clothing section of a department store to buy a pair of gloves for her husband. She didn't know the size so the clerk asked helpfully: "What size hat does he wear?"

She confessed that she didn't know but recalled that he wore a size 15 collar.

"That'll do it," said the clerk confidently. "He'll take a size 8½ glove."

A bystander listened in amazement and after the woman left he said to the clerk: "How can you figure a man's glove size from the size of his shirt collar?"

"I can't," grinned the clerk. "But if they don't fit she'll bring them back after Christmas. And I won't be here then!"

—Southern Railway Ties.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Albert R. Curtzweiler.....	Chief Engineer.....	Marine Dept.
Karl F. Henrich.....	Stationmaster.....	Western Division
Harold E. Randall.....	Locomotive Engineer.....	Western Division
35-YEAR PINS		
James G. Breedlove.....	Locomotive Engineer.....	Western Division
Val W. Dycus.....	Locomotive Engineer.....	Western Division
Mary N. Evans.....	Telegrapher.....	Eastern Division
John G. Forsman.....	Carman.....	Mechanical Dept.
Frank H. Long.....	Locomotive Engineer.....	Eastern Division
Lewis J. Maciel.....	Car Foreman.....	Mechanical Dept.
George W. Naylor.....	Chief Dispatcher.....	Eastern Division
Raymond N. Withrow.....	Chief Clerk.....	Sacramento Ft. St.
William R. Woodall.....	Locomotive Engineer.....	Eastern Division
30-YEAR PINS		
Archie L. Compton.....	Locomotive Engineer.....	Western Division
Jean P. Echegon.....	Locomotive Engineer.....	Eastern Division
Carl Germann.....	Assistant Chief Clerk.....	Engineering Dept.
Harold R. Hargrove.....	Locomotive Engineer.....	Eastern Division
Oscar H. Larson.....	Chief Clerk.....	Transp. Dept.
Henry H. Loyd.....	Electrician Foreman.....	Mechanical Dept.
Peter J. Menicucci.....	Locomotive Engineer.....	Eastern Division
Maude E. Pringle.....	Adjustment Clerk.....	Accounting Dept.
Gunnar Wilstrup.....	Asst. Chief Marine Engineer.....	Marine Dept.
25-YEAR PINS		
Richard K. Fox.....	Asst. Head Payroll Clerk.....	Accounting Dept.
C. C. Harvey.....	Machinist.....	Mechanical Dept.
Alexander M. Rankin.....	Conductor.....	Eastern Division
Leonard Wallis.....	Machinist Helper.....	Mechanical Dept.
20-YEAR PINS		
Maurice W. Hammond.....	Road Foreman of Engines.....	Eastern Division
Samuel J. Hargrave.....	Section Foreman.....	Eastern Division
L. O. Kimball.....	Patrolman.....	Chf. Sp. Agt. Dept.
Charles L. Rowell.....	Switchman.....	Western Division
Nimrod E. White.....	Hostler Helper.....	Mechanical Dept.
15-YEAR PINS		
Aaron M. Redwine.....	Section Laborer.....	Western Division
Wilson W. Rockwell.....	Brakeman.....	Eastern Division
J. Teaverbaugh.....	Patrolman.....	Chf. Sp. Agt. Dept.
10-YEAR PINS		
P. A. Binney.....	Locomotive Fireman.....	Western Division
Orville R. Burris.....	Switchman.....	Western Division
Willard C. Cole.....	Dispatcher.....	Eastern Division
James C. Cotter.....	Asst. to Supt. Communications.....	Telegraph Dept.
Don B. Crosby.....	Brakeman.....	Eastern Division
Carolyn C. Crowley.....	Clerk.....	Frt. Claim Dept.
Richard A. Dore.....	Telegrapher.....	Eastern Division
Florence S. Duncan.....	Clerk.....	Eastern Division
H. D. Gansberg.....	Patrolman.....	Chf. Sp. Agt. Dept.
Joseph A. Garfield.....	Carman.....	Mechanical Dept.
Chester Hancock.....	Red Cap.....	Western Division
Roy S. Hyatt.....	Switchman.....	Western Division

Lou Keith.....	Laborer.....	Mechanical Dept.
Charles Knarr.....	Electrician Helper.....	Mechanical Dept.
Leonard E. Lanphear.....	Roundhouse Clerk.....	Mechanical Dept.
Patrick H. Lorgan.....	Brakeman.....	Eastern Division
Charles R. Maxwell.....	Locomotive Fireman.....	Western Division
Robert A. Mauchette.....	Brakeman.....	Eastern Division
Marge Moore.....	Clerk.....	Traffic Dept.
Elvin S. Mullins.....	Carman.....	Mechanical Dept.
Everett C. Mullins.....	Carman.....	Mechanical Dept.
Ralph E. Murray.....	Switchman.....	Eastern Division
Frank A. Nosler.....	Carman Helper.....	Mechanical Dept.
Carl L. Nuzman.....	Brakeman.....	Eastern Division
Bernice E. Park.....	Clerk.....	Western Division
Ramon Peralta.....	Carman Helper.....	Mechanical Dept.
Norman L. Pilatti.....	Locomotive Fireman.....	Western Division
Willie Roller.....	Boilermaker Helper.....	Mechanical Dept.
Ralph Saxton.....	Brakeman.....	Eastern Division
Henry Smith.....	Carman.....	Mechanical Dept.
Robert V. Stenovich.....	Dist. Spl. Agt.-Claim Agt.....	Elko
John Taranto.....	Carman.....	Mechanical Dept.
Edward Thomas.....	Switchman.....	Western Division
Adolph D. Vogel.....	Locomotive Fireman.....	Western Division
Doris Weston.....	Clerk.....	Frt. Claim Dept.



Beginning with this issue, Service Pin Awards will be announced prior to month of issue rather than after the month of issue as has been done in the past, through coöperation of Kenneth D. Lewis, executive office, who handles Service Pin distribution, and the departments who report them.

Service Pin Awards will be made to the following employees during December, 1953:

40-YEAR PIN		
W. H. Oerline.....	Brakeman.....	Western Division
35-YEAR PINS		
J. E. Asbury.....	Blacksmith Foreman.....	Mechanical Dept.
J. H. Coupin.....	General Agent.....	San Francisco
G. M. Middleton.....	General Car Foreman.....	Mechanical Dept.
T. F. Reed.....	Locomotive Engineer.....	Western Division
A. E. Williams.....	Locomotive Engineer.....	Eastern Division
R. H. Woolvorton.....	Stationary Engineer.....	Mechanical Dept.
30-YEAR PIN		
D. W. Bellows.....	Section Foreman.....	Western Division
25-YEAR PINS		
Steve Gracinin.....	B&B Carpenter.....	Western Division
V. W. Geddes.....	Asst. Auditor Revenues.....	San Francisco
D. Monahan.....	Clerk.....	Western Division
R. B. Reynolds.....	Conductor.....	Eastern Division
20-YEAR PINS		
N. W. Menzies.....	Supt. of Communications.....	San Francisco
W. H. Young.....	Locomotive Engineer.....	Western Division
10-YEAR PINS		
E. R. Austin.....	Brakeman.....	Western Division
E. W. Cavanaugh.....	Clerk.....	Western Division
Winnifrede Cabezud.....	Clerk.....	Accounting Dept.
A. T. Cosgrove.....	Switchman.....	Western Division
John B. Dolan.....	Electrician.....	Mechanical Dept.
Dorsey B. Farris.....	Carman.....	Mechanical Dept.
E. R. Harrigan (Mrs.).....	Clerk.....	Western Division
J. P. Helmick.....	Brakeman.....	Western Division
Clara M. Knox.....	Nurse's Aide.....	Medical Dept.

(Continued on Page 12)

Waldo J. Madden.....	Machinist.....	Mechanical Dept.
Mary K. Markarian.....	Asst. AFE Accountant.....	Mechanical Dept.
H. E. Matthews.....	Brakeman.....	Western Division
Patricia Montana.....	Clerk.....	Accounting Dept.
E. J. Noble.....	Switchman.....	Western Division
T. W. Parker.....	Fireman.....	Eastern Division
G. T. Pendergraft (Mrs.).....	Clerk.....	Western Division
R. S. Pendergraft.....	Clerk.....	Western Division
John F. Quinn.....	Val. Engr. Accountant.....	Engineering Dept.
S. L. Sorenson.....	Fireman.....	Eastern Division
Thelma M. Toomey.....	Laboratory Assistant.....	Mechanical Dept.



WITH WP SINCE '23

Sixty years of Western Pacific service, accumulated by two general office employees, was honored last month. The "boss" took time out from a conference with M. R. Roper to congratulate and present him with a 30-year pin, and Alma Schroeder, chief clerk, chief special agent's department, received a 30-year pin from her "boss," W. F. Boebert, at a cake and coffee party attended by: Rose Dumont, Pearl Cuneo, W. F. Boebert, Anne Crowder, H. P. Donnelly, Emma McClure, E. H. Carleton, Willie Dickens and Kathleen Murphy.



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

Pierre Chabot, Jr., carman, died on October 25, 1953. Mr. Chabot was born in France on March 11, 1889, and after coming to America in 1907 he became an employee of the John G. Taylor sheep and livestock interests at Lovelock, Nevada. For the past 11 years Mr. Chabot had worked for WP in Winnemucca except for a few months when he was stationed at Elko. He is survived by his widow, Mrs. Marie Jeanine Chabot; a son, Justo Chabot and granddaughter, Laurie Chabot, of Winnemucca; and two brothers and sisters in France.

Willard C. Cole, train dispatcher, died on October 10, 1953. Mr. Cole entered service on October 28, 1943. Mr. Cole was active in the Masonic Lodge at Elko and was a member of the American Legion. He is survived by his widow, Mrs. Anna Cole of Elko; a daughter, Mrs. Marjorie Baker of Oregon; and a sister, Mrs. Josie Cobb of Grand Rapids, Michigan.

Thomas M. Conway, revising clerk at general office, died on October 21, 1953. Mr. Conway entered service on March 9, 1937. He is survived by his widow, Mrs. Mildred J. Conway, of San Francisco.

Jay L. Couey, Sacramento Northern

lineman, died on October 4, 1953. Mr. Couey entered service on May 2, 1912. He is survived by his widow, Mrs. Geneva Couey, of Yuba City.

George F. Dawson, assistant extra gang foreman, died on October 10, 1953. Mr. Dawson entered service in February, 1952. He is survived by his sister, Mrs. W. H. Warner, of Susanville.

Joseph E. Duarte, Jr., fireman died on March 4, 1953. Mr. Duarte entered service on May 7, 1936. He is survived by his widow, Mrs. Emma Carlina Duarte, of Winnemucca.

Charles A. Gebhart, machinist, died on October 19, 1953. Mr. Gebhart entered service on June 1, 1937. He is survived by two sisters, Lizette and Helen Gebhart, of San Francisco.

Horace Hancock, WP's oldest chef in point of service, died suddenly from a heart attack on October 6, 1953. Chef Hancock, as he was familiarly known to many on the WP, was born in Smithville, Texas, on May 16, 1896. He began his service with Western Pacific as a cook on May 22, 1927, and worked every station in the kitchen from dishwasher to chef, and in 1946 reached the top of his vocation when he was appointed supervisory chef. Hancock was chef in the first pooled service on the *Exposition Flyer* in 1939, and supervisory chef with the inauguration of the *California Zephyr*. He will be missed by his many friends between Oakland and Chicago, but he will be

more particularly missed by the WP dining car department, for he was an outstanding, loyal employee, who always placed the Service above his personal desires. He is survived by his widow, Mrs. Willa May Hancock, of Oakland.

David C. Jean, retired brakeman, died on September 26, 1953. Mr. Jean entered company service in November, 1944, and last worked for the company on October 31, 1949.

Dorothy D. Knoles, stenographer-clerk, died on August 21, 1953. Mrs. Knoles entered service in September, 1942. She is survived by her husband, Peter W. Knoles, of Sacramento.

William J. McCoy, pipefitter, who retired from the company on December 31, 1947, died on October 17, 1953.

George A. McCubbin, retired carman, died on September 5, 1953. Mr. McCubbin entered service in May, 1944, and last worked for the company on December 24, 1947.

Ernest T. Moore, retired brakeman, died on October 5, 1953. He is survived by his widow, Mrs. Ernest Moore, of Compton, California.

Jake Niceler, stationary engineer, died on October 15, 1953. Mr. Niceler entered service on September 1, 1949. He is survived by his son, Sam Niceler, of Stockton.

Oliver O. Orner, retired Central California Traction Company lineman, died on August 24, 1953. Mr. Orner entered service on July 1, 1921, and last worked for the company on October 30, 1948.

Victor A. Wickstrom, retired blacksmith, died on September 13, 1953. Mr. Wickstrom entered service in July, 1913, and last worked for the company on May 26, 1945.

PORTRAITS

By James J. Metcalfe
San Francisco Examiner

Going By Train

I board the train to travel to . . . Some city in our Nation . . . What is that train to me except . . . A means of transportation? . . . What else is it? I'll tell you what . . . It is my home on wheels . . . Where it is just as comfortable . . . As homelife ever feels . . . And sometimes trains mean even more . . . When I am safe aboard them . . . With all their servants (in my home . . . I never could afford them) . . . The porter and conductor and . . . The one who waits on me . . . At breakfast, lunch or dinner with . . . The utmost courtesy . . . And even to the baggage boy . . . For all his humble station . . . My heart is deeply grateful for . . . Our railroad transportation.

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MILEPOSTS thanks Mr. Metcalfe for his kindly remarks about the railroads, and the editor wishes to thank his daughter, Nancy Stelling, and Chief Engineer Sperry, Utah Construction Co., for bringing it to his attention.

Doctor: "You must avoid all forms of excitement."

Sid: "Can't I even look at them on the street?"

CORRECTION

In the August 1953 issue, MILEPOSTS reported the death of Wallace L. Smith, Sacramento Northern engineer, and in error gave the name of Mrs. Edna Smith as his widow. Mr. Smith is survived by Mrs. Marie E. Smith, now living in Decoto, California.

WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies, MILEPOSTS extends sincerest best wishes for future happiness to the following employees who recently retired:

William H. Costley, ticket clerk, Stockton.

William E. Son, track laborer-extra gant timekeeper, System.

Andrew Johnson, foreman, Sacramento.

James P. Kane, fireman, San Francisco.

James R. Kelly, Sacramento Northern brakeman, Sacramento.

James M. Maguire, conductor, Portola.

Samuel W. Scott, engine watchman, System.

William L. Sherman, red cap, Sacramento.

* * *

ENGINEER BAKER RETIRES

A heart-warming and much-deserved tribute was given Engineer Theodore W. Baker on his retirement October 31, terminating a 26-year service with Western Pacific. Among the many friends who crowded into the office of O. M. Beard, roundhouse foreman at Stockton on November 5 were, from left, Engineers Henry Barnett, H. W. Van Hoorebeke, O. E. Lyles, Trainmaster L. A. Henry, and Engineer Eugene Hansen. On behalf of his fellow workers Les Henry presented Baker with a fine deep sea fishing rod, reel and line, and a purse with his name, lodge and address stamped in gold on an inside compartment. According to Engineer Lyles, Baker left on the California Zephyr November 11 for St. Petersburg, Florida, where he hopes to put his new equipment to good use on some delayed fishing.





A performance was given for diners at Rickey's Red Chimney Restaurant in San Francisco on July 29, 1953.

WESTERN PACIFIC'S CHORAL GROUP



UNDER the direction of Eugene Fulton, WP's choral group has performed notably since their first rehearsal only two years ago. Their first public appearance was at Oakland during Christmas Week last year when they sang Carols for passengers departing on the *California Zephyr*. This year they sang for Islam Temple's Shrine Luncheon honoring WP Day on April 2, at the downtown Emporium on August 24, and at Rickey's.

They will again sing Christmas Carols for *California Zephyr* passengers daily at Oakland between December 18 and 24, repeat their performance for Christmas shoppers at downtown Emporium the evening of December 21, and entertain general office employees on December 24.

Fulton, voice teacher, is also musical director for the Bohemian Club, Loring Club of San Francisco, and several church choirs.

An added pleasure was given *California Zephyr* passengers during Christmas week last year, which will be repeated again this year.



Caboosing

ELSIE GONSALVES, stenographer-clerk in the superintendent's office at Sacramento, has succeeded DON RICHMOND, gardener, as correspondent for MILEPOSTS. We welcome Elsie to MILEPOSTS' staff and request the cooperation of those in that office in keeping her well supplied with news of employee happenings.

To Don, our sincere thanks for a job well done.

SACRAMENTO

Elsie Gonsalves

The year 1953 has furnished its share of success, romance and happiness to employees of the superintendent's office—may the green light keep flashing!

CLARISSE DOHERTY, former stenographer for Chief Clerk DAN IRWIN, and former MILEPOSTS correspondent, has been appointed secretary to Superintendent G. W. CURTIS. Our best wishes on your new position and a bouquet to WP for honoring our women employees.

Welcome back to ELAINE SCHMIDT, stenographer, who was away on maternity leave; ALICE VRANAS, former secretary to C. R. HARMON, traffic agent, who returned as stenographer working third trick in the dispatcher's office; and CHARLIE HARPER, assistant file clerk, returned from sick leave.

Goodbye to VIRGINIA THRONE, stenographer, who returned to the Sacra-

mento freight office. We'll miss you, Virginia.

Away on leave is LOIS O'LEARY, DC clerk. Hope it's a little girl this time to keep Chrissy company.

Congratulations to DAN IRWIN, chief clerk, on the wonderful job he did as our chairman for United Crusade. Employees in this office exceeded their goal and donated more this year than last!

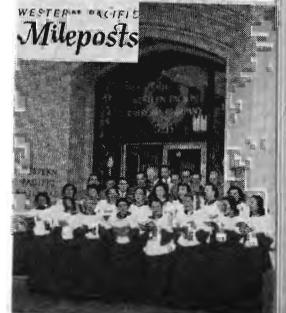
To all friends of AGNES WELSH, secretary to J. J. McNALLY, assistant superintendent, she is getting along famously and hopes to be back on the job soon.

NANCY HARMON, Sacramento Northern stenographer, is flashing a sparkler on third finger left hand—lucky man is John Taylor. With farming in mind after the knot is tied, we understand Nancy is reading up on steers—no milking, incidentally. If you need some good publicity later on, just invite the gang out for a steak dinner.

JOE ANDERSON, assistant T&E time-

DECEMBER COVER

Following their appearance at Oakland last Christmas eve day, Western Pacific's choral group returned to San Francisco where they colorfully entertained passers-by in front of the general office building with a selection of Christmas carols. See Page 16 for other pictures and 1953 schedule.



keeper, wife Phylis and the two kiddies are all settled in their new home at 2523 Gunn Road, Carmichael, and the welcome mat is out for all their friends.

Is it diesel power that keeps LARRY CONTRI dashing up and down the hall . . . or could it just be "las femmes"?

CRAIG N. VETTER, T&T maintainer, made up two Morse sending and receiving sets and presented them to Scout Leader Ace Drummond, machinist, Sacramento Shops, for the scouts in his patrol. Congratulations for a wonderful gesture.

Sorry to see DON RICHMOND bow out as correspondent, but any time you are in Sacramento drop around and see the good work he is doing around the grounds which accounts for his being so busy.

Our deepest sympathy to B&B paint foreman and MRS. JOHN RAINER, of Lyoth, on the loss of their seven-year old son, Randy, who recently succumbed from very severe burns in an unfortunate accident.

Hope Santa fills all the socks with "minks" for the gals and "Cads" for the guys—and a real Merry Christmas and Happy New Year to all.

SALT LAKE CITY

John C. Martin
Chas. W. Owen

By the time you read this H. R. COULAM, general agent, will have enjoyed a well earned rest vacationing at Klamath Falls.

W. A. MENDENHALL, traffic representative, recently underwent an eye operation at San Francisco and we are happy to report his condition is so much improved he is now whistling at the girls across the street, and as everyone knows, the streets in Salt Lake City are real WIDE.



"... 15 carloads . . . 16 carloads . . . 17 carloads . . . 18 . . ."

L. R. GLASCOCK, chief clerk, is smelling that wonderful smell that comes only in new automobiles. The car is a 1953 Ford, and no doubt his recent promotion helped to pave the way.

MARGE DAVIS, secretary to general agent, recently held a big celebration at home, the occasion being the first birthday for her first daughter.

EARL H. KILGORE and JOHN MARTIN are missing a lot of television these days, having enrolled in a traffic management course at the University of Utah night school. Since the "rasslers" come on school nights, it is considered quite a sacrifice.

R. W. CROCKER, TR, recently spent a vacation at Las Vegas and he is still financially solvent, which we think is quite an accomplishment.

Everybody here wishes everybody on the WP a very Merry Christmas and a "traffick" New Year!

MILEPOSTS

KEDDIE

Elsie Hagen

Fishing and deer season are over and we're settling down making plans for the Holiday season, with our annual Christmas party for the children and a beautiful tree in the lobby of our hotel.

Conductor M. E. BAUSE spent some time in Eureka visiting with his daughter and family and bid into the Portola pool on returning.

Conductor and Mrs. CLYDE FISHER have moved to Oroville. Although Clyde still isn't feeling well he has returned to work.

Conductor E. E. REDDICK made a recent trip to Colorado and ELSIE HAGEN and granddaughter spent a week in Provo, Utah, visiting with her mother and family.

Operator and Mrs. R. BECKLEY purchased the cabin formerly owned by the late Engineer OLE JOHNSON. His gardening will surely include some of those giant beans next year.

Engineer BOB SMALL and wife, Yardmaster CHARLEY SELF and wife, and Engineer CLARENCE BANCROFT attended the Shrine Ceremonial held in Reno.

Train Desk Clerk CY BATES and CHARLEY SELF are driving new cars.

RAY RICH, RYA of Oakland, was a recent Keddie visitor; also, R. SCHMIDT, of San Francisco.

Vacationers this last month were mostly fishermen: Brakeman W. A. LASHELL and H. M. AUSMUS to the Coast for steelhead; Brakeman and Mrs. JACK KRAUSE up the Coast; and Brakeman MEL STRANG. BOB CHAPMAN spent some of his time in Reno.

Mrs. LeRoy Foster, wife of Trainmaster FOSTER, returned home from



Pamela Lea Stroup joyfully admires her first birthday cake, complete with huge candle. Pamela is the daughter of the late Robert Stroup, and lives in Keddie with her mother, Shirley, and grandmother, Elsie Hagen.

Dameron Hospital where she underwent surgery, and is now getting along fine. Operator TOM BARRY returned to work after being off for seven weeks because of illness. He was replaced by ARTHUR JOHNSON.

WALTER WARRELL, from Sacramento, was here doing some auditing work last month.

We hope all of you on the Western Pacific have a wonderful Christmas and a real Happy New Year!

SACRAMENTO FREIGHT STATION

Nancy De Riso

Welcome to ELAINE F. RITCHIE, new stenographer-clerk, formerly of Lead, South Dakota. We're glad to have you with us, Eleaine!

Very disappointed was RICHARD C. FINLEY, demurrage clerk, after hooking a 20-pound striper at Isleton. After almost reeling the fish alongside of the

boat he got away. This is one big one that really did get away says Richard.

Happy Birthday to CLAUDE E. FINLEY, train desk clerk, December 5; CHARLES F. BENINGHOFF, claim clerk, December 8; HAROLD J. COLDSMITH, train desk clerk, December 16; and FRED PETERS, head cashier, December 23.

Hope you all have a Merry Christmas!

PORTOLA

Phyllis Laughlin

Congratulations and best wishes to Car Inspector FRANK CIRINCIONI and Dorothy Grother on their marriage in Reno on October 31. Mr. and Mrs. Roy Mitts, well known to railroad personnel, were the attendants.

Two little girls made their arrivals this month, Patricia Lynn to Brakeman and Mrs. WALTER ANDERSON, the proud grandfather, of course, is C. A. CLOUD, eastern division brakeman; and Josephine K. to Brakeman and Mrs. LEE SMITH. This little Miss was born in Winnemucca.

LEROY PRYOR, baggageman janitor, was very glad to see his son, Sgt. Dale, who just returned from Korea and spent his 30-day leave with his family at Graeagle, then reported to Fort Ord.

W. C. ZENT, roadmaster, spent the week-end with his family in Oroville, where they are spending the winter. Mrs. Zent is caring for her aunt, Mrs. Lucy Day, who is seriously ill. The Zent daughters, Virginia, Lucy and Ethel Mae are attending school there.

The Welcome Mat is out for NANCY POWERS who is relieving E. L. DUFFY while absent because of illness. This is Nancy's first job as telegrapher and we hope she will like working for WP.

Yardmaster M. F. "SLIM" MANNING is back to work following illness, and LOY HIBBS, special agent, is improving after surgery at Portola hospital.

GEORGE LONG, telegrapher, is away on vacation and driving a new yellow Chevrolet. Other new car owners are DONALD D. FULLER, Ford pickup; HANCE MURDOCK, train desk clerk, green Dodge sedan; and GEORGE GRAVES, Ford.

It is with regret that we report the tragic death of Mrs. Alma Folline. It was only a few days over a month ago that we reported the death of Engineer CHARLES FOLLINE and Mrs. Folline's death was so unexpected. It is presumed that Mrs. Folline picked up a can of white gasoline which exploded and she died a few hours after being rushed to the hospital.

Condolences to Conductor FLOYD MILLER, SR., on the death of his mother, Mrs. Elizabeth Miller, 82, who lived at Lodi.

D. D. FULLER is relieving as relief telegrapher No. 19.

LOU MCGARRAH relieved LEE SERVIA, maintainer, while spending a vacation fishing and resting, and PHILIP OELS, train desk clerk, did practically the same. Telegrapher WARREN MORSE returned to work from vacation, and says he feels good after his vacation.

GEORGE McMICHAEL, retired carman, is hospitalized at Quincy. Hope you will be home soon, George.

Switchman and trainmaster's clerk, CHARLES and GLADYS RUSE, spent a week-end in San Francisco attending the National Livestock Show, eating at Fisherman's Wharf, and watching Television, which, it is rumored, may be in Portola soon.

Best wishes for a Merry Christmas

TERRY PLANS FOR CHRISTMAS

To Daddy and Mommy
I Love you because you are nice to me.
I am sorry when I am a naughty boy.
I do not mean to cause trouble with Roddy.
~~I hope to~~
I hope to save my money for Xmas.
I want a chemist set for Xmas * not many other rhinos. It is nearly time to get my bath.
SO good bye for now * Love from Terry

After such a nice letter little Terry Mitchell is going to be greatly disappointed if Santa doesn't make a stop at the home of W. H. Mitchell, passenger car accountant at Sacramento Shops.

and a Prosperous New Year to all on the WP from your friends in Portola.

STOCKTON

Virginia Rustan

We wish speedy recoveries to ROBERT R. TAYLOR, general agent, and FRANK LINDEE, traffic representative, who were recently injured in an auto accident. Frank was released to his home in a few days with a sprained back and other injuries, and Bob, most seriously injured, was confined at El Puerto Hospital in Patterson for several days and then transferred to St. Joseph's in San

Francisco. Suffering severe lacerations, broken collarbone, and several fractured ribs, latest report is that he is resting comfortably and his recovery is assured.

Fred Harding, father of BERNARD HARDING, interchange clerk, was recently appointed Barber Inspector for the State of California by Governor Goodwin Knight.

New face around the ticket office is J. B. HANSEN, who transferred from the yard office.

Just heard that Fireman JOHNNIE LUSAR is strutting around doling out

cigars, his wife having just presented him with twin sons on November 1. Congratulations!

ALIENE MEYERS, chief clerk-freight office, returned to work after three weeks vacation, having varied her time in San Francisco, Carmel, Sacramento and Fresno.

Lois Arlene Grude, daughter of Clerk MIRIAM GRUDE, and Robert J. Rauzi were married October 18 in St. Mary's Catholic Church, Stockton. After honeymooning in Southern California and Nevada the young couple will make Stockton their home.

Lily Burruel and EUGENE OBENSHAIN were married in St. Mary's Catholic Church, Stockton, on November 1. After a brief San Francisco honeymoon the justweds returned to Stockton. Gene, car department employee, is the son of Mrs. Meda Beck and brother of Switchman DON OBENSHAIN and Clerks WILLIS and ELAINE OBENSHAIN.

Best wishes to all for a wonderful Holiday Season!

MECHANICAL DEPARTMENT

Norma Joseph

The Mechanical Department sends best wishes for a speedy recovery to C. E. MARCUS, supervisor of automotive equipment, who is in Mercy Hospital recovering from injuries sustained in a recent automobile accident.

An epidemic of new cars has hit again—R. F. CARTER, general electrical supervisor, a Mercury; M. W. BROWN, chief draftsman, and R. L. KIMBALL, chief timekeeper, new Fords. They are a great improvement to our parking lot.

M. W. BROWN, chief draftsman, recently had some new arrivals in his



J. R. Quick, PR&SS clerk, Sacramento Shops, says: "Tell 'em 'Jim' sends everyone a Merry Christmas."

aquarium—three families of fishes. His hobby is increasing by leaps and bounds as he now has four 10-gallon tanks of fish and is in the process of erecting a 20-gallon tank.

Best wishes for happy birthdays to HELEN SPENCER, steno-clerk; BERT FINCHLEY, asst. AAR clerk; HY O'RULLIAN, chief clerk; MARY MARKARIAN, asst. AFE clerk; DON CARMAN, accountant; L. M. MORRIS, master mechanic; and R. F. CARTER, general electrical supervisor.

Christmas Greeting and a Happy New Year to all WP'ers!

STORE DEPARTMENT

Irene Burton

All of the section stockmen who have moved their departments to the new store building are very happy with their new surroundings.

ERIC BORG spent two weeks in Stock-

ton relieving EARL CHRISTIAN who was on vacation.

ROY FALQUIST, GEORGIA CHINDAHL, EVELYN RICHARDSON, LAVON ROBINSON and WILBERTA DOYLE were the recipients of surprise office parties honoring their birthdays. Ice cream and cake were on the agenda.

Late vacationers are J. H. MACHENRY, CARLOS PRIETO and TONY CAPAUL.

LAVONNE ROBINSON, suffering from a mean old cold, claimed it was the north wind blowing so much that caused all of her misery.

HORACE LATONA is a very busy man and doing a good job collecting for the United Crusade.

We were all surprised when PERCY WRIGHT called on us recently. A former storekeepers' helper, he is now living at San Juan Island, Washington.

R. J. LANDROVE enjoyed a week's vacation recently which was spent at home resting.

Wish at this time to say "thank you" to General Storekeeper HENRY J. MADISON, LEE WILLIS, P&P clerk, and AGNES ASH, requisition clerk, for all the tips they gave me during the past year for this column.

We at Sacramento Store wish each and everyone a very happy Holiday Season!

ELKO

Rosalie Enke

ADELITA "HOTSHOT" VISCARRET, steno-clerk signal department, holds the high series title for women bowlers in Elko. She came up with a 190, 197, 199 series in recent league play!

ELSIE HART returned after a leave of absence and is now working third trick permanent. Also back to work as dis-

patcher is WARD BOND, who returned from Sacramento. FRED KINSEY left to take a dispatching job at Sacramento. New employee is HARRY E. BALDWIN, third trick wire chief.

FRANK OLDHAM, division accountant, and his wife, Maxine, made a trip to Reno recently where Maxine underwent an operation.

JACKIE REDANT, chief dispatcher's stenographer, is back on the job. She returned the day after her brother, JOHNNIE ETCHEBEHERE and his wife, HANNA, left for San Francisco, where Johnnie will be a student traveling accountant.

We were very shocked and saddened by the sudden death of Dispatcher W. C. "KING" COLE on October 10, a few days after he reported feeling ill. The sympathy of all his fellow employees is extended to Mrs. Cole.

Best wishes to roundhouse employee W. F. ROSE and his new bride, the former Margaret Eleanor Recksieck, who were married in Riverside, Calif., on October 21.

Congratulations are also in line for Asst. Special Agent and Clerk, ALBERT and BETH HACHQUET on the birth of a son, Mark Albert; for Switchman GENE ANDERSON and wife, Marilyn, on the arrival of a daughter, Dedre Jean; and to Junior Engineer and Mrs. LEN LELEVICH, whose daughter, Louise Elaine, just barely got here before this copy was sent.

Dispatcher JIMMIE CALKINS is back from a trip to Chicago; Trainmaster BILL BREINER from one which took him to Denver, San Francisco, Portland, Los Angeles, etc., etc.; and TOM SNOW, diesel foreman, from a Bay Area vacation.

Our sympathy to FLORENCE "SCOTTY"



DUNCAN, file clerk, who was recently called to Denver by the death of her father in that city.

The Elko Arabs, a 34-man drum, bugle and what-have-you corps of VFW'ers journeyed to Carson City a short while ago, entertaining (?) all towns on the way. WP employees in the group are JACK CLARK, CHUCK PERRY, and FRANK WYTRWAL.

The very best Elko wishes to all WP employees for a wonderful Christmas and a Prosperous New Year.

The Christmas Tree

One unmistakable symbol of the Yuletide Season is the Christmas Tree. According to legend the fir tree goes back to Eve, but it was not until the time of Martin Luther that the evergreen was used as an indoor decoration in celebration of Christmas.

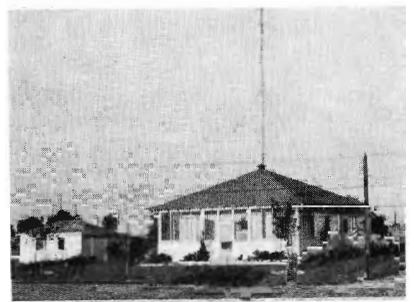
Wandering through the woods one Christmas Eve, Martin Luther became enamoured with the wonder of the night. He cut a small snow-laden fir tree, and set it up in his home for his children. He illuminated it with candles to represent the stars.

It was not until 1604 that, in Strassburg, the first Christmas tree appeared in literature.

Symbolic of this event is the Christmas tree on the opposite page, on which appear the faces of children of Western Pacific employees, whose pictures were loaned to the editor.

From the top, down and across the tree from left to right, are:

- | | | Parent or Grandparent |
|------------------------------|-------|----------------------------------|
| Carol Lee | ..... | Lee Willis, Sacramento |
| Robin Jo, 3 | ..... | Jos. Bettencourt, Sacramento |
| Keith, 6 | ..... | .....Howard Jaeger, San Fran. |
| De Anna Joan, 2 | ..... | ..... |
| Pamela Lee, 1 | ..... | .....R. M. Stroup, Keddie |
| Candice Ann, 2½ | ..... | .....Granddaughters of C. E. |
| Pamela Marie, 1½ | ..... | .....Vincent, San Francisco |
| Jack, 16 | ..... | ..... |
| Robert and Donald, 13, twins | ..... | .....K. R. Van Skike, Sacramento |
| Ronnie | ..... | .....Chas. B. Reid, Sacramento |
| Lynne, 7 | ..... | ..... |
| Larry, 3 | ..... | .....Arthur Lloyd, San Francisco |
| David, 6 | ..... | ..... |
| Christine, 4 | ..... | .....Ken Carlson, Sacramento |
| Kenneth, 2 | ..... | ..... |
| Mary Alice, 7 | ..... | .....Arthur de La Llata, Sacto. |



Three years ago this section house at Counsman (Milepost 151.55) was desolate and very unattractive. That Section Foreman Virgil Kerns has made a first-class improvement may be evidenced in this picture sent in by Gordon Switzer. Mileposts will be glad to show pictures where improvements have been made to other section houses if foremen will send them to the editor.

OROVILLE

Helen Small

Lineman R. E. WILSON and wife had his parents, Mr. and Mrs. H. W. Wilson, visiting here for a week from Portland.

Bus Driver DAN RAYNOR is taking his vacation from duty driving the bus between Oroville depot and the roundhouse for WP employees.

Retired Pullman Conductor C. D. CLERK, living at Grass Valley, was a recent caller here. Also, retired Pullman Conductor G. E. SUMPTER, of Lafayette, who stepped off No. 18 to say hello while en route to Chicago. Another visitor was retired Engineer JACK MIDGLEY, of Seattle.

Good news is the latest report that Conductor E. L. PENINGER is improving from his illness.

Roundhouse Foreman R. T. RONAN attended the American Railway Supervisors' Association meeting in Chicago in October and just returned from that association's meeting held at Elko.

D. B. Huggins, editor of the Brother-

hood of Railway Carmen of America's magazine, has returned to Kansas City after a two weeks' business trip to California. His wife, who had spent about three months here, accompanied him home.

Retired Brakeman ED OWEN stopped in Oroville for a few days en route to San Francisco to see the medical department. Ed's knee is giving him considerable trouble.

Mrs. John McTaggart, widow of Conductor McTAGGERT, just returned from a trip to Salt Lake City where she visited friends.

Retired Brakeman MARK WINDUS, who makes his summer home in Clarkston, Washington, called on

friends en route to Mexico City to spend the winter months.

Brakeman R. H. HERBAUGH and Mrs. Mabel Mergensroer receive our congratulations on their marriage at Reno on October 10. They will make their home in Oroville.

Another recent visitor to Oroville was Dispatcher PETER JOSSERAND.

Signal Maintainer E. L. FIELD's wife and two small daughters spent the Thanksgiving holidays with her sister in Salt Lake City.

Including the Chico Oriental Band, 64 passengers boarded the Shrine Special Train for Reno on October 25.

Very best wishes to everyone for a Merry Christmas and a Happy New Year!

CHICAGO

Don Banks

And still they keep coming! After reporting an increase of two new members to our staff in the last issue, we have two more new additions in our midst. One is BOB SHOUP, assistant export and tracing clerk. Bob hails from northern Indiana and Michigan. Guess that makes him a "Hoosierine." He recently graduated from the Freight Traffic Institute after being recalled for 16 months active duty with the U. S. Navy, so to an old Navy man we say "Welcome Aboard!"

Second newest member bears a familiar face, for it's PAT SULLIVAN. Pat left us about six months ago to go to work for a competitor (whose name slips our mind for the moment). But Pat missed the old gang and put in her bid as soon as she learned of a vacancy, and she was heartily reinstated. She is now jokingly called "Mati Hari" for we're certain our competitor must think we planted her as a spy and that she is now divulging all top secrets to Bossman LUND.

But to gain two is to lose one, for ELLEN RICHARDS is now devoting all her time to domestic chores and having chow on the table when hubby JIM comes home. Jim says he's sorry he didn't think of the idea sooner, but we'll miss you, Ellen.

Vacations over? Not here. Halloween found JAKE EPHRAIM and family headed south. Understand their itinerary included Florida and, get this—Havana!

With the days getting shorter, the same applies to the number of shopping days until Christmas. Christmas, when time seems right with the world,

will soon be burtsing out all over. We're again planning our office party where there'll be plenty of food, refreshments and gaiety for all. Any GO, on-line, or off-line WP employee in town is requested to stop by and enjoy Chicago hospitality. We of the Sagebrush Lodge are mighty friendly.

Best Christmas wishes from the Windy City!

OAKLAND

Hazel Petersen

Old St. Nick must have felt sorry for Conductor PETER J. LUND having to "putt-putt" around in an old 8-cylinder Pontiac and couldn't wait for Christmas, because Peter now has a beautiful new DeSoto.

Santa was also good to JOHN PATTON, yardmaster, and JOHN ZAHN, bargeman, a bit early this year. Both returned to work recently after extended illnesses.

DENNIS RICKMAN purchased a house in San Lorenzo and is really working very hard getting things arranged just so. Hmmm! By the way, Dennis, we thought Miss Bartholomew looked very nice at the recent WP dance.

Bargeman and Mrs. S. MIRAGLIA enjoyed a late vacation at Russian River.

GEORGE BOUSHEY, switchman, celebrated a wedding anniversary at the Claremont Fall Dance, and we must say looked very happy on the occasion.

ELMER ZINN, retired assistant agent, has improved enough from his recent illness to take a leisurely trip through Bakersfield into Death Valley, Lake Mead, Yuma and on and on. The very first of many trips Elmer planned to take following retirement.

JOSE CABEZAL, oiler, is recuperating



from a severe illness and his friends wish him a speedy recovery.

CAPTAIN "WOODEN SHOES" DYKE is back on the tug *Hummaconna* again, all well and full of smiles, mainly, because his sweetheart, Mrs. Dyke, is out of the hospital and home again, which is real wonderful news.

Last month we said "hello" to the boys wearing Air Force uniforms and stationed at St. Mihiel, France, especially the "75th." We did not intend to not say hello to the boys in the "85th" who also receive MILEPOSTS, which we do, right now. Hi' fellas. An especially Merry Christmas and a Happy New Year to all of you.

Christmas comes but once a year and it is regretted that we neglect to send special greetings but once a year. However, it is with sincerity that we say Merry Christmas, everyone, Happy New Year!

WENDOVER

Esther Witt

Congratulations to Agent and Mrs. JOHN NAYLOR, of Burmester, on the birth of a bouncing 8½ pound son.

Vacations are still in full swing. Conductor and Mrs. J. B. PRICE went to the Pacific Northwest to try their luck at salmon fishing. Understand Margaret beat Bert on the catch.



Little David Miller, 6, shown with his dad, Locomotive Fireman Dorance H. Miller, and sister Linda, 10, was stricken with bulbar poliomyelitis on September 8, shortly after returning from this fishing trip. Aided by the assistance of WP's Group Dependent Hospital Insurance Plan, little David is on his way toward recovery. We hope Santa will have an extra package for his stocking.

Retired Boilermaker and Mrs. JAMES MONAHAN are vacationing in Kansas City and Topeka, Kansas.

WALTER PARKS took over as WP Hotel manager for the H. P. RAWLINGS family while they were on vacation. It was nice to see Walter's smiling face if only for a short time.

It was with a note of sadness that we bid goodbye to Dispatcher A. J. "ANDY" PIERS on September 26 after completing 46 years of railroading. We wish Andy and Janet the best of luck and happiness that retirement can bring.

The World Series was enjoyed to the



Jim Desautel, Irma Piver, Rol Rickmon, Paul Evans, Bill Wilkinson, Foreman Ed Moss, and Bob Failing send Christmas greetings from the Oakland District car foreman's office.

fullest on the TV installed on a meter basis in the WP Hotel, thanks to Brakeman B. T. PRICE and the co-operation of Superintendent LYNCH, Asst. Superintendent HOWELL, and Manager RAWLINGS.

Former Yard Clerk EDITH PETERSON, now employed in Elko, stopped by to tell us that her daughter, former Roadmaster Clerk PAULINE MILLIGAN and family left for Alaska in November to be with her husband stationed there.

Dispatcher JACK GEIST and family visited friends in Wendover while on a short vacation from duties at Elko.

Welcome home to JOE HEFFERON, yard clerk, who has taken over as relief yard clerk after a sojourn as extra gang timekeeper. Also, to Engineer HARRY FULLER who has returned to the main line.

We're glad to report that Romona Parks, granddaughter of Engineer and Mrs. FRANK SMITH, is improving after a freak accident in the Pequops while gathering pine nuts.

During the past month we were glad to see Retired Conductor and Mrs. TOM FOX, who were on their way to Elko to see their son, Conductor GLEN FOX, who is building a new home in that city. Glen tells us that Tom and the Mrs. are planning a trip to Biloxi, Miss., to see their daughter.

Retired Conductor GUS SNOWBERGER stopped in for an ever welcome "hello" on his return trip to San Gabriel after a visit with old friends in Salt Lake.

Retired Roundhouse Foreman JOHN MCGUIRE was also a visitor just for reminiscence sake. Many of the boys relived the days of their induction into the now retired cinder pit.

Roundhouse Foreman R. COLVIN has informed us that he went to Sacra-



mento to do some fishing on his vacation in November. Wonder if he will tell us of the big one that got away.

Engineer W. F. SEICKMAN is planning to go back to Missouri for his vacation.

Our deepest sympathy to the family of Dispatcher WILLARD COLE, who passed away suddenly after a short illness.

The Holiday Season is again upon us, and though we are few in number, our wishes are many for each and everyone on the WP and to our retired members, best expressed as follows:

*When it comes to Season's Greetings,
You just can't beat these two,
A Merry, Merry Christmas,
And a Glad New Year for you!*

WINNEMUCCA

Doris Cavanagh

Royal Christmas gift to Winnemucca 45 years ago was presented by the general officers of the Western Pacific.

On December 23, 1908, Edward Reinhart of the Eli Reinhart & Company department store, received word

that Winnemucca would be made a Nevada terminal point, if the necessary land were donated.

Options had already been obtained on all the required property with the exception of some owned by D. Pascal, who was considered a public-spirited resident. Miller & Lux, prominent cattlemen, were willing to donate 30 acres which the WP required.

Great credit was given Mr. Reinhart who had been in touch with the WP officials for four or five months. When first submitting the terminal proposition to them, he was turned down. But the stake was high and Mr. Reinhart doggedly persevered. Citizens and business men alike considered it a royal Christmas gift.

Vacationers hunting duck and deer were Section Foreman WALT HOLMES, East Gerlach; Section Foreman TED BARRERA, Sulphur; Signal Maintainer BOB KINKADE. Others on leave included Engineers HERMAN BAUMERT, ARNOLD

JACKSON, and Foreman BURNICE COGGINS of B & B No. 1. GRANT KAY served as relief section foreman.

Almost a Halloween baby was the young daughter of Brakeman and Mrs. LEE SMITH of Portola, born in Humboldt Hospital October 28.

Brakeman JOE ARRUTI has joined the newlyweds. She was the former Beth Hulery.

JOHN MILTON, of Oroville, was assigned as the new lineman in Winnemucca. Engineer K. H. CALVIN, Salt Lake, bid in a pool turn.

Collector's item of a miner's candleholder was given Brakeman JOHN NOGGLE of Portola by a prospector friend here who appreciated those occasional silver dollars. Matches are kept permanently dry in the metal handle.

Goodwill gift to all of you this Yuletide: "May you receive and practice fair play throughout the entire year—and in the coming years."

MODESTO

Dora Monroe

By the time you read this, the abandonment of our station at Hilmar will have been completed, effective November 20.

One of the last of the vacationers was NICK WESTFALL, bridge and building engineer, who, together with Mrs. Westfall, toured the Pacific Northwest, and were particularly impressed with their trip to Victoria and Vancouver, B. C., Canada.

With the turkey and trimmings merely a fond recollection and the feeling of Christmas all about, we extend to all our very best wishes for a Happy Holiday Season!



"I'd like one a mink coat could fit under!"

SACRAMENTO SHOPS

Ray Fender

More changes are being made around the shops these days. It is rumored that the W.P.A.C. is going to move their lunch room into the old apprentice school car, and the apprentice school will be conducted in the basement of the old store building.

Speaking of changes, we have a new face in the shop office. Her name is JUNE BELEW, and for all readers of MILEPOSTS, she can be seen on page 19 of our September issue. June tells us she has worked for WP for nine months and has been in almost every department.

BETTY LATINO has returned to her job at the store department.

ANDY JOHNSON, machinist foreman, has retired after almost 43 years with the WP, most of which was spent right here in Sacramento Shops. He is being replaced by ART BURNIP.

The blacksmiths are really going out for television. T. T. BAMFORD and L. GHILARDI have just purchased new sets (wonder if Carman FRANK UGRIN sold them?). LYLE PULTZ is installing TV antennas after working hours and Saturdays.

Blacksmith D. J. MOFFIT-LYLE is about to put a screen around his antenna as he seems to get considerable distortion from birds roosting on the pole.

Understand G. W. ROLLER and R. L. PAULI are enjoying deer meat these days.

We were all grieved to hear of the passing of W. J. McCoy, retired sheet metal worker, and Machinist C. A. GEBHARDT.

JIM ROBERTS now has a new Chevrolet Bel-Aire and I understand two

blacksmiths are getting ready to sign contracts for new homes.

Merry Christmas and Happy New Year to all!

NEW YORK

Alan Hudson

After reading BOB MORACE's vacation fill-in copy for yours truly last month, I'm not sure we have the right man on the job here. Guess we're like the Yankees—deep in reserve power.

We were very happy to see ANN MALFA and RUTH STONE in our office from general office recently. Both gals said they liked our fair city and we were able to dish up a nice plate of San Francisco weather for them.

ART POTVIN, traffic representative, has entered the piscatorial Hall of Fame with his recent catch of a 32-pound striped bass off the Massachusetts-Rhode Island coast. We understand that Flo and Artie's youngsters were beginning to complain that they thought they'd grow fins and scales if they had to eat any more of Dad's catch!

RAY GREVE lost out to Vice-President Nixon in a race to see who would break 100 on the golf links first, but Ray's happy anyway, having accomplished his feat at the Saddle River Country Club, N. J., recently.

PERL WHITE, TM-ER, added to his extensive list of golf prizes recently when he won a set of registered irons at the National Freight Traffic Association meeting at Lake Placid.

The New York office of Western Pacific extends to all our brother and sister WP'ers on and off line, our sincere wishes for a most happy Christmas and a healthful, prosperous New Year!

(Continued on Page 33)

THE CORN-FED MULES AND THE BOOK OF RULES

Young Red Smith was an honest lad,
Who lived on the farm with mother and
dad.

He got an idea into his head,
That he could earn his daily bread,
In an easier way than from early morn,
"Till after sun-down plowing corn.

The Frisco trains passed every day,
Where Red plowed near the right of way.
He saw the smoke cloud the summer skies,
He saw the hog head looking wise.
He saw the tallow with bended back,
Keeping her hot with a tank of slack.

Then the hack would pass with the con
inside,
Who looked as if he done nothing but ride.
But the choicest job of them all yet,
Was the brakie on top with a cigarette.
When Red turned back to his mules once
more,
The sun felt hot and his feet felt sore.

So he made up his mind that the job he
would get,
Was the brakie's on top with the cigarette.
He saw by an ad in the Hick's Burg Mail,
That you could learn from a book to be a
rail.

So he bought a copy of standard rules,
And taught the signals to his mules.

His bridles and lines he threw away,
And signaled by bell as he plowed all day.
Two bells would start the brutes like a
curse,
Three bells when sounded and they would
reverse.

Four bells was the signal to reduce speed,
And two was the only stop signal they
would heed.

At last when the boy had the signals down
fine,
He beat it out for a job on the line.
The old man said to his wife next day,
I believe that kid has run away.
If he has I hope he comes to no harm,
But he never had sense enough to farm.

But I think in time he might learn to run
trains,
For he was always shy on brains.
So I will finish the plowing today

And tomorrow I will start in making hay.
When the old man started to hitch Red's
mules,
He never had read the book of rules.

Where Red hid the lines, he never could
tell,
So he had to put up with the rope and bell.
So he hitched them up, got on the seat,
Took hold of the rope and braced his feet,
He pulled on the rope and they started to
go
But he thought their gait was a little too
slow.

To his number of yanks he gave no heed
And the mules took the signal to increase
their speed.

So when without knowing he had given
five rings,
The mules began to scatter things.
They circled around through the corn and
hay
Stopping at nothing that got in their way.

As he neared the house he called to his
wife,
Go flag a train and save my life.
Just ask the con for his book of rules
To find out how to stop these mules.
She flagged a train—it stopped right smart,
The con she found was a good old sport.

Madam said he, if that team of mules
Is pulling that plow under standard rules,
Just tell your husband what he should do,
To stop them is to ring but two.
So she told the old man that two were
enough,
He hollered back take no such stuff.

What, two to start and the same to stop,
That con must sure have taken a drop.
So the mules kept going upon the dead run,
While the neighbors all gathered to see the
fun.

For sixteen hours they done their best,
Then tied up ten hours rest.

When at last the law had got them stopped,
The old man said as his brow he mopped,
There will be no more of my good mules,
That will be instructed on the book of
rules.

(Continued on Page 33)

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan,
Lawrence Gerring, Howard Jaeger, Gwen
Monds, Maurice Notter, Mary Nichols, Carl
Rath, Bill Royal, Dudley Thickers, Frank Tufo.

We regret to report that "JIMMIE"
GRACE, who retired as industrial com-
missioner in 1946 at the age of 72, is
seriously ill at St. Joseph's Hospital
where he was taken on September 28.

DOROTHY OWENS, on leave of absence
from the accounting department, re-
cently announced the birth of a seven
pound 10-ounce daughter.

JOHN Y. MURRAY, auditor of dis-
bursements, was presented with an
eight pound son on October 1, who was
promptly named Patrick.

C. P. RUSSELL, retired assistant gen-
eral auditor, fell and fractured his hip
during September and is now confined to
Portola Hospital.

BARBARA PARKER is back in the
general agent's office, replacing MARY
KETTENHOFEN who is now in the pas-
senger traffic office.

HARRY STARK and LEO BAKER have
returned to the general agent's office
following a successful six-week tour
on United Crusade work.

GERTRUDE VERBARG, foreign freight
department, is back from a vacation
spent resting up at her Walnut Creek
home.

The day before Halloween DON

THE CORN-FED MULES . . .

(Continued from Page 32)

Red got the job he so highly prized
And the dream of his life was realized.
He first joined hands with the B. of R. T.
And a few years later with the O. R. C.
And as Father Time turned over the leaves,
He got gold stripes on his uniform sleeves.
And he smiles as he pulls the bell cord now,
When he thinks of the time he signaled
the plow. (Author Unknown)

Reprinted from Northwestern Pacific Railroad
Company's REDWOOD EMPRIE REVIEW.



"I'd like to go over my last year's list . . . what I
ordered . . . and what I received . . ."

BROWNE, freight rate department, was
"treated" with the arrival of a bouncing
baby daughter. Nancy Jean is her
name.

DON WILSON married the former Tova
Hollingsworth at a candlelight cere-
mony at Grace Presbyterian Church in
Daly City. Among those WP friends
attending were BOB KOSTNER, FRANK
MCKINNON, JAMES FERROL, HORACE
LOHMEYER, BOB HANSON, RON QUINT
and JOHNNY SUMMERFIELD.

ROSE DUMONT was welcomed into
the chief special agent's department
last month, replacing LILLIAN BULGA-
RELLI who recently resigned.

Two more weddings, involving en-
gineering department employees, took
place in November. DONALD E. GAL-
LUP, junior draftsman, and BETTY JEAN
MCCAULEY, traffic department, were



Dick Beltz, office manager, left, and John Noah, chief pass clerk, right, present Assistant Engineer A. A. "Gus" Kramm with one of the first WP meritorious passes for 1954-55. One of our oldest employees, Gus joined WP as a stakeman back in 1908, when rail was laid at Stockton.

married at Richmond on the 21st; and MICHAEL KUNTZ, engineering aide, and Denise Nolf, were married November 7 at St. Peters Church in San Francisco. Michael is the son of HELEN KUNTZ of the industrial department.

Merry Christmas to all from the employees at general office!

Latest WP freight advertisement features Cushion Underframe Box Cars—another Western Pacific FIRST!

LOS ANGELES

Frank Sell

Season's Greetings

Standing :

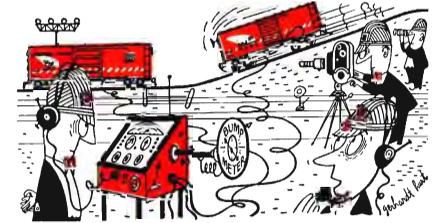
W. B. COOK, R. W. ROUSE, C. J. FISHER, F. A. SELL, E. R. MILLFELT.

Sitting :

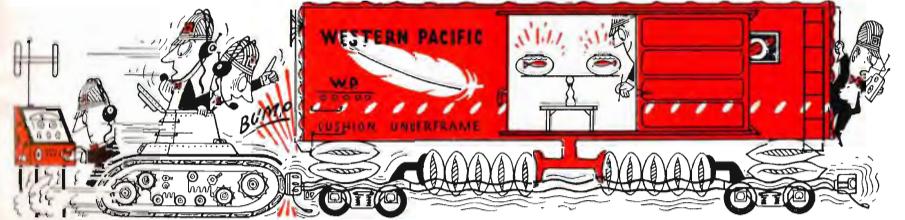
J. F. HAMER, LILLIAN STEBBINS, BERNIECE HOPKINS, DORIS WEST, WILBUR WEST.



Another WESTERN PACIFIC FIRST



Western Pacific, the pioneering railroad that introduced Compartmentizer Box Cars, has for many months been testing another startling innovation in scientific freight handling—Pullman-Standard's Cushion Underframe Car.



The Cushion Underframe Car is designed to prevent damage to even the most fragile shipments. Here's how it's done: an impact, or sudden "pull," at either end of this car is absorbed by the unique

"floating," cushioning unit between the underframe and the car's body. Unusual shocks received during switching operations are not transmitted to the car's body and thus cannot damage the car's contents.



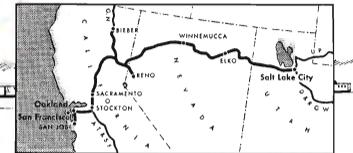
The two cars Western Pacific has been testing under actual operating conditions are coming through with flying colors. Shippers report that even the most fragile merchandise carried in Cushion Underframe Cars arrives in perfect condition.



WP is convinced that Cushion Underframe Cars will prove a great asset to the entire railroad industry. It has therefore just ordered ten more cars so that additional shippers can take part in these tests and can learn at first-hand of the car's many advantages.



WP is the first railroad to buy Cushion Underframe Box Cars!



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RAILROAD LINES



Chicago & Northwestern has extended its truck-trailer-on-flat-car "piggy-back" operations from Chicago to Omaha and from Chicago to Minneapolis and St. Paul.

Completely redesigned cars are going back into service on Northern Pacific's "North Coast Limited" between Chicago and Seattle as part of a current \$7.5-million passenger train improvement program.

Union Pacific wins annual Socrates award by Transportation Ad Views of New York for excellence of its newspaper advertising based on a competition between North American rail, air and bus transportation companies.

Great Northern orders three dome coaches and one full length dome sleeper for their Empire Builder trains.

New York Central's "Twentieth Century Limiteds" now equipped with radio-telephone service for passengers traveling between New York and Chicago.

The Katy, Cottonbelt and Texas-Mexican railroads received E. H. Harriman Memorial Gold Medals for top 1952 safety records in railroad Groups A, B and C.

Rock Island cuts nine hours from the "Imperial's" run between Chicago and Los Angeles.

Santa Fe installs coin-operated Lunch-O-Mat coffee and sandwich service in new train operation between El Paso and Albuquerque.