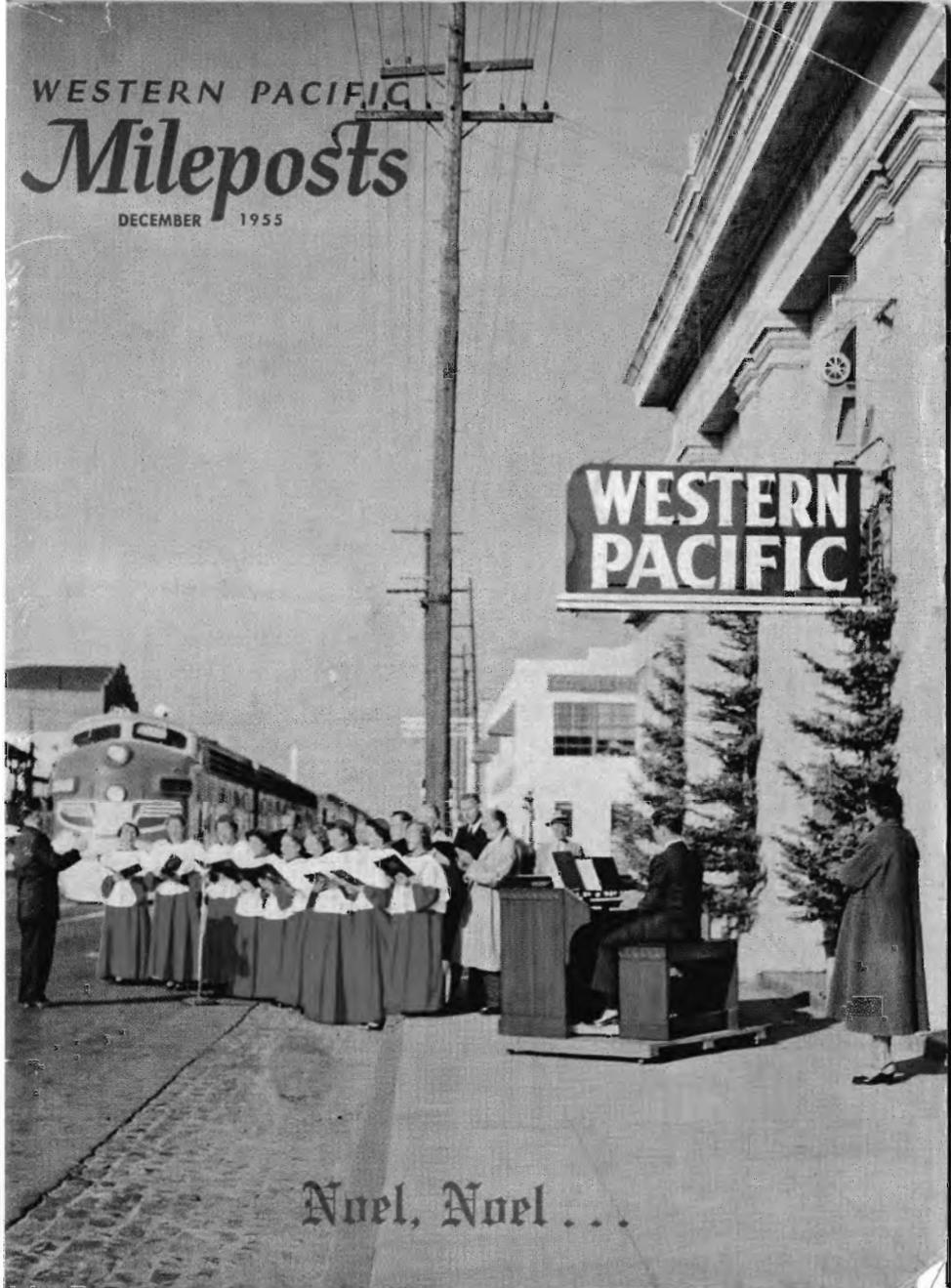


WESTERN PACIFIC
Mileposts

DECEMBER 1955

WESTERN
PACIFIC

Noel, Noel . . .



Merry Christmas

FELLOW MEMBERS OF THE
WESTERN PACIFIC FAMILY:

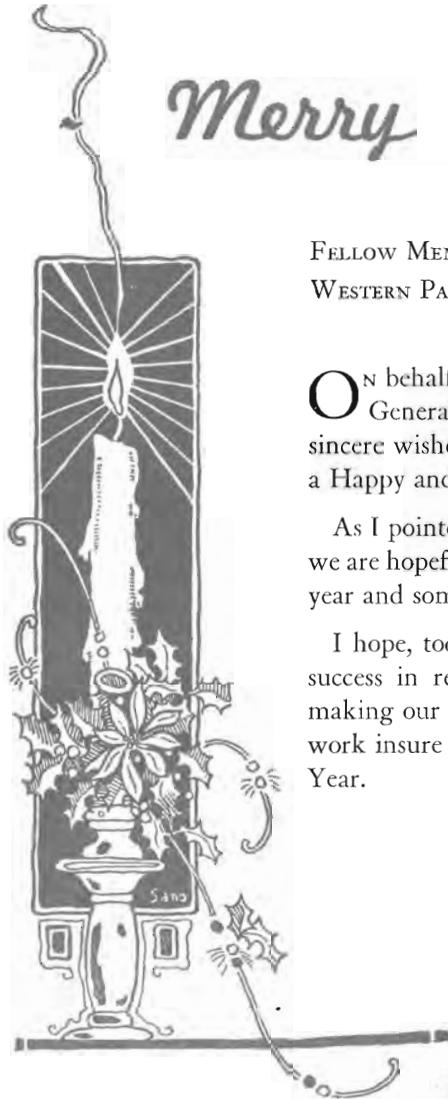
ON behalf of the Board of Directors and our General Officers, may I express our most sincere wishes for a very Merry Christmas and a Happy and Prosperous New Year in 1956.

As I pointed out in "Operation Nosebag III," we are hopeful that 1956 will be a very favorable year and somewhat better than 1955.

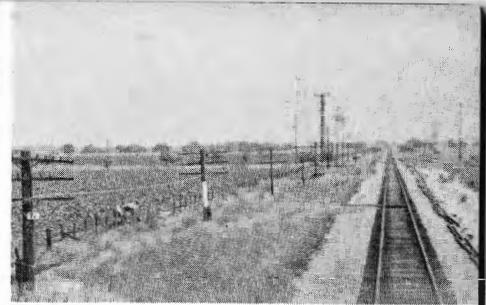
I hope, too, that in 1956 we will have more success in reducing personal injuries, and by making our railroad a safer and better place to work insure that it will truly be a Happy New Year.

Most sincerely,

F. J. Whitman



WESTERN PACIFIC Mileposts



Vol. VII, No. 5

DECEMBER, 1955

*Milepost No. 77

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
International Council of Industrial Editors
Northern California Industrial Editors' Association*

* Milepost No. 77: A fireman's view from the cab about 1½ miles east of Rhodes. Many produce growers are located in this area.

COVER

Carols by Western Pacific's choral group make a pleasant departure at Oakland each morning during Christmas week for eastbound California Zephyr passengers.



DECEMBER, 1955

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Cecil Staley, dining car inspector, and Harold Wyman, superintendent of dining cars, went right into the kitchen to see that the food was of the best.

Food to Eat—

Food for Thought

IF not already convinced that Western Pacific will continue to be a leader among railroads, determined to always give its shippers and passengers the best transportation service possible, those who attended the recent Nosebag dinners and heard what President Whitman had to say were reassured of that fact.

Three points brought out by "the boss," which should be welcome news to WP railroaders, were:

(1) "Our view is that 1956 will be a better business year than 1955 . . . it is our view that the present high volume of business activity will continue about as now, and we also think that good business conditions will continue beyond that time, provided the confidence of businessmen and consumers alike remains as now.

(2) "Predictions have been made that by 1965 the population of the United States will have risen 17 per cent above that in 1955 . . . however, these predictions indicate that the rates of increase in the five Western states will be about 49 per cent in Nevada, 42 per cent in California, 31 per cent in Oregon, 25 per cent in Washington, and 20 per cent in Utah. The effect of these immense increases in population will, in our view, exert a terrific pressure to expand our economy here in the West. Demands for



" . . . it takes the co-operative effort of all of us working intelligently and hard if our performance is to be of the best . . . "

OPERATION NOSEBAG III



"The boss" met everyone at the door.

At Elko everyone stood to sing "Happy Birthday" to Denver Johnstone, general chairman (IBEW), shown facing the camera. Jean Teaverbaugh, general chairman (RPU) stands at the right.



At Oroville the press met "the boss" on arrival.

housing, for goods of all kinds, should serve as a basis for a substantial increase in business activity. We hope and expect that our railroad will share in that increased business activity to the extent of considerably increased freight business.

(3) "Since 1953 our program for industrial development has been diligently pursued and it is beginning to pay off in increased freight business. Our company and its subsidiaries have purchased in the past two years about 2,417 acres at a cost of over \$4 million. As a result of this program a good many new industries have been located on the property.

"Tips as to prospective plants come from all sources," the president said, "and any prospects which may come to your attention should be referred to our freight traffic agents, our industrial department, or to your own immediate supervisor."

Other important developments pointed out in the president's talk



The Salt Lake City dinner.

referred to our passenger and piggy-back service.

"The brightest spot in our passenger picture is the fact that the *California Zephyr* has continued to make excellent public relations for the Western Pacific," he said. "No one knows better than those who work in and around the *Zephyr* how much their efforts contribute towards creating a more favorable name for Western Pacific.

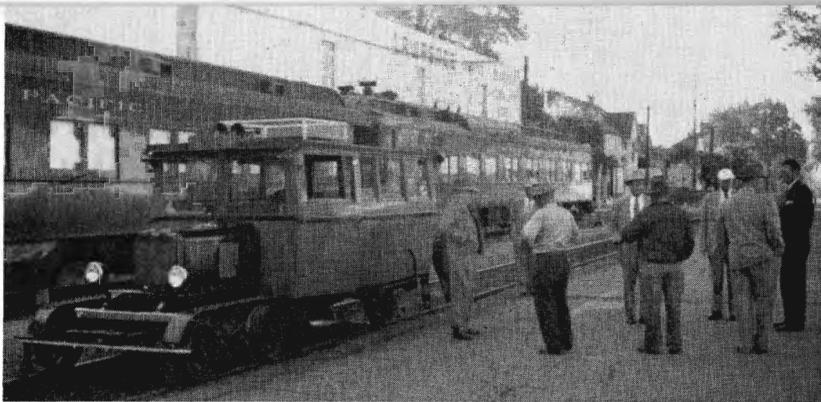
"Nineteen Fifty-five saw the entrance of Western Pacific into piggy-back service jointly with Santa Fe and Great Northern, and during 1956 we expect to investigate the possibility of establishing piggyback service with our connecting railroads to the East."

With regard to management's employee relations program "the boss" stated three years ago at Operation Nosebag II that "management's objec-

(Continued on Page 13)

Orchids were presented to each lady.





The bosses spent their time between dinners inspecting the line and in meetings aboard a business car. Here, they are about to leave Sacramento for Oroville aboard a motor car.



Oroville dinner, above.

The "Nosebag Special" picked up employees beyond Wendover for the dinner at Salt Lake.



Oakland employees dined at the Scottish Rite Auditorium.





As evidenced by these laughs, a couple of good jokes proved "the boss" is a regular guy.

Dinner at San Francisco.



The San Jose crowd was interested in hearing about WP service to the Milpitas Ford plant.

A chance to sing always interests "the boss." Favorite? "I've Been Workin' on the Railroad."



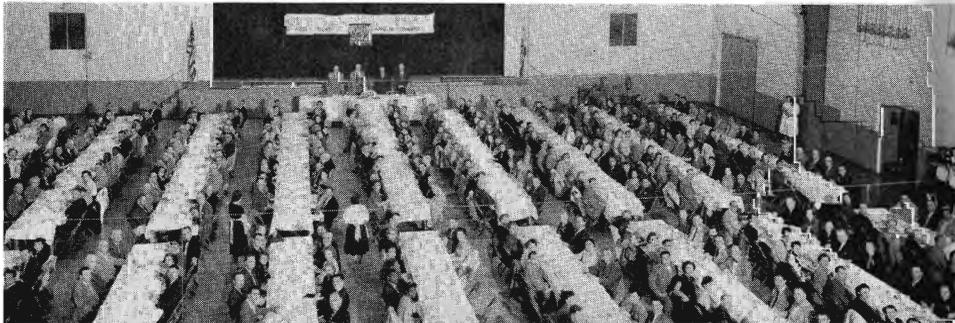


The Stockton dinner was held at the Municipal Auditorium.

At Portola, H. C. Munson, Trainmaster V. H. Edwards, F. B. Whitman, and C. L. Droit, corporate secretary and WP's oldest employee in years of service, sat at the head table.



The Sacramento dinner was held at Governor's Hall on the State Fairgrounds.



tive was to establish and maintain a satisfied work force consisting of people who are well qualified in their respective fields of endeavor, capable of advancement, and who turn in the best job they are able to do because they themselves want to." At Operation Nosebag III, Whitman added, "I feel we have made progress along these lines. The very fact that we have received numerous helpful suggestions from many employees is an indication that you are interested in seeing that the company moves forward. This railroad cannot be run by any one man, or by any small group of employees. It takes the cooperative effort of all of us working intelligently and hard if our performance is to be of the best.

"One of our advertising slogans which has appeared nationally says: 'personal service makes the difference' . . . another — 'nothing is too much trouble.' Both of these typify numerous actions in the past by you and other employees and it is this type of service which creates in the minds of our customers the impression that we really do want their business."

WHITMAN also told of the many purchases of new equipment and improvement to the property, all of which are designed to improve Western Pacific service, retain and interest more shippers and passengers to use our railroad, all of which adds up to making Western Pacific a better company for which to work.

Among the various general chairmen and other labor organization representatives who attended some or all of the dinners were: Harold Branting

(F&O); C. O. Davis (IBBDF&H); Frank James (BRC); D. T. Johnstone, (IBEW); E. P. Murphy (ORT); Beecher Rintoul (ARMWS); R. T. Ronan (ARSA); Reinhold Schmidt (RYA); and Jean Teaverbaugh (RPU).

Whitman stated that a few general chairmen declined to endorse Operation Nosebag III, stating that they had been dissatisfied with the treatment of

certain matters in negotiation between the organizations they represent and the management. "At our previous meetings I have said, and I will reiterate, that it is our view that the general chairmen are doing a good job in their dealings with the management on labor



President Whitman

matters. We know that they have fought hard for the concessions they feel the management should make.

HONEST DIFFERENCES

"Speaking for the management, I will say again that we try to be fair and just in our dealings with the general chairmen. As long as we continue to have labor agreements—and certainly everything points to our having them for many, many years to come—it is our feeling that there will always be honest differences between the management and the organizations as to the merit of claims and grievances which are presented. When honest differences exist there are established procedures for disposing of them. We expect to do our part in following the prescribed procedures so that disagreements may be settled without interruptions of service.

"Certainly the management cannot be expected to concede to every demand labor organizations may present.

Management does, however, try to give careful consideration to each demand, and for those which it feels have merit, endeavors to find a reasonable solution. The measurement of success of labor-management relationships on the property must of necessity be measured in this light.

"The management will continue to recognize its obligations to be fair, just and reasonable in its dealings with the organizations, but labor and management must be ever mindful of the obligation to the stockholders and the public to operate the railroad efficiently and economically."

At each of the ten dinners Vice-President and General Manager H. C. Munson preceded "the boss" in a talk which, after pointing out the disappointing safety record during 1955, told of plans for 1956 which should help to lower the number of personal injuries. He also appealed to the wives and asked for their cooperation in reminding their husbands to be careful while on the job and while traveling to and from their work.

Probably one of the most enlightening facts brought out by Munson, and

contrary to the previous beliefs of some, was the reduction in the number of discipline cases in which transportation employees were involved. "Comparing 1955 with the average for each year between 1946 and 1948," he stated, "the number of cases in which demerits were issued declined 77 per cent, and the number of dismissals declined 78 per cent."



H. C. Munson, VP&GM

Munson also told those attending the dinners about the progress being made along the railroad pertaining to improvements to the road-bed and operating facilities and equipment, including the 35 new all-steel cabooses of the most modern construction to be delivered prior to the end of this year.

In closing each dinner, President Whitman was heard to say, "This meeting gives me the chance to say that the management wishes to commend Western Pacific employees for doing a good job in their respective fields of endeavor and with the help of all of us let us hope that our progress is swift, rapid and sure. Thank you all for coming, and I hope to see you again soon."

"Iron Reindeer"

The nation's railroads this year will deliver between December 1 and Christmas Day nearly 5½ billion pieces of mail, according to the Association of American Railroads.

The Post Office Department expects that at least this number of packages, greeting cards and letters traveling between cities during the 25-day period

will reach their destination via rail. This means the railroads must transport daily an average of more than 210 million pieces—which is equivalent to more than 59,000 60-foot mail cars that would make up a solid train extending nearly the distance between Sacramento and Salt Lake City. The capacity of a mail car averages 900 bags.

Crusade Train Big Aid

"Dear Mr. Kneiss:

"Many, many thanks to you and the Western Pacific for helping us stage what was probably the best special event of this year's campaign. I know that you folks at Western Pacific made the most important contribution to this event by providing not only the train but the crew, too, and we very much appreciate it.

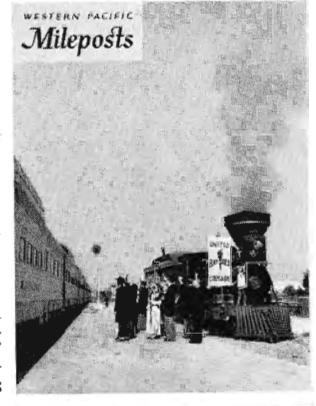
"All of our officers; from Peter Howard and Robley Flynn on down, felt that the trip did a very good job for the Crusade, and was an enjoyable event for them personally.

"George Ross of the *Oakland Tribune* estimated that ten thousand people saw or heard us along the way. Of course, many others saw the film on television Monday night, and the picture spreads in the *Oakland Tribune* and other newspapers. In addition to this, our slides turned out very well and you will be happy to know that we are exhibiting them, along with slides of other Crusade events taken during the year, at the American Society of Public Relations meeting in Los Angeles, at the Community Chests and Councils meeting in Detroit, and other such gatherings throughout the year.

"The film taken of the train we would like to present to you for your files after our staff and Public Relations Cabinet have had the opportunity of seeing it. I will also be glad to show you the slides, and any copies that you would like we would be glad to have duplicates made.

"Again, many, many thanks for all of your assistance. We are eager to repeat the stunt another year.

Cordially,
Richard C. Trudeau
Public Relations Director
United Bay Area Crusade"



Mary Edith Keddie

Mary Edith Keddie, last surviving daughter of Arthur W. Keddie, engineer of Western Pacific construction fame, passed away in Oakland on October 25. Notice of Miss Keddie's death was given MILEPOSTS by her niece, Margaret P. Cronin, wife of Engineer E. E. Cronin, of Portola.

Miss Keddie was 74 years of age and widely known by early-day employees of Western Pacific. She was a registered nurse and a World War I veteran. Interment was held at the Golden Gate National Cemetery, San Bruno, with full military honors.

Other survivors are a grandniece and grandnephew, Helen Edith Cronin and Arthur Keddie Cronin.

The sending of Christmas Cards seems to be strictly an Anglo-Saxon custom. As far back as the reign of Queen Anne, British children wrote Christmas pieces for relatives, but the first Holiday greetings, as we know them, were sent in 1845 by W. C. Dobson, one of Queen Victoria's favorite printers.

WP WILL REMEMBER

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

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:

Theodore E. Claypool, machinist helper, Oroville.

Edgar J. Coon, car inspector, Oakland.

Edward Delahoussay, waiter, Oakland.

Frank B. Edgerton, Tidewater

Southern locomotive engineer, Stockton.

Constantinus N. Koutoulas, carman, Sacramento.

Burnie J. Newport, locomotive fireman, Oakland.

Joseph C. Obenchain, Sacramento Northern conductor, Sacramento.

Charles A. Rhodes, Sacramento Northern agent, Sutter.

Allan M. Smith, machinist, Oroville.

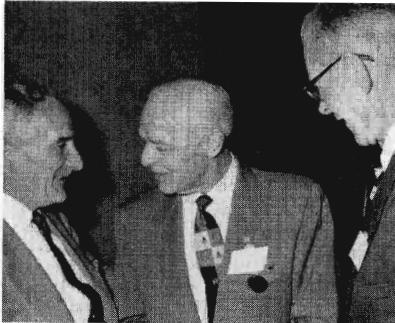
David E. Somers, clerk, San Francisco.

Nick F. Stenovich, car inspector, Elko.

End 130 Years' Service

Three old-timers put aside for the last time in October a pencil, a spike maul and a book of rules. This marked finis to 130 years of diversified Western Pacific service.

Earl S. Bentz, head traveling auditor, was born at Canton, Kansas on October



Earl Bentz, center, talks with Jim Hickey and Bill Rowberry at Bentz' retirement dinner.

10, 1890. He spent his youth at Woodland, California, where he graduated from high school with a reputation of being a veritable grizzly bear in his favorite sport—football.

He was first hired by the Northern Electric Railway Company, a predecessor of the Sacramento Northern, in January, 1913, as a clerk. After holding down various clerical positions at Colusa, Chico, Oroville, and Yuba City, he became a telegrapher in October, 1916. He returned to cashiering and finally became agent at Sutter.

Earl was allured by far-off places, which caused his resignation with frequent return to railroad service prior to October, 1923, which is the date of his continuous service record. He delights in recalling his ticket-selling experiences during the 1915 World's Fair and can tell you that ticket sales in those days did not amount just to a few

hundred dollars. They ran into thousand-dollar brackets and the receipts were in gold and silver coin.

The "briefcase bandit," as Earl is affectionately known by station forces, continued in SN service until April 1, 1929, when he joined WP as traveling auditor. In recognition of long, faithful and outstanding service he was promoted to head traveling auditor on September 1, 1950, a position created for him.

On the night of October 19, 51 friends, fellow workers and their wives were present at the Leopard Cafe to honor and extend best wishes for a



Trainmaster Bob Madsen extends best wishes to Mike Korojohn, seated next to Mrs. Korojohn, and Assistant Superintendent John J. McNally in the patio chairs received from employees.

long and happy life. He was presented with a portable Hallicrafter all-band radio with an ear phone set, a portable typewriter, a one-hundred dollar bill and 15 silver dollars. Many telegrams and testimonials were received from those who were unable to attend the dinner. The entire program was tape recorded and presented to Earl.

* * *

Section Foreman Mike Korojohn wound up his WP career after 40 years of service, 31 of which were spent at

Oroville. A native of Megra, Greece, Mike came to the United States in October, 1907 and found employment with the Union Pacific as a laborer at Granger, Wyoming. He was later employed on a steel gang for the Oregon Shore Line, worked on the construction of the Aspen Tunnel in Wyoming and in 1911 went to work as section foreman on the D&RG.

Mike came to WP in March, 1912, as a section hand and on June 20, 1912, was made section foreman at Carlin, Nevada. He left the railroad in June, 1914, to take up a homestead at La-Moille, Nevada, but returned to the WP in September, 1923. He was section foreman at Keddie for a short time before coming to Oroville.

Mike was given a send-off party by fellow employees at Oroville yard on October 31. Coffee and doughnuts were served and he was presented with several patio chairs for his lovely new home on Olive Highway where Mike intends to enjoy his retirement.

In a card of thanks sent to MILEPOSTS, Mike said: "I wish to thank all my good friends and fellow employees for the patio chairs and other gifts presented to me at the retirement party. Also, for the good coffee and doughnuts."

* * *

When W. E. Meyers made his last run as engineer on the *California Zephyr* on October 29, he was the number one employee in years of service on the Western Pacific, a service which began on August 2, 1909.

Elmer was born at Rocklin, California on October 10, 1890. His dad at that time was an engineer on the SP running between Rocklin and Truckee. Because of the ARU strike, the family moved to Stockton in 1894 where his dad worked on the old San Joaquin

Valley line, later taken over by the Santa Fe. Elmer's grandparents all came to California in covered wagons and records show they were among the first 5,000 to settle here.

Elmer finished school at Richmond in 1904 and went to work for the Standard Oil Company as apprentice in the laboratory. Bitten by the railroad bug he was made the official day call boy on the Santa Fe on January 15, 1905. His dad was overtaken with ranch fever in 1907 and left the Santa Fe to move to a ranch in Mendocino County. Times were hard in 1907 and Elmer hired out on the Northwestern Pacific. Forced to sell the ranch, they read a story about the Western Pacific. His dad hired out in 1908 and got Elmer a job in 1909.

Elmer's first assignment was with Engineer Charlie Bevington, hauling gravel near Pleasant Grove. Leaving South Sacramento with 40 cars of gravel they had to run like a scared deer through Sacramento in order to make the hill. When passenger service

Greeting Elmer (in white cap) at Oakland Pier were retired engineers Harry Jones, Bill Metzger; Engineers Al Vrismo and Dick Stansberry (Local Chairman BLE) with retirement gifts; C. L. Droit, corporate secretary; and Road Foreman Norman Roberts, who accompanied Elmer on his last run from Oroville.



was inaugurated in 1910 he bid in on the run between Portola and Gerlach and spent the next 20 years living at Portola. He was promoted to engineer in 1916 and was made road foreman in 1927. When construction of the Keddie-Bieber line began in 1931 he resigned to run an engine under Glen Curtis who was in charge on the new line.

Many interesting incidents occurred during Elmer's service and to mention all would fill a book. The most outstanding, Elmer recalls, was while making a trip down the canyon to Oroville. "After engine inspection at Keddie a young lady came to the engine and said that Extra Gang Foreman Jim Slattery's children were sick and asked if she could ride to Paxton so she could help take care of the children. It was against the rules but I let her ride the Mallet for which I received 30 demerits, which were later removed. Miss Charlebois, daughter of Roadmaster Charlebois and sister of Dave Charlebois, now assistant division engineer, left the engine at the outfit cars and we proceeded. While making a curve at the west end of the Twain siding, the sixth car behind the engine jumped the track and 15 cars behind followed. While looking over the derailed cars I discovered a man who had been riding one of the coal cars with a grab iron wrapped around one leg and the foot severed at the ankle. It took an hour to unload five or six tons of coal and with a hammer and chisel the crew freed the grab iron and carried the man to the engine. We left Twain with the engine and five cars. On arrival at Belden the order board was out and after we stopped a man came running down the hill and warned us someone was 'throwing lead' up above. A minute later a little



The annual Oakland Retirement Party this year honored, back row, H. R. Kelley, mechanic; F. F. Hillgrove, car inspector; A. Curtzweiler, chief engineer Tug Humaconna; G. D. Keyes, agent, San Jose; J. Nichols, switchman; J. W. Wilkinson, section foreman, Hayward; B. J. Newport, fireman; J. M. Huff, mechanic; Harry Jones, engineer; J. B. Egan, roundhouse foreman; and seated at left, Elmer Meyers, engineer. Others at head table from left are: H. C. Munson; F. B. Whitman; G. W. Curtis; E. T. Cuyler; H. E. Stapp; and F. R. Woolford.

short, fat Finn came tearing down the hill with a six-shooter in each hand, firing in all directions. Fortunately he fell and the head brakeman, Jimmie Jenner (Paul Jenner's brother), grabbed one gun and I the other. We went up the hill to the old Riverside Hotel and found two gamblers on the floor with bullet wounds. They were put on the engine and we proceeded to Oroville. Both gamblers died the next morning but made dying statements that they were robbing the Finn when he shot them. Lots of excitement on that run.

"In retiring, I have many things to be thankful for. I belong to the Engineers' organization, am a member of the Masonic Order, past Director of the General Chairmen's Association, and past Director of the San Pablo Yacht Club. I have a lovely wife who has two lovely daughters. My oldest son is an engineer at Portola and the youngest is master mechanic for the Feather River Lumber Company at Feather Falls. My daughter is secretary to two prominent

attorneys in San Francisco. I also have two sisters living in Oakland and Piedmont.

"My plans for the future include painting and landscaping my Orinda home, fishing and hunting my old favorite Plumas County streams and lakes, brushing up on my celestial navigation study, and gardening. I have tentative plans for a trip to the Galapagos Islands where the fish are big and plentiful, and a trip up the inland passage to Alaska.

"In conclusion I wish to say that I don't think there is any railroad in the country that has as fine a group of employees or as fine and capable officers as there are on the WP and I have enjoyed working with all of them. In retiring, I have turned in my book of rules and substituted for it the *Anglers Guide*, edited by the Fishing Fool of Oakland."

Elmer was presented with a plaque on leaving Oroville and was met by old friends at Oakland Pier and presented with other gifts.

A Strange Christmas-New Year Greeting

Happy Holidays! . . . and may you live through them. If that sounds rather strange as a Christmas - New Year greeting . . . here's why:

The Automobile Club of America has called attention to the fact that during the 1954 year-end holidays 665 people lost their lives in automobile accidents. It is an ironic, but tragic, fact that many of the victims died while on their way home from various Yuletide festivities: office or factory parties, hotel and nightclub revelries, and private home celebrations.

Why did they die? Well, according to safety authorities, many of these people perished "as a result of excessive drinking at such festivities."

As the Automobile Club points out, not all the party victims had been drinking. Some died after being struck by cars driven by revelers—who had been drinking. It makes little difference. Death plays no favorites.

The point of all this, of course, is to avoid a repetition of this terrible holiday highway toll this year. Six hundred and sixty-five deaths are much too many for a season that should be the happiest of the year.

This year, then, let's be a little more careful of our lives—and other people's. If you attend any company Christmas-New Year festivities, or any other festivities, keep these admonitions of the Automobile Club of America in mind:

1. Don't drive if you drink—and don't drink if you plan to drive. Go home after the festivities by bus or taxi

(Editor's Note: or by train)—your life is certainly worth the price.

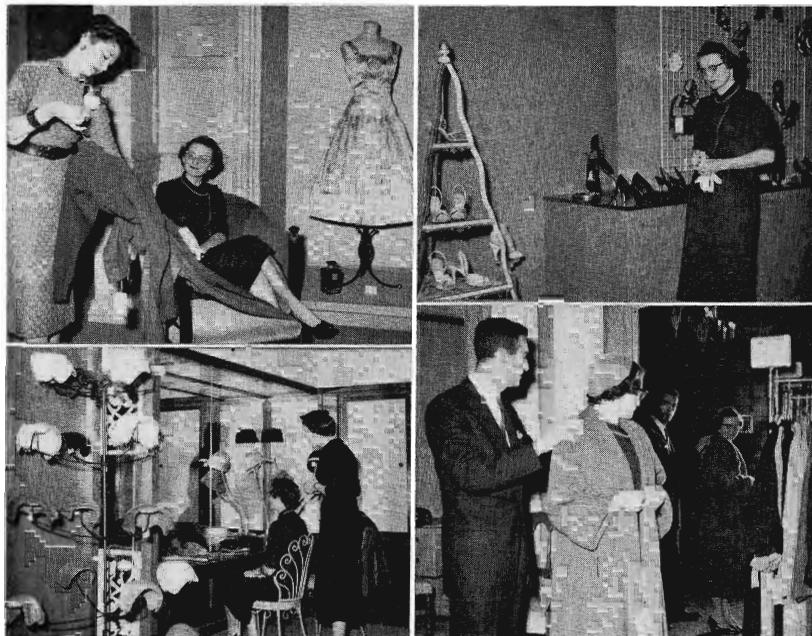
2. Let the traditional one-for-the-road drink be coffee—strong and black. Coffee won't make an intoxicated person sober, but it is generally accepted as having a sobering effect. If you haven't been drinking, the mild stimulation of coffee will do much to combat the usual holiday fatigue and make you alert.

3. If you must drive, make it a rule never to exceed a speed of 20 miles an hour in the city and 35 on the highway.

4. Be sure your car is lit up, even though you aren't. And stay on the right side of the road—let the other fellow do the passing.

Again, now, may we wish you Happy Holidays—and safe ones.

A. H. Jenner



A \$250 Shopping Tour

What woman wouldn't love to go on a shopping spree for a complete new outfit, especially so when someone else pays the bill?

Just such an occasion was enjoyed last month by Mrs. Robert E. Stansberry, made possible by her husband, Locomotive Engineer Bob Stansberry, who invested in a recent Western Pacific Employee Activity Fund.

Mrs. Stansberry was escorted to H. Liebes and Company, one of San Francisco's nicer stores, by Personnel Assistant Frank Rauwolf, who informed her she could pick out a complete ensemble consisting of hat, gloves, shoes, bag, dress, and coat.

The lucky lady is shown above making her selections.



"A round trip, please!"

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees who will receive Service Pin Awards during the month of December, 1955:

40-YEAR PINS

C. Alva Fisher.....Clerk.....Western Division
Edna E. Scott.....Telegrapher.....Western Division

35-YEAR PINS

Mason P. Gordon, Sr.....Clerk.....Western Division
John Smith.....Locomotive Engineer.....Eastern Division

30-YEAR PINS

Harrison Gibson.....Transfer Table Operator.....Mechanical Dept.
John D. Gordon.....Telegrapher.....Western Division
Thomas F. Griffiths.....Locomotive Engineer.....Eastern Division
John P. Hamilton.....Locomotive Engineer.....Western Division
Raymond W. Pierce.....Locomotive Engineer.....Western Division

25-YEAR PINS

Frank Goncalves, Jr.....Machinist.....Mechanical Dept.
Valter A. Martin.....Locomotive Engineer.....Eastern Division

20-YEAR PINS

Charles M. Beem.....Yardmaster.....Eastern Division
William H. Lucas.....Conductor.....Eastern Division
Odes E. Lyles.....Locomotive Engineer.....Western Division
Elwin L. McCann.....District Special Agent-Claim Agent.....Oroville
Thomas Pinkham.....Check Clerk.....Store Dept.
Elmer E. Schwyhart.....Machinist.....Mechanical Dept.

15-YEAR PINS

William A. Bergman.....Special Agent-Claim Adjuster.....Oakland
Elizabeth G. Engel.....Secretary to Assistant to General Manager.....San Francisco
Paul Glover.....Switchman.....Western Division
Frederick G. Hardwick.....Agent-Telegrapher.....Western Division
Joseph Hayes.....Marine Fireman.....Western Division
Merlin C. Higley.....Section Foreman.....Eastern Division
Donald MacDonald.....Division Lineman.....Communications Dept.
Stephen L. Leary.....Locomotive Engineer.....Western Division
Bernard C. O'Keefe.....Assistant Agent.....San Jose
Manuel V. Peralta.....Section Laborer.....Eastern Division
Ernest I. Phelan.....Locomotive Engineer.....Western Division

10-YEAR PINS

Rowland C. Boothroyd.....Key Punch Operator.....San Francisco
Damaso G. Cartagena.....Clerk.....Western Division
Monica E. Chambers.....Typist-Clerk.....San Francisco
John W. Charles.....Cook.....Dining Car Dept.
John Davis.....Laborer.....Mechanical Dept.
Lovelder Draper.....Waiter.....Dining Car Dept.
Claude LeRoy Edwards.....Clerk.....Mechanical Dept.
John G. Edwards.....Passenger Traffic Representative.....New York
Martin V. Friske.....Fireman.....Eastern Division
Jefferson L. Gibson.....Carman.....Mechanical Dept.
William E. Ginter.....Clerk.....Western Division
Joseph J. Jiral.....Carman.....Mechanical Dept.
John W. Kendall.....T & T Supervisor.....Communications Dept.
Harold Klein.....Passenger Traffic Representative.....San Francisco
Joseph A. Lombardo.....Revising Clerk.....San Francisco
Herbert R. MacAfee.....Clerk.....Western Division
Ernest Maes.....Carman.....Mechanical Dept.

(Continued on Page 23)

"I Work on the Railroad— And How!"

By Nellie O'Grady
as told to Frank J. Taylor

An article describing the personal experiences of a Zephyrette aboard the *California Zephyr* will reach the newsstands December 27 in the December 31 issue of *The Saturday Evening Post*. And no one could better tell of those experiences than Nellie O'Grady, who has been in Zephyrette service since the inauguration of the train on March 20, 1949.

With her own inimitable Irish wit, Nellie will relate many of the amusing human foibles which she encounters during her runs between Oakland and Chicago.

Pictures taken by a *POST* photographer during one of Nellie's recent trips between Oakland and Chicago will supplement the article.

Nellie is a native of Palo Alto, where she still resides. After graduation from Mercy High School, Burlingame, she completed one year at San Mateo Junior College, followed by three years at St. Joseph's College of Nursing in San Francisco.

She left Dibble General Hospital at Menlo Park as a civilian nurse in April, 1945, to join the U. S. Navy Nurses Corps, from which she was honorably discharged in January, 1947, with the rank of ensign.

Nellie later worked as a special duty

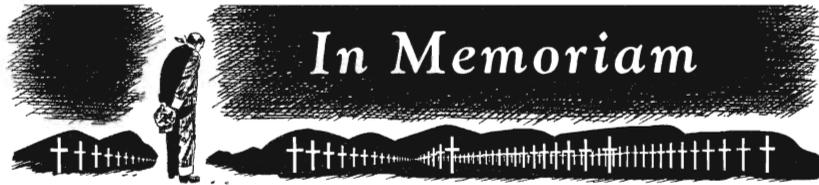
nurse at Palo Alto Hospital and at Payne Whitney Clinic in New York, and did private psychiatric work in Westchester before starting her service as Zephyrette.

When asked how she liked being a Zephyrette after seven years of continuous service, Nellie replied: "I love it. Even with all the trials and tribulations one must experience now and then when serving the public, train travelers are wonderful people and I enjoy being with them. And when you stop to think that I average about 15,000 miles each month, I have traveled over one million miles aboard the *California Zephyr*."

Nellie was thrilled to learn she was selected to tell her experiences for *The Saturday Evening Post*, but said her passengers that day were even more thrilled. "My passengers were so elated that nearly everyone asked me for my autograph and, not only that, but they took nearly all of my name cards which are placed in the racks in each car before each trip! One man and his wife even asked me to send them an autographed copy of the *POST* article."

Such notoriety, though, will never go to Nellie's head—she'll be right back on her next trip out watching over her passengers like a mother hen with its chicks.

| | | |
|--------------------------------|--------------------------------|------------------|
| Irene A. Olsen..... | Typist..... | San Francisco |
| Jose Orozco..... | Section Laborer..... | Eastern Division |
| William F. Paden..... | Asst. Freight Claim Agent..... | San Francisco |
| Paul A. Parks..... | Carman..... | Mechanical Dept. |
| Arthur I. Reichenbach, Jr..... | Telegrapher..... | Western Division |
| George W. Reinhardt..... | Machinist..... | Mechanical Dept. |
| Willard Smith..... | Cook..... | Dining Car Dept. |
| Marvin E. Venable..... | Fireman..... | Eastern Division |
| Catherine Wong..... | Manifest Clerk..... | San Francisco |



In Memoriam

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:

James W. Barnard, retired telegrapher, September 14.

Manuel S. Bettencourt, machinist helper, September 24.

Joseph H. Bitner, retired water service mechanic, August 16.

William H. Carey, B&B helper, September 4.

Fred A. Carpenter, retired Sacramento Northern night watchman and car cleaner, September 1.

Earle D. Carter, retired Sacramento Northern marine engineer, August 23.

John J. Coakley, retired B&B carpenter, August 28.

John P. Diemer, retired telegrapher, October 2.

George E. Fassett, retired motor attendant, September 1.

Mace H. Ford, switchman, October 9.

Charles Freeman, retired T&T engineer, September 15.

Donaciano Hernandez, section laborer, August 6.

Rufus C. Kennedy, locomotive engineer, October 2.

Fred H. Lawrence, retired water service maintainer, August 11.

Tom P. London, retired conductor, September 2.

William D. MacKenzie, retired yard clerk, date unknown.

Dan F. Mulkern, retired assistant extra gang foreman, August 5.

William J. Nelson, locomotive engineer, September 5.

Joseph M. Owens, retired telegrapher, July 23.

Oral M. Poindexter, retired locomotive engineer, September 18.

Arthur W. Quinn, retired mechanical department employee, date unknown.

John K. Simpkins, retired switchman, September 5.

Aubrey Smith, laborer, October 20.

Theodore Steinbach, retired boiler-maker helper, September.

Arthur D. Thatcher, retired chief special agent, October 10.

Kirby Turpin, retired telegrapher, September 15.

Thomas G. Walker, retired carman, September 25.

Glenn Walls, retired locomotive engineer, September 30.

More New Cars Ordered

The purchase of 410 additional freight cars, at an estimated cost of three and three-quarter million dollars, was authorized by Western Pacific's board of directors at its November meeting.

The purchase includes, in addition to box cars, flats and covered hopper cars, 50 insulated 50-foot box cars equipped with Evans D-F loaders, an interior device which prevents damage in transit.



Caboosing

Due to too many commitments which will require more of her personal time, DORIS CAVANAGH has resigned as correspondent at Winnemucca. In winding up her three years as a faithful correspondent, Doris extends best wishes for a bright future for MILEPOSTS.

WINNEMUCCA

L. E. Owen
R. G. Smith

Congratulations and best wishes were extended to "HANK" MENTABERRY, cashier, and Barbara Williams, daughter of Mayor and Mrs. FRANK WILLIAMS of Elko, on their marriage in St. Thomas Aquinas Cathedral in Reno on August 13. Barbara is employed in the business office of the Bell Telephone Company in Winnemucca. Frank works in the Elko roundhouse.

OLLIE and MARY EVANS, telegraphers in Winnemucca, celebrated their 32nd wedding anniversary on October 6.

JIMMY JENISTA has transferred from the track department into the transportation department, working as a student brakeman on the eastern division. JIM JENISTA, SR., is section foreman at Krum.

After nearly five months of hobbling around on crutches, LES NOBLE, water service maintainer, entered St. Joseph's Hospital for further treatment. Les had the misfortune to break a leg while on a fishing trip early in June and the leg is not healing properly.

Late vacationers include WALT

HOLMES, section foreman at East Gerlach; BEN BATTLES, agent at Gerlach; BILL STEPHENSON, first trick telegrapher; J. A. HAMILTON, yardmaster; BILL MANSELL, agent at Red House; JOE MOORE, engineer; and ACE QUIGLEY, fireman, who was a successful moose hunter in Canada.

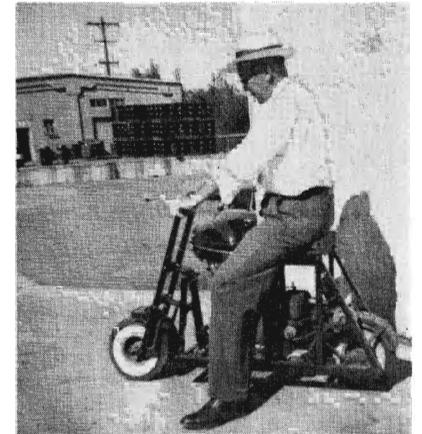
The best of Christmas Greetings from all of us at Winnemucca!



SACRAMENTO STORE

Irene Burton

Congratulations and best wishes to CHARLES REID who slipped away to Carson City on October 10 to wed Jane



H. J. Madison, storekeeper, built the motor scooter on which he is sitting to enable him to make quick store inspections at Sacramento.

Floyd. Charles received a very pretty blanket as a wedding gift on his return to work.

JIM LEE spent most of his vacation looking for "that car." When he found it it was too late to take a trip!

BRUCE STILWELL is on leave of absence because of illness, and we extend greetings to ELAINE MILLER, comptometer operator, who will be working with us during Bruce's absence.

When it comes to fishing our Chief Clerk AL MADAN has the answers. On his first try for salmon he returned with one weighing 32 pounds, which was good enough to get him on a TV program to display his catch.

GEORGIA CHINDAHL and EVELYN RICHARDSON celebrated their birthdays last month which meant our usual cake, coffee and ice cream.



James L. Lee, stock record clerk at Sacramento, receives his 30-year pin from H. J. Madison.

WILBURTA DOYLE is having a bout with the dentist and hopes it will soon be over.

From the Store we send you all a full supply of Holiday Greetings!



OAKLAND

Hazel Petersen

ARNE ANDREASEN recently returned from a visit to the Scandinavian countries. He enjoyed his trip very much and visited many factories and plants, but stayed so long he had to fly home while Mrs. Andreassen returned by boat.

Clerk CHARLES CAVIS and wife, LaVerne, are seeing all the sights in New York for the first time.

HENRY STAPP, assistant superintendent, again vacationed in Southern California where he visited with his daughter, Mrs. Beverly Raglund. Beverly is a professional model and actress.

It was great seeing JOHN NICHOLS, retired switchman. He came from Omaha to attend the retirement dinner given in his honor and in honor of AL CURTZWILER, chief engineer, tug *Humaconna*; JAMES EGAN, roundhouse foreman; FRED HILGROVE, carman; J. H. HUFF, mechanic; HARRY JONES, engineer; H. R. KELLY, mechanic; GEORGE KEYES, agent at San Jose; ELMER MEYERS, engineer; BERNIE NEWPORT, fireman; S. SNODGRASS, carman; ERNIE SOUZA, millman; and J. L. WILKINSON, section foreman at Hayward. E. C. "EASY" MARTIN, "RUSS" DOOLAN, switchmen; and ED COON, carman, were unable to attend.

The dinner, attended by 130, almost broke out in a riot when JOHN NICHOLS announced his hobby was "playing the horses." Quite a guy, John.

Received a card from retired Conductor J. E. FIELDER, who is hospitalized at Veterans Hospital, 13th and Harrison Streets, Oakland. "Tex" would be glad to see any of his old pals.

ART ROKE, interchange clerk, and Mrs. Roke, just returned from a visit to the New England states. They missed the floods but couldn't get to New York City.

We offer our sincere sympathy to CHESTER WIMBERLY and his wife on the loss of their 15-year-old son recently. Also, to GENE GOODRUM and his wife on the loss of their daughter. There is so little one can say to them but so much that one can pray for them.

JAMES DILLON, agent, is on a well-earned vacation. Hope he has that old sparkle in his eye when he returns. If we know the Irish, he will be full of vim, vigor and sassy as ever.

Saw Mrs. TONY DAY at the retirement dinner. She has been ill for the past two years but looked very well and as beautiful as ever. Glad to report news that leans toward the happy side.

A very Merry Christmas and a bright Happy New Year to all!

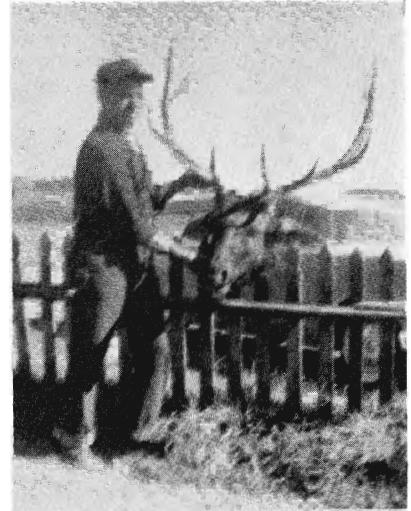


STOCKTON

Elaine Obenshain

We wish speedy recoveries to the following who have been away because of illness: Clerk BARBARA MOFFITT; Brakemen C. WARREN, and W. J. TIEHM who was injured in an auto accident; Mrs. H. W. MILLER, wife of Conductor Miller; and Mrs. A. W. FERGUSON, wife of Conductor Ferguson, who underwent major surgery.

Lucky deer hunters were Machinist BOB TRAVEL who bagged a five-point buck; Carmen ANDY GIANETTI, a four-



Fireman Ernie Mancuso and his elk.

pointer; E. K. WILEY and C. A. WEMMER each three-pointers; and Water Service Helper TRACY MONKS a three-pointer. Fireman ERNIE MANCUSO brought back a 900-pound elk and a four-point deer weighing about 240 pounds from his hunt near Grand Junction, Colorado. It was Ernie's first try at elk.

Our deepest sympathy to retired Roundhouse Foreman OTTO M. BEARD and Engineer K. H. BEARD and families, whose wife and mother passed away at Springdale, Arkansas, October 28, while visiting friends and relatives.

A "Rooters' Special" loaded with about 500 students from Stockton Junior College went to Sacramento for their game with Sacramento Senior High School. The Sacramento "Dragons" won by the score of 14 to 12. The train consisted of 10 cars in one of which the students danced to music by their

school band. They were disappointed in not being able to take along their 1,000-pound bell, but there were no facilities to unload it where they de-trained at Sacramento.

Our sincere sympathy to the families of retired Engineer GLENN WALLS who passed away recently, and Switchman M. H. FORD who was fatally injured in an auto accident near Applegate.

Daughters seem to be in style this month — Cindy LaJean was born to Switchman and Mrs. J. E. WYATT on September 3, and Laurie Michele arrived at the home of Switchman and Mrs. E. B. HAMILTON on October 24.

Clerk H. V. WILLIAMS and husband were called to Nova Scotia by the serious illness of Mr. Williams' father.

Agent and Mrs. A. D. PRATO report they enjoyed a very interesting vacation visiting Las Vegas, Grand Canyon, Old Mexico, Los Angeles and other points en route.

The new heating system recently installed in Stockton yard is proving to be quite an improvement over the old. The employees are looking forward to a much better performance than that given by the old steam radiators.

We are happy to see Switchman A. H. NOURSE back to work after a long absence due to injury.

The WP Stockton Mechanical Department Employees' Amusement Club held a hard-times party at Portuguese Hall on October 29 for members and their guests. A delicious buffet dinner and refreshments were served and dancing was enjoyed. Engineer R. W. TURNER and Mrs. George Schank were awarded prizes for the best costumes and Carman AL DECICERO won the door prize.

Traffic Representative W. A. LINEHAN won first place in the Valley Glass

Flight of the City Golf Championship Tournament and was awarded a trophy and one dozen golf balls.

Merry Christmas and Happy New Year to all of you!



OROVILLE

Helen R. Small

Newcomers to the WP family are Nora Ann, who arrived at the home of Agent and Mrs. E. L. HENSLEY on October 2. Little Deborah Lee came to the Yard Clerk H. E. "BUD" BALDWIN home on September 12.

The Oroville Dormitory is operating under new management. Mr. and Mrs. AL HESS took over on August 1 and they have our best wishes.

Retired Telegrapher E. E. BELL passed away at his home here on October 4 at the age of 84. A native of Kansas, he had lived in Oroville since 1911 with the exception of three years



at Portola. He was a telegrapher from 1911 until 1939 when he retired.

Mrs. Frank Cunha, mother of Hostler Helper CHARLES CUNHA and Mrs. John Fletcher, wife of Conductor JOHN FLETCHER, passed away at her home on October 17.

Car Foreman W. E. MARSH's wife was rushed to the hospital for an emergency operation but Bill reports she is getting along fine.

Signal Maintainer EMORY FIELDS and family have returned to Oroville after being located at Belden for more than a year.

All of us at Oroville extend Christmas Greetings to the entire WP family!



SALT LAKE CITY

J. B. Price

Engineers ROLLA F. HOWELL and NORMAN F. BROWN went to Mt. Nebo for both the regular and the special deer hunt.

Conductor and Mrs. JAMES W. DANIEL went to Montana for their deer hunting and while there helped "Woody's" mother and father celebrate their 35th wedding anniversary.

Conductor DEWARD C. ANDERSON, accompanied by his brothers, enjoyed a successful deer hunt with no snowstorm to spoil their sport this year.

Brakeman BARTY Q. PERKINS and five other "renegades" took off for parts unknown for the hunting season. We hope they just brought home the limit.

Mrs. Floella Sullivan, wife of Brakeman Ed R. SULLIVAN, submitted to major surgery. At last reports she was getting along fine.

Brakeman JAMES T. GAMBLE, unlucky at his first try for deer, is un-

daunted and says he will keep at it until he gets his buck.

Conductor and Mrs. THOMAS E. CROSLY and family made a trip to San Francisco and report a wonderful time.

On September 18 Brakeman and Mrs. KENNETH C. DOUGHERTY became proud parents of a baby boy. The little tyke has been named Kenneth Brig.

Engineers RALPH and FRANK AIELLO, brothers, planned a hunting trip together, but Ralph had to go alone. Frank instead went to the hospital for a sinus treatment. Ralph got his deer and we hope that Frank will be sufficiently recovered to make another try before the season ends.

We hear by the grapevine that Conductor and Mrs. JAMES L. COLLINS visited their son at Menlo Park, California, and became acquainted with the grandchildren. Now figure that one out, Jim!

Fireman JOHN E. FISHER and Brakemen ALVIN W. POWELL and JAMES C. TROLLINGER spent their vacation hunting deer and enjoying some leisure hours at home.

We wish to extend to all WP employees this little greeting:

*"We're sending you this greeting
Right from our hearts, to say
A Very Merry Christmas and
A New Year bright and gay."*



Santa Claus

Santa Claus is the American version of St. Nicholas, the bearded Saint of Europe who, on Christmas Eve, carried a basket of gifts for good children and a bunch of birch rods for the naughty ones. St. Nicholas was transformed into Santa Claus by the Dutch settlers in New Amsterdam, and he became the fat, jolly, rosy-cheeked old fellow he is today.

KEDDIE

Elsie Hagen

Deer season's over, fishing's over, and now we have ducks on the fly and our weather is getting cool and crisp.

CHET GRAHAM, work train shovel engineer, is a patient in the Industrial Hospital, recovering from a back injury.

Our deepest sympathy to the O. M. BEARD family at Stockton, for the loss of their loved one, Mrs. O. M. Beard, who recently passed away.

Brakeman HUGH AUSMUS is sticking out his chest because of another grandson in the family. Mother, his daughter, Mrs. Mel Strong, is doing fine.

Train Desk Clerk WALT HALLSTEAD and his wife, Beverly, have moved to Oroville, where Walt bid in on a job.

ROY BARKSTROM and his wife have moved back to Keddie. He has taken the job of roadmaster's clerk. Former clerk, Mrs. GLADYS FLIPPEN, is on sick leave in New Mexico.

BOB MCILVEEN, road foreman of engines, and his wife returned from a vacation which took them to Los Angeles, Pismo Beach, Santa Cruz and to Bieber. They had a good time in spite of receiving a smashed-in grille on their car when another car backed into them. They did some duck hunting while at Bieber.

RAY CHAPMAN, telephone gang, spent his vacation in Canada. ROUNDHOUSE FOREMAN BENNYHOFF failed to get a deer this year which is very unusual. BILL STUBBLEFIELD, conductor, is spending his vacation close to home and doing a little flying. Other vacationers are BRAKEMEN MATTHEWS and KRAUSE, ENGINEER BOHANON, and FIREMAN OTIS.

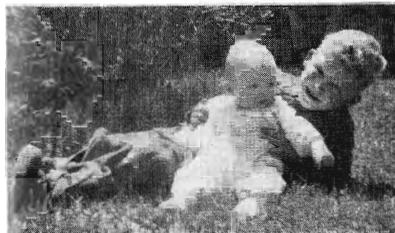
LAUREL FISHER, section foreman, went to San Francisco for a checkup.



David J. Fisher, 10-months-old son of Section Foreman Laurel J. Fisher

Keddie Children

Michael Bohanon, son of Engineer Monty Bohanon.



Top: Mike and Johnny Holt, sons of Engineer Bob Holt.



Center: Pamela Lea, daughter of Engineer C. M. Bancroft, and her pal.

Bottom: Kathryn Filbeck, daughter of Engineer W. C. Filbeck.

W. L. CHAPMAN, roadmaster, attended the Roadmasters' Convention in Chicago and Roadmaster CHET BARRY has a new assistant, JACK JONES.

S. S. TYE, former telegraph operator at Keddie, is now acting agent in Blairsden. J. C. BLISS, signal maintainer, succeeded JACK SAPP who has moved to Elko.

D. B. FULLER is now our third trick operator, replacing TOM BERRY who went to Oroville.

Brakeman Ed Grow has been off for a couple of weeks recovering from a blow to the side of his head by an air hose, but he is getting along fairly well.

JIM DAVIS, traveling carpenter, stopped here while on his way to do some work at Westwood. REINHOLD SCHMIDT, general chairman for the yardmasters, visited with our boys while en route with the Nosebag special.

Our Keddie depot has a new paint job and looks bright and fresh, and a direct telephone wire to Klamath Falls has been installed.

The children of Keddie are having their usual Christmas party in Community Hall. The folk-dancing group will entertain and gifts and candy will be distributed by Santa Claus.

May your Christmas be merry and your New Year filled with happiness!



SACRAMENTO SHOPS

Marcella Schultze

Plans are beginning to take shape for our annual retirement party, and we're hoping to have Boilermaker **JOHNNIE O'BRIEN**, Machinist **LEE GREGORY**, and Carman **GUS KOUTOULAS**, as three of our very honored guests.

Johnnie's retiring after 36 years in the boiler shop with the remarkable record of only five months actual working time lost—and part of that due to the 1922 strike, as Johnnie will tell you!

Lee, with 18 years behind him, leaves quite an active service record: Former General Chairman of the International Association of Machinists, at one time roundhouse foreman at Stockton, and acting superintendent of shops at Sacramento.

Gus, after eight years' service, could hardly wait for his passes to arrive so that he and Mrs. Koutoulas could move lock, stock and barrel back to Arkansas, where their daughter, son-in-law, and 12 grandchildren reside. Gus says: "We're just going to be busy being grandparents."

Was so pleased to again have my office decorated with a huge dahlia from Boilermaker **FRED BIESER**'s garden. Fred raises the most beautiful dahlias—some as large as 10 and 12 inches across—and in multi-colors.

A very proud father, indeed, was Machinist Helper **AL TEIXEIRA**, when he gave his daughter's hand in marriage to Lt. John F. Hall in a beautiful autumn ceremony at the Immaculate Conception Catholic Church. LaVerne and John will reside at the Naval Base in Port Chicago; and we send them our best wishes.

Machinist **DICKIE STADLER**'s gift to

his Mary on their 27th wedding anniversary was an outboard motor for their boat, *Turtle*. Mary and Dickie are inveterate fishers and we're waiting to hear reports of Mary's big salmon catches when they return from their vacation.

We were sorry to learn that Boilermaker **JACK KEANE** was hit by a truck while crossing a street one evening, but luckily injuries were minor and Jack is being released from Sutter Hospital.

Carmen "**FAY**" **TOMLINSON** and **ED EVERS** represented the WP Sacramento Employees' Credit Union at the statewide credit union convention in Los Angeles on November 4, 5 and 6. Fay is vice-president of our credit union, and Ed serves as chairman of the credit committee, as well as being president of the Sacramento Valley Chapter of the California Credit League.

All of us at the Shops hope you have a wonderful Christmas!



CHICAGO

Dan Dutkiewicz

There's good news in Chicago this month. Seems everyone is being promoted. **LEON PAUKSTA**, assistant export clerk, has been assigned the job of export clerk, replacing **BOB SHOUP**. Bob took over **FRED SWEENEY**'s job as chief rate clerk. Cute **PATTI SULLIVAN**, PBX operator, has been given Leon's former job. Wow! What an assistant!

Our newer member, **SHIRLEY MICHALES**, has been promoted to junior clerk and PBX operator, replacing Patti. No sooner had Shirley been appointed than a new arrival was added to our staff. She is **GLORIA STROM**, who hails from Chi-town's great south side. She

replaces Shirley on the mail and file desk.

There are still a few on vacation. **ROSE LUPE**, steno-clerk, recently returned from a vacation spent on good old "back porch U.S.A." **DON BANKS** returned from a tour of the Eastern seaboard, visiting New York City and Washington, D. C. While in New York he took in a couple of Broadway shows.

Speaking of vacations, **CARROLL WILKIE** took a quick trip to Washington, D. C., to pick up his wife and bring her to their new home in Chicago. Originally from the Washington WP office, Carroll has an apartment on the near North side.

We at Chicago send all of you a white, but Merry, Christmas and a Prosperous New Year!



"Oh, before he starts out anywhere he makes sure of a return trip on the Western Pacific."

ELKO

Henry Wallock

We learn that Fireman **PAUL RUSSELL** is out of the hospital but is still in Salt Lake City. Everyone is happy to learn that you are on the road to recovery, Paul.

CLIFF FIELDS, road foreman of engines, went to San Francisco for a medical checkup, and we hope they found nothing serious.

JOHN MURPHY, Elko local chairman for the clerks, has been appointed an assistant to General Chairman **FRANK JAMES** and John will make his home in Sacramento. Good luck, John.

TONY PRIMEAUX, clerk in the Elko office, has taken a year's leave of absence to try his fortune in the insurance business. Good luck, Tony.

LOREN AMES, chief clerk, is back behind his desk again after having been away because of illness. Hope you are feeling real chipper now.

We wish a speedy recovery to **R. H. WOOLVERTON**, laborer, who has been away sick for the past month.

Mr. and Mrs. **J. A. BROWN** attended the wedding of their son, Doctor Robert Brown, to Miss Mary Delanty McDonald at the First Presbyterian Church in Santa Rosa, California, on September 29. Doctor Brown is a resident orthopedic surgeon at Stanford Hospital in San Francisco. Congratulations!

C. R. McFARLANE, roundhouse clerk, has been passing out cigars since the arrival of a new baby boy. Congratulations to you and the Mrs., Mac!

A Merry Christmas and a Happy New Year to all of you from us at Elko!



The custom of giving gifts at Christmas dates back to the bringing of the gifts by the Three Wise Men.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Welcome back to Head Demurrage Clerk BENJAMIN T. MAIER after his long illness. We missed you as well as your bright-colored shirts and gay bow ties.

Claim Clerk CHARLES F. BENINGHOFF is touring the South accompanied by his daughter.

Just because the birthdays of the following employees occur in December we hope they won't be overlooked at Christmas time. Meanwhile we extend sincere birthday greetings to Train Desk Clerk CLAUDE E. FINLEY, December 5; Claim Clerk CHARLES F. BENINGHOFF, December 8; Stenographer-Clerk A. E. ALLISON, December 10; and Head Cashier FRED E. PETERS, December 23.

The best of Holiday Wishes to all WP railroaders from your friends at Sacramento Freight Station!



"Whom shall I say is calling?"

MECHANICAL DEPARTMENT

Rod Rodriguez

Our timekeeping and accounting departments have been in some serious huddles of late and out of them has developed a complete new procedure for computing the time worked by employees in the various crafts. H. A. O'RULLIAN, chief clerk; R. L. KIMBALL, chief timekeeper; PETER DEL MORO, statistical clerk; BILL MITCHELL and DON CARMAN, accountants, have been making trips to the system roundhouses to familiarize our roundhouse clerks with the details of this new procedure.

AFE Accountant STANLEY HEANEY is in the market for a new TV set. Being of a very cautious nature he started inquiring as to what type and make would be the best for him. Stan is now more confused than ever because no two opinions were the same so far as quality is concerned. So far as prices are concerned, Stan says: "I think they see me coming."

Upon leaving his office for a few minutes on November 1, E. T. CUYLER, our chief mechanical officer, returned to surprisedly find the office personnel around his desk on which was a very tasty-looking cake, presented to him to mark his first anniversary as CMO. Everyone congratulated him and came up with a good-natured "gripe" to which he very promptly and in the same good humor gave replies.

JOHN W. BINGHAM, retired AFE accountant, dropped in to say hello and to show off his new 1955 Plymouth. Asked how he was enjoying his retirement, he replied, "This is the life for me." From the looks of him there can be no doubt.

M. W. BROWN, draftsman, is coming along nicely after his treatment by San

Francisco surgeons. We all wish you a complete and speedy recovery.

L. M. MORRIS, master mechanic, proudly waves at us as he cruises by in his recently purchased "Caddie."

Sincere wishes to all WP'ers for a Joyful and Merry Christmas and a Happy and Prosperous New Year!



WENDOVER

Esther Witt

Late, but none the less sincere, are our congratulations to Switchman and Mrs. JACK D. LARSEN, who welcomed little Miss Jean into their home on September 11.

Yard Clerk ANDREW J. NORGAARD spent one week of his vacation visiting an aunt in Idaho and the other week was spent in Elko remodeling his home.

We are all pulling for Telegrapher SHIRLEY F. LEE, wife of Switchman DAN W. LEE, who submitted to major surgery, and hope she is back with us soon.

Waitress IRENE CHARLES was called to Grand Junction, Colorado, where her mother, Mary Fitzgerald, and two sons, Earl and Mark, were injured in an auto accident. Mary was injured quite seriously but the boys received only minor injuries.

Telegrapher FLORENCE E. McCLURE has returned to her position here after quite an absence due to the illness of her son. We're glad to report that he has recovered and she is now back to work.

Telegrapher WILLIAM U. TATE returned to his work in Gerlach after being off due to illness and we're glad to know you are back, Bill.

We're also glad to see Brakeman JOE MENCHENGER back on the job. He was

called to Grand Junction, Colorado, due to the seriousness of his mother's illness.

We wish retiring Chief Traveling Auditor EARL S. BENTZ all the joy, happiness and good health that the years of rest and leisure can bring.

As we again approach the Christmas Season with all its gaiety and gladness, may we still remember the chorus the angels sang in those days so long ago . . . "Glory to God in the Highest and on the Earth Peace and Goodwill to Men."

To each and every one of the Western Pacific family, we wish to extend our Greetings at Christmas and sincere wishes for a Happy New Year!



SAN FRANCISCO

Rita Connolly, Molly Fagan, Lawrence Gerring, Gwen Monds, Carl Rath, Bill Royal, Al Towne, Frank Tufo.

Congratulations to H. C. MUNSON, vice-president and general manager, on his election as a director for 1956 of the San Francisco Chamber of Commerce.

DON HEDGPETH, furloughed passenger reservation and information clerk, served his three years' enlistment in the Army's foreign language division and returned to San Francisco in November with his bride, Sara.

HENRY HOBIE, city ticket agent, is back after a sojourn in St. Joseph's Hospital for a checkup on a series of headaches but as yet the cause has not been determined.

On September 20 a boxer named "BeBe" gave birth to seven little pups, and that same day her master, BOB WELSH, began a railroading career in WP's traffic department.

FRANK J. HOFFMAN, freight traffic,

(Continued on Page 38)

SPORTS



Dewey Holton, above; Mrs. Holton, below.



Duck Dinner, Anyone?

Nice people to invite to dinner are T&T Maintainer and Mrs. Dewey Holton—they bring their own ducks!

The shoot took place at Tule Lake, California, their favorite public shooting grounds, during the first week of November. The Holtons built their own blind from rough lumber, covered with tule, at a rather remote part of the Lake. It must be good enough to fool the ducks, mostly Mallards, because each got the limit.

Mrs. Holton in her blind.



Shops Win 7th Title

The powerful Sacramento Shop softball nine has proved itself to be the winningest team in Western Pacific history, having racked up another championship in 1955, its seventh consecutive title.

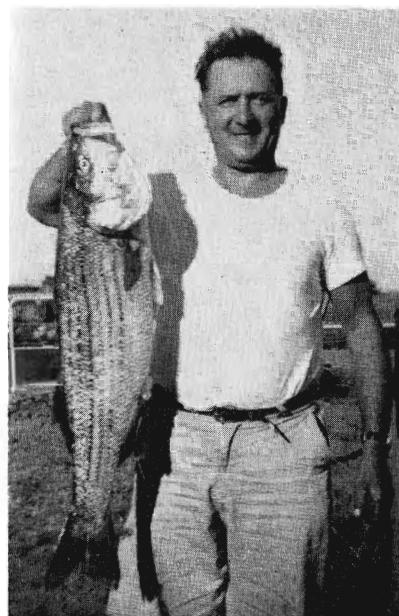
The team in winning its latest crown took 17 of its 19 games. Its victories include wins over the powerful All-Stars of Elko County and the strong College of Pacific nine of Stockton.

Managed by Hy O'Rullian, the team had a batting average of .492, and its roster was dotted with an array of colorful artists. Outstanding was

pitcher Vince Latino who hurled three one-hit games and led the team in the hitting department.

Others who starred at the plate were Sam Vartanian, Bill Simpson and Monte Latino. Tight defensive play was provided by John Latino, Hy O'Rullian and Jim Nally, all of whom played errorless ball during the entire season.

The champions are: John Latino, Monte Latino, Sam Latino, Tony Latino, Vince Latino, Jim Nally, Hy O'Rullian, Bill Simpson, Dick Sybrandy, and Sam Vartanian.



Rudy Engel, GO elevator operator, swears this catch was a 42-lb. striper, but, knowing Rudy, we're apt to think the picture is a faked one.

A Gift
for
Everyone



Christmas
Seals
fight
tuberculosis



Betty Isbell, Zephyrette aboard the *California Zephyr*, is shown in the garden of the Princess Kaiulani Hotel during a recent trip to Hawaii.



Mr. and Mrs. Joe Matson.

spent his vacation visiting his daughter and son-in-law, Mr. and Mrs. O. Brewster, at Portland, Oregon. Frank states the weather was ideal, which did his golf game no harm at all, and he's ready for all challengers, even L. B. "BY" LARSON.

JOE MATSON, assistant rate clerk, Transcontinental Freight Bureau, became a married man on October 15 when he marched down the aisle with Mary Lou Blewett. The service included a nuptial mass at St. Leo's Catholic Church in Oakland. Joe and Mary Lou left after the wedding for two weeks of skiing on Mt. Rainier, Washington. Joe also recently received his license as an ICC practitioner.

ELEN HAMILTON, formerly freight traffic, reported another addition to the family, and JOYCE WILLIAMS, formerly freight traffic, announced the arrival of her first child recently.

On the opposite page is one of Western Pacific's latest advertisements, and one which President Whitman spoke of in his talks during Operation Nosebag III.

W. CLIFFORD EMERSON, transportation Inspector, and his wife, Doris, celebrated their 25th wedding anniversary on Sunday, November 20. The couple received many of their friends at an open house.

We are sorry to learn that HENRY FEGLEY, retired assistant to general manager, suffered a recent heart attack and was confined to St. Joseph's Hospital for a few weeks.

MILEPOSTS lost one of its San Francisco correspondents on November 30, when AL TOWNE, freight traffic department, left Western Pacific to report to Uncle Sam at Fort Ord. Before leaving, traffic department employees presented Al with a leather traveling kit complete with all accessories. Good luck on your new assignment, Al!

Merry Christmas and Happy New Year from the general office staff!



Why is this railer up in the air?

Although F. B. Stratton naturally takes a somewhat dim view of air travel, he has found it's a fast and convincing way to demonstrate the strategic advantages of Western Pacific's many plant sites in Northern California. As head of the railroad's Industrial Development Department, he will gladly take to the air with you to help select a site suited to your specific requirements.

This is, of course, but one example of the personal service you can expect from Mr. Stratton and his staff when

you utilize their intimate knowledge of this area and their long experience solving plant location problems.

For a detailed description of the unexcelled plant sites available on the lines of the Western Pacific, or to arrange for a personal inspection, write to Mr. Frank B. Stratton, Director, Industrial Development, Western Pacific, 526 Mission St., San Francisco 5. All inquiries considered strictly confidential and without obligation.

PERSONAL SERVICE makes the difference!

WESTERN PACIFIC

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RAILROAD LINES



C&EI, L&N, NC&StL, and ACL cut full day off Florida-Chicago perishable schedules.

Boston & Maine to buy Talgo-type train for Boston-Portland, Maine service.

North Western inaugurates two new streamliners, Kate Shelley, day train, and Corn King, overnight train.

Chicago & North Western plans piggyback interchange with ten roads.

New colors for New Haven locomotives and cars are black, white, vermilion-red.

ICC may seek legislation to impose heavy penalties upon those responsible for failure to completely unload cars unless situation improves by voluntary efforts.

Santa Fe using portable dry ice cooling unit to cool piggyback perishables.

Barge operators will benefit, at taxpayers' expense, from new government-built Calumet Sag channel at Chicago. Cost estimated at \$188 million.