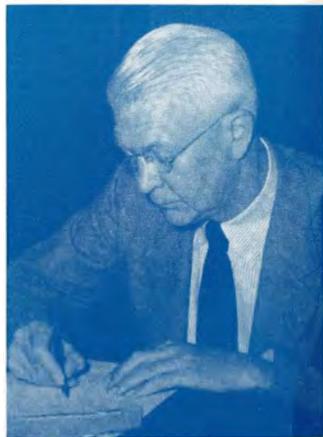


WESTERN PACIFIC
Mileposts
DECEMBER 1958



Best wishes
for a very
Merry Christmas

Merry Christmas



To All Members of the
Western Pacific Family:



he year has been a trying period for many. However, it now appears that with recovery on the way 1959 should be better for all concerned.



he Board of Directors and the General Officers join me in expressing to all members of our Western Pacific Family our very best wishes for a Merry Holiday Season, and a safe, bright and Happy New Year.

Most sincerely, *F. B. Whitman*

Mileposts

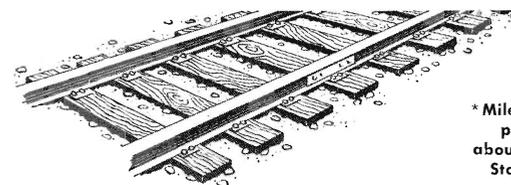
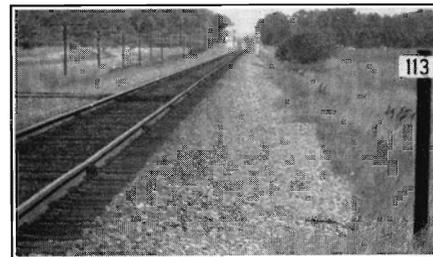
WESTERN PACIFIC

Vol. X, No. 5

DECEMBER, 1958

*Milepost No. 113

Department of Public Relations
WESTERN PACIFIC RAILROAD
SACRAMENTO NORTHERN RY.
TIDEWATER SOUTHERN RY.
526 Mission Street
San Francisco 5, California
Lee "Flash" Sherwood, Editor
A. L. Lloyd, Associate Editor



* Milepost No. 113: Approaching Thornton, about midway between Stockton-Sacramento.

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COVER: This winter scene of the *Exposition Flyer* was taken at Sloat in January, 1949, by the late Fireman A. D. Vogel. The Vista-dome car midway in the train went into California Zephyr service the following March.

DECEMBER, 1958



when Santa leaves
an electric train . . .



he knows very well who it's for!

CHRISTMAS is a wonderful day—when it finally arrives! The family's all together, the tree's trimmed, gifts are wrapped, and the gobbler's turning brown in the oven. Dad finds the morning paper a bit easier to read after he's downed a second cup of coffee. The children — not too surprisingly — are especially well behaved. Even the family pooch, Rusty, seems to sense something's in the air. It's Christmas!

Mom has a million and one things to do. "Better duck out of sight," Dad decides, "because I'll only be in her way." He tosses an extra log on the fire, loads his well-rubbed meersch-chaum Santa left a few years back, and slides into his favorite chair. "Probably be late when I get to bed tonight so might as well catch a couple of winks."

Before Rusty can curl up into a ball at his feet, his head begins to nod.

Pre-Christmas thoughts soon run through his mind. Particularly, the day he had gone Christmas shopping for his son.

Strange how, without calling the floor, the operator sensed his wants and opened the elevator door at the floor for toys. And, there was a certain sense of pride, and responsibility, too, as he elbowed his way through packaged-down shoppers. "No, thank you," he had said to an "extra girl" over-anxious to make a sale. Cute, too!

It was easy to find the right counter, as flashing lights brightly illuminated the big Lionel sign hanging overhead. He stepped a little closer for a better look, and heard the familiar shrill whistle of a tiny diesel engine. The

area was very crowded and, quite surprising, there weren't many youngsters. Mostly men, like himself!

It took more than a glance to see the entire pike. Trains were running in every direction — passengers and freights — through tunnels, around curves, across mountain passes, and over bridges. Tiny villages, country farms, and illuminated industries had a realistic look. A flashing light blinked on and off as a double-headed freight ran past a crossing. He had felt a little foolish when he had exclaimed louder than he had wanted, "that's a WP train!" And except for size it was no different than those on which he worked.

A Lionel operator removes a locomotive body from the mold of a die-casting machine.



THERE was a small pile of descriptive literature on one corner of the counter, and he reached over someone's shoulder for a copy of "Life at Lionel."

He had never associated model electric trains with big business, but what Dad read beginning on page 7 opened his eyes. The story of The Lionel Corporation.

"Its steady growth over a period of more than a half a century, is typical of thousands of American industries. It has grown to provide more and more employment each year and higher standards of living, exemplifying the opportunities available to all under the American system of free enterprise. Lionel is the only toy firm listed by the New York Stock Exchange. Sales run over \$20 million each year and shipments are made to 62 foreign countries. Altogether, some 25,000 miles of Lionel track have been laid in the living rooms, basements and attics of six continents.

58th Anniversary

"Lionel Manufacturing Co. came into existence in 1900 in a small loft in New York. Its personnel consisted of its founder, Joshua Lionel Cowen, and a single helper. Personnel today numbers about 3,000, and the business provides them a comfortable living.

"Early models were made by hand and resembled flat cars. Electricity was not in wide use for home lighting in those days, so each car was equipped with a tiny motor operated by battery. Tracks consisted of strips of thin metal inserted into slots in wooden rails. The first accessory was a manually operated switch.

After the body has been die cast, burrs and excess metal are removed from the casting in cleaning operation.



"Lionel was quick to take advantage of the increased use of electricity and a transformer was developed. Battery operated cars gave way to house current and each succeeding year saw the addition of new items to the line.

"The natural fascination of tiny electric trains was responsible for the company's growth. But two other factors contributed materially to keep it moving forward at a rapid pace. Its founder strove constantly to improve the quality of his product, and he put virtually all of the profits back into the business to expand production facilities and increase the firm's output.

"By 1907 Lionel had outgrown its space and moved to larger quarters. Power presses were installed, marking

the transition from hand to machine work. Three years later the firm again needed more space to grow and moved to New Haven, Conn.

"In 1914 the firm rented half of a four-story building in Newark, N. J., and shortly thereafter the other two floors were acquired. Even this proved inadequate, and in 1917 a large factory building was obtained in Irvington, N. J.

"During World War I, Lionel turned to building compasses, Compensating Binnacles, Azimuth Periscopes, and a variety of signal apparatus and navigational instruments.

"The expansion of the company made numerous changes within the organization necessary and, in July, 1918,

the company was incorporated as The Lionel Corporation, with Mr. Cowen as its president.

"By the late 1920's, the demand for Lionel equipment had reached such proportions facilities were again inadequate. Land was purchased at the present plant site in Irvington, and a new factory building was erected.

"Production of miniature trains continued on a curtailed scale in addition to government work when America was preparing for national defense in 1940. All peace-time work came to an abrupt halt with World War II, and the entire plant was pressed into the production of war materials.

"With the cessation of hostilities on August 17, 1945, Lionel was faced with a reconversion of plant facilities to meet the coming Christmas trade. By October assembly lines were humming, and thousands of sets were delivered before Christmas arrived.

"In 1945, Lawrence Cowen, son of the firm's founder, became President and Co-General Manager with the elder Mr. Cowen. The son joined the firm in 1937 and served in an advisory capacity.

"Each year following has witnessed new additions to the plant and all have been outgrown within a period of months. Lionel trains have become one

The assembly of many small parts requires deft fingers as shown by these experienced employ-

ees. More than 50 assembly operators work on this 135-foot-long conveyor line, one of several.



of America's favorite hobbies. Fans consist of the great names of Broadway, the sports world, Hollywood and Wall Street, and ages run from little shavers of four or six to men sixty or more in every walk of life.

"In 1953 a new air-conditioned factory and office building were completed, and more than 100,000 square feet of additional space is available for further expansion.

"All of this came about because of the dreams and ambitions of Joshua L. Cowen, whose leadership has created employment for many people and a product that has brought happiness to millions of homes."

Dad slipped the booklet into his coat pocket. As the man behind the counter helped him with his selection and carefully wrapped his purchase, he watched again as the tiny trains raced



A New York restaurant operates a miniature freight train that delivers hamburgers on flatcars to youngsters around the counter.

around the pike. An unbelievable comparison to his own company's modern giants.



Western Pacific is prominently featured in Lionel models. Locomotives, cabooses, compartment cars, gondolas, Vista-dome cars and others are accurate in every detail. Many Lionel models are shipped over WP.



A SHARP whistle brought Dad out of his slumber—very real and right nearby. He arose from his chair just in time to see a model Western Pacific train coming out of a curve in the track. Junior had found and opened his package and a length of track extended over the rug just inches away from Rusty's nose.

Junior stepped back as Dad reached for the transformer, flipped a lever, and watched the train switch over on another track. "Pretty close, eh Rusty?"

Dad turned around, and his son heard him say, "Guess you never dreamed WE would have a train like this, did you, son?"

As the locomotive nears the end of its journey down the assembly line, it is inspected and tested, then goes off under its own power to be packed in colorful carton.



Teachers learn railroad ABC's

Sixty teachers from San Francisco and Sacramento public and parochial schools became students again on October 24 and November 25. The occasions were annual Business-Education Day, when industries of all kind throw open their doors to acquaint our educators with modern business.

Western Pacific was host to 30 San Francisco teachers (elementary through junior college) on October 24. After distribution of orchids to the ladies and name badges to all, President Whitman welcomed the teachers to our property in a short introductory talk.

By chartered bus, the group was then taken to Oakland yard to board

the *California Zephyr* for a tour of inspection and a ride to Fremont. Coffee and doughnuts were on the house. At Fremont they again boarded the bus and returned to Oakland coach yard for luncheon in lounge cars, a tour of the property, and panel discussions by WP officers.

They were then bused to San Francisco and presented with kits of literature, describing railroads in general and Western Pacific in particular.

The program at Sacramento on November 25 was similar except that Western Pacific and Sacramento Northern were joint hosts to a group of thirty.

The group met at Sacramento Junior College and then went directly to Sacramento shops where they enjoyed coffee and breakfast rolls. After a tour of the shops and store department they returned to the lounge car and were taken to Sacramento station. Following luncheon and a tour of the centralized traffic control panels they returned to the car for panel discussions.

What these teachers, as "students," learned about modern railroading will, of course, provide them with fine material for their classroom studies. Western Pacific and Sacramento Northern will play a prominent part in keeping railroad transportation in the minds of the future passengers and shippers.

The custom of kissing under the mistletoe originated in the Scandinavian countries by Frigga, goddess of love and beauty, who, being grateful for the return of her son, is said to bestow a kiss upon anyone who shall pass under mistletoe.

How We're Doing

Railway operating revenues show 9.25 per cent increase in October, 1958, compared with October, 1957; and 7.25 per cent decrease for first 10 months 1958 compared with same period 1957.

However, reports from various sales offices indicate future business for Western Pacific most encouraging for balance of year and early months of 1959.

California Zephyr's average passenger load in October, 1958, was 63.3 per cent of train capacity, compared with 60.7 per cent in October, 1957.

Concrete lining of Tunnels 27 and 28, near Paxton, about 62 per cent and 78 per cent completed, respectively.

Replacement of 1.07 track miles of 112-lb. and 115-lb. main line curve rail with 136-lb. material in Paired Track area, Nevada, completed November 7.

Tidewater Southern completed spur track in Turlock to serve industry shipping frozen turkeys to Eastern markets via TS and WP.

Elko depot-office remodeling now completed.

Ouch!

At a special meeting held November 18, the Medical Department's Board of Directors increased medical dues from \$9.10 to \$11.00 per month for benefits beginning January 1, 1959. The increased deductions will become effective with your paycheck for December.

The reason? Expenses are greater than income.

Travelers deserting trains?

Not on one of Rio Grande's passenger trains, which the D&R&GW describes as "fabulous"!

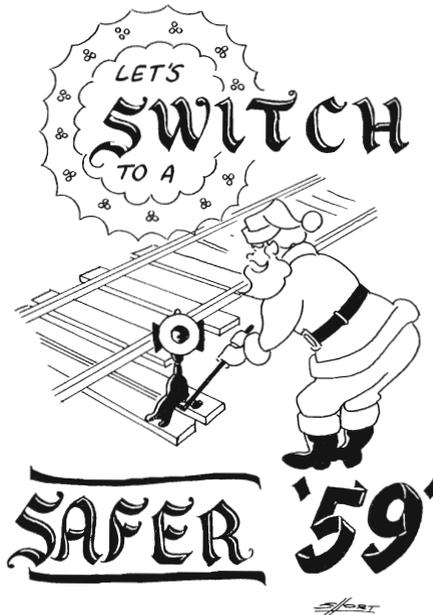
During its 1958 season it ran 93 trips, carried 31,984 passengers for an average of 344 per trip. Ticket sales alone totaled some \$125,000, equal to about \$14.50 per train-mile.

The train? Rio Grande's little narrow-gauge *Silverton*.

CHRISTMAS
SEALS
FIGHT TB •



buy yours
TODAY!





Dear Editor:

WP history aids student

I wish to express my appreciation for the wealth of material you sent me in answer to a request for a corporate analysis of the Western Pacific. It is more than enough for the paper I'm writing, and it is very gratifying to receive such personal attention.

Of special value was the MILEPOSTS you sent, which gave a history of the road. It would have taken many hours to assemble that much material by research methods. You might be interested to know that my father (Ben Battles, retired Gerlach agent) was the subject of a feature article in the May, 1957, MILEPOSTS. He was also pictured on the cover of that issue.

Once again, thank you very much for your interest and assistance.

Bruce L. Battles
4180 Fourth Avenue
San Diego 3, Calif.

* * *

Courtesy appreciated

The kindness shown the Third and Fourth grade students of the Stockton Seventh-Day Adventist Elementary School on November 11 was greatly appreciated. Each of us felt it was a very real treat to ride the beautiful *Zephyr* and to have seats reserved for us in the Vista-dome. Your train passes our school each day and we now we all feel that it is partly "our" train and we share the pride that we

sensed each Western Pacific employee feels for this train. It is special in every sense of the word.

Every possible courtesy was shown the group with each contact in making the necessary arrangements for the trip, beginning with the first call made by Mrs. James D. Baker to the Stockton reservation office.

Mr. Robert Cunha of Sacramento was pleasant "beyond the call of duty" to the children. He answered their questions and explained in a very interesting and instructive manner about the trains and the mechanics involved. He was careful to gear his terminology to our level so that we had a real opportunity to learn.

Again we wish to thank you for this privilege.

Teachers, Room Mothers,
Students
Seventh-Day Adventist
Elementary School
Stockton, Calif.

* * *

Change of address

May we take this means of informing your magazine and our many friends of our change of address. We have moved from Oakland to Stockton.

Mr. Edgerton waits every month for your magazine, as it lets him know the progress the Company is making and he feels he is part of it.

Hope to see many friends at our new address.

William and Mabel Edgerton
1617 North Eldorado Street
Stockton, Calif.

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following railroaders who will be eligible for Service Pin Awards during the month of December, 1958:

40-YEAR PINS		
John E. Asbury.....	Blacksmith Foreman.....	Mechanical Dept.
Gordon M. Middleton.....	General Car Supervisor.....	Mechanical Dept.
Bruce O. Vance.....	Locomotive Engineer.....	Western Division
Alva E. Williams.....	Locomotive Engineer.....	Eastern Division *
30-YEAR PINS		
Vernon W. Geddes.....	Asst. Auditor of Revenues.....	San Francisco
Robert B. Reynolds.....	Conductor.....	Eastern Division
25-YEAR PINS		
Norman W. Menzies.....	Supt. of Communications.....	San Francisco
Walter H. Young.....	Locomotive Engineer.....	Western Division
15-YEAR PINS		
Winnifrede Barton.....	Clerk, Aud. of Revenues Dept.....	San Francisco
John L. Berschens.....	Refund Prepaid Order and Ticket Clerk.....	San Francisco
John B. Dolan.....	Electrician.....	Mechanical Dept.
Dorsey B. Farris.....	Carman.....	Mechanical Dept.
Eleanor R. Harrigan.....	Clerk.....	Western Division
Joseph P. Helmick.....	Brakeman.....	Western Division
Clara M. Knox.....	Nurse's Aide.....	Medical Dept.
Waldo J. Madden.....	Machinist.....	Mechanical Dept.
Hanson E. Mathews.....	Conductor.....	Western Division
Patricia Montana.....	Supervisor, Calculating Machine Operators, Accounting Dept.....	San Francisco
Tommie W. Parker.....	Fireman.....	Eastern Division
Robert S. Pendergraft.....	Clerk.....	Western Division
John F. Quinn.....	Accountant, Engineering Dept.....	San Francisco
Shelton L. Sorenson.....	Fireman.....	Eastern Division
Thelma M. Toomey.....	Laboratory Assistant.....	Mechanical Dept.
10-YEAR PINS		
Pete Bellamy.....	Waiter.....	Dining Car Dept.
Patrick W. Caulfield.....	CTC Maintainer.....	Signal Dept.
Harry I. Hanen.....	Clerk, Aud. of Revenues Dept.....	San Francisco
Thomas W. Hoover.....	Electrician.....	Mechanical Dept.
Roy F. Koellman.....	Bridge and Building Carpenter.....	Western Division
Norman Lackey.....	Section Foreman.....	Western Division #
Franklin E. Louie.....	Draftsman, Engineering Dept.....	San Francisco
Kenneth V. Plummer.....	Asst. Supt. of Transportation.....	San Francisco *
John Reis.....	Marine Deckhand.....	Western Division

* Received pin previously but was not reported.

* * *

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.

* * *

Carol singing began in the 15th Century in England, and has been fostered by them and North Americans ever since, and sung in cities and churches all over the world.

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.

* * *

Sometimes Christmas is written "Xmas," because the "X" is the Greek equivalent of "Ch" and is therefore taken to represent the word "Christ."

WP Will Remember

"When a man has devoted a career to an industry, he has truly paid that industry the greatest compliment possible."

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

Ernest B. Cross, sheet metal worker, Oroville.

George H. Heintz, mechanical foreman, San Jose.

Hugh P. Hetherington, machinist helper, Portola.

Milton A. Jacobs, Sacramento Northern locomotive engineer, Sacramento.

Carl W. Johnston, car foreman, San Francisco.

Leslie L. Morris, cashier, Elko.

Edward P. Murphy, telegrapher, Sacramento.

Les Henry retires

Lester A. Henry, listed No. 1 on the Western Division's trainman-conductor seniority list and the third oldest employee in years of service on that roster, ended his Western Pacific service on October 31.

Les was born in Bakersfield on October 18, 1893. He entered service with the railroad as a student brakeman on June 26, 1914 and was promoted to conductor on September 28, 1917. On

December 21, 1944, he was made assistant trainmaster at Oakland and on October 1, 1946, was transferred to Sacramento. He became trainmaster at Stockton on March 16, 1952, which position he held at the time of his retirement.

Les was highly regarded for his decisions in train handling matters.

That he had many friends was testified at a retirement dinner given in



Mrs. Henry, Les, and their daughter, Elizabeth.

his honor at Stockton on October 29, attended by 104 persons.

Les lives with his wife and daughter, Elizabeth, at 954 46th Street, Oakland. Elizabeth, in addition to her attractiveness, is an accomplished singer and has made many appearances at Eastern Star functions, weddings, and other social affairs.

Les is a member of Sequoia Lodge, F. & A. M., Scottish Rite, and Aahmes Temple of the Shrine.

All of his associates wish Les and his family contentment and good fortune in the years ahead.

Correction

On Page 13 of the November issue MILEPOSTS reported in error the retirement of John A. Hamilton, yardmaster at Winnemucca.

John will like his many friends to know that he is still very much on the job.

Railroaders on the move

On November 1, Assistant Superintendent Henry E. Stapp was transferred from Oakland to Stockton. He now has jurisdiction over the main line and branches between the west switching limits of Sacramento and the east switching limits of Oakland, excluding Stockton yard. In addition, effective November 5, Stapp was appointed assistant superintendent for the Tidewater Southern Railway.

On November 5, Jack E. Kenady was transferred from Tidewater Southern to Sacramento Northern Railway. He will have headquarters as trainmaster at Yuba City.

TRAINMASTERS MOVED

The following changes were announced effective November 16:

Trainmaster L. W. Breiner from Oroville to Stockton yard.

Trainmaster R. B. Redus from Keddie to Oroville.

Assistant Trainmaster W. W. Geil from Stockton to trainmaster Keddie.

Terminal Trainmaster L. D. Michelson, Oakland, to terminal trainmaster

Oakland-San Francisco, a newly created position.

Trainmaster R. A. Henderson from San Jose to San Francisco, a newly created position.

Trainmaster R. M. Verhaege, Sacramento Northern at Yuba City, to assistant trainmaster, Western Pacific, Milpitas-San Jose, a new position.

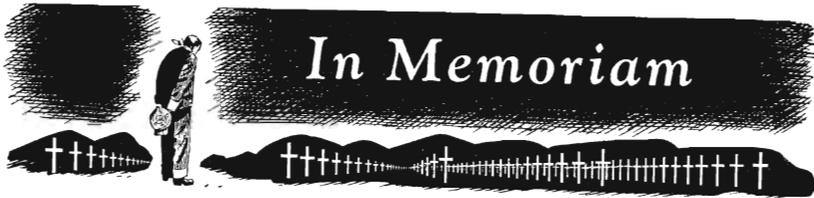
R. A. Christ, assistant trainmaster South Sacramento, is assigned the territory between west switching limits of Sacramento and west switching limits of Oroville.

The following positions have been abolished:

Assistant superintendent, Oakland; trainmaster, Stockton, formerly occupied by L. A. Henry, retired; trainmaster, Milpitas-San Jose, formerly occupied by R. A. Henderson; and assistant trainmaster, Stockton.

RESEARCH MAN PROMOTED

Effective November 1, P. H. Van Gorp, assistant transportation engineer, was promoted to position as transportation engineer.



In Memoriam

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

John Q. Adams, retired conductor, November 23.

Andrew L. Anderson, retired locomotive engineer, October 12.

Milton E. Baust, conductor, October 2.

Woodrow J. Boire, fireman, October 29.

Walter Callahan, switchman, September 13.

Don B. Crosby, brakeman, October 26.

Vance A. Garwood, telegrapher, November 16.

Kathryne R. Gill, statistical clerk, September 21.

Roy I. Groseth, bridge and building foreman, November 3.

Edwin Haraldson, retired bridge and building carpenter, September 30.

Lester W. Hardy, retired Sacramento Northern chief marine engineer, November 7.

Roy Hood, retired brakeman, August 31.

John W. Houser, retired machinist, August 1.

Leonard A. Jarrell, retired brakeman, September 5.

Lowell R. Keener, Sacramento Northern carman, November 11.

Frank King, yardmaster, October 21.

John Leahy, retired stationary engineer, August 25.

Nita F. Lemenager, Sacramento Northern agent, September 11.

Harry M. Leonard, retired conductor, October 21.

William H. Lucas, conductor, October 9.

Henry T. Malone, retired switchman, September 11.

L. Ivan McAtee, crew clerk at Stockton, November 24.

Harold L. Myhre, Oakland Terminal Railway chief clerk, September 26.

Mike Nannini, retired section foreman, September 28.

Leon C. Organilla, retired marine fireman, September 5.

C. M. Pendergast, switchman, November 3.

George A. Rixon, retired Alameda Belt Line fireman, October 3.

Harry B. Stevenson, retired conductor, October 10.

Arthur G. Tibbetts, Tidewater Southern agent, September 28.

Walter R. Umshler, switchman, October 9.

* * *

Holly wreaths are used at Christmas because of that plant's association with the Crucifixion. According to legend, the crown of thorns was planted from branches which bore white berries, but after the Crucifixion they became red.

Harry A. Mitchell

With deep regret we report the death of former president, Harry A. Mitchell, on November 4 at St. Francis Memorial Hospital where he had been confined since October 5. He was 75 years of age.

Mr. Mitchell was born in San Francisco on June 20, 1883. His long distinguished career began in 1898 with the Equitable Gas Company. He became auditor for the Central California Traction Co. in 1907 and in 1909 was made general manager and secretary of that company. In 1913 he became general manager of the San Francisco-Sacramento Railroad, and served as president of the Sacramento Northern from 1929 to 1946. He served as vice-president and general manager, Western Pacific, from 1946 until he was made president on January 1, 1949, which position he held at the time of his retirement on June 30, 1949.

In addition to his railroad duties, Mr. Mitchell was very active in civic affairs. He was past president of the Rotary

Club of San Francisco, a former district governor of Rotary International, and past chairman of the finance committee, Rotary International. Other presidencies included California Transit Association, Pacific Railway Club, the

California State Chamber of Commerce, and California Society for Crippled Children. He was chairman of San Francisco's 1949 March of Dimes Campaign. Other civic posts included trusteeship of St. Mary's College, and past chairmanship of the Bay Area Rapid Transit Committee. He was a member of the Bohemian and the Sutter clubs, and served as Mayor of Atherton, California.

Harry Mitchell's friends were too numerous to count and he somehow always found time to strengthen their friendship through kindness. He will long be remembered.

Funeral mass was held at Old St. Mary's Church on November 7, and interment was at Holy Cross Cemetery.



Ralph G. Randolph

Funeral services for Ralph G. Randolph, 73, were held October 31 in Fresno.

Mr. Randolph was Fresno general agent for Western Pacific at the time of his retirement in 1950. He began his railroad career in 1904 as a night baggageman in Newkirk, Oklahoma, and in 1911 came to Fresno as chief clerk in the Santa Fe's district agent's office.

In 1921 he became traveling freight and passenger agent for Western Pacific with headquarters in Fresno.

After his retirement he worked for a time as traffic manager for the California Trucking Exchange.

He was a past president of the Fresno Transportation Club, and a member of the Elks Lodge who officiated the funeral services.

Paul Jenner sez:
"Don't Be HALF Safe!"

THE following talk—"Recipe for a Good Safety Record"—was given at a recent Oakland motor car shop safety meeting by Machinist Martin L. Canfield. I thought all of our railroaders would like to read what "Doc" had to say:



"Use a large portion of Human Relations, pour it into the hearts of the employees, and keep it stirred up amongst them regularly.

"Keep the Safety Rules in a constant stir daily, adding sufficient diplomacy and enough kindness to make the rules stick in the employees' minds.

"Once each month pour out a letter to all employees, patting them on the back when they work safely. Keep this method well stirred so it won't settle.

"Use a small bowl half-full of Human Relations; and add a cupful of warning to each bowl whenever any particular job of unusual nature is undertaken.

"A bowl ninety per cent full of warning about accidents on each job undertaken at time started, mixed with ten per cent interest on the part of the worker, will make a splendid desert.

"Mix thoroughly division engineer, assistant division engineer, supervisors, foremen and employees, and you will have cooperation and efficiency for better success in safety.

"Discuss mashed toes, hands, fingers, etc., until it becomes a boiling hot discussion every time you go around your group of men.

"One hundred per cent contact with employees by the officers will prevent men from going around half-baked and, instead, they will be constantly boiling and striving to improve the safety program.

"It is clear this points chiefly to our supervisory personnel. But if all workmen, the skilled and the unskilled, would trouble themselves to understand this recipe I am sure the burden on the supervisor would be greatly reduced, and the safety record greatly improved."

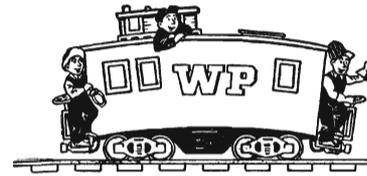
Three "C's" for Holiday Safety

Highway accidents don't "just happen." They are caused, usually by factors that the individual can control.

To help keep you safely in control on the highway during the year-end holiday season, here are three "do-it-yourself" road rules worth remembering:

1. Courtesy to all other drivers and pedestrians.
2. Coffee when weary or overindulged.
3. Caution at all times.

MILEPOSTS



OROVILLE

Helen R. Small

Retired Carman NEAL HAGEN of Oroville returned October 6 from a three months' visit to Norway, Sweden and Denmark where he enjoyed a reunion with his three brothers after a separation of 35 years, the amount of time Mr. Hagen has spent in this country.

Now recovering nicely at home from an injury due to a recent fall is Mrs. Elizabeth Fike, widow of Trainmaster C. L. FIKE. Mrs. Fike celebrated her 94th birthday while in the hospital.

Machinist and Mrs. C. E. HUMPHREY have announced the birth of a granddaughter. The infant, named Leslie Ann, is the first born of their son Steven and his wife.

Sympathy is extended to the family of Yardmaster FRANK KING who died suddenly on October 23 at the age of 69. He had been employed by Western Pacific for 22 years, 20 of these in Oroville. A native of Birmingham, Ala., Frank was a member of Anchor Lodge No. 182, F&AM, of Key West, Fla., and the Railroad Yardmasters of America. He is survived by his wife Marie and son Frank Junior.

Our sympathies, too, to the family of EDVIN HARALDSON, who died in Oroville on September 30. A retired bridge and construction worker for WP, Edwin was a native of Sweden.

DECEMBER, 1958

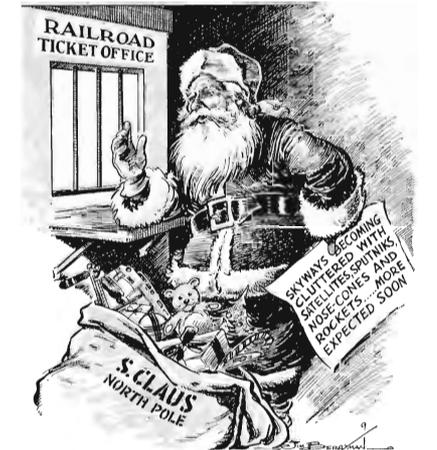
Caboosing

Stokely-Van Camp Cannery closed its packing operations on October 1 after turning out the second highest pack on record. During the height of the season, approximately 700 persons were employed at the cannery.

Now in operation are the Butte County olive canneries. Several varieties of olives are grown in this area in which 4,500 acres are under cultivation for pickling, curing and oil processing. Queen olives are shipped fresh to the east, while Missions and Manzinellos are harvested a little later.

Best wishes to all for a Merry Christmas and a Happy New Year!

"ROUND TRIP, PLEASE.. DECEMBER 25th"



SACRAMENTO STORE

Irene Burton

The Blood Bank was at the Sacramento Shops on October 30 to receive 53 donations from employees in the Sacramento area. CHARLES REID, GALE MINTLE and G. W. BREEDLOVE have all received keyrings for donating eight pints of blood apiece to date.

LEE WILLIS is back at work after being out a few days because of surgery on her right hand.

All of us at the Stores wish all of you a very Merry Christmas!

WINNEMUCCA

Ruth G. Smith

Celebrating their 50th wedding anniversary recently were retired Carman ANDREW C. McENERNEY and his wife Bertha. They were honored on this occasion, on October 21, with a party given by their daughters, Mrs. Joseph de Arrieta and Mrs. Ted Parry.



Andrew and Bertha McEnerney

The party was at the Parry residence where the honored couple received congratulations of their many friends. Mr. McEnerney retired in September 1950.

Former Laborer MODESTO YSAGUIRRE of Winnemucca left late in October for New York City to board a ship for Lequito, Spain, where he will retire with his wife and family after living in the United States for 19 years. Modesto was a laborer at the old Winnemucca Roundhouse for several years.

We are sorry to report the death of retired Conductor HARRY M. LEONARD. Mr. Leonard, who worked for Western Pacific between 1915 and 1946 when he retired, died October 21 in Winnemucca.

New parents are Section Laborer and Mrs. CLARENCE R. TEARS to whom a son was born on October 22 in Winnemucca. This is the third child in the Tears family.

Happiest Season's Greetings to all our friends.

SACRAMENTO SHOPS

Marcella G. Schultze

Retired Carman and Mrs. H. H. EVERS left October 27 for a six months' visit in Australia, Henry's birthplace. Thirty-two members of their family were at the dock in San Francisco when the Evers departed on a British liner for a 19-day cruise to Sydney with stopovers in Honolulu, the Fiji Islands and New Zealand. While in Australia, Henry plans to spend much of his time with his sister in Mt. Morgan, Queensland.

Our thanks to all the Shop employees and to the CMO's office for their splendid cooperation in the recently completed United Crusade cam-



Mrs. Bea Brickley, national recording secretary for Railway Business Women's Association, chats with Dr. Cushman, WP's chief surgeon, Mrs. Edna Spratt, RBWA Sacramento Chapter president, and Mrs. Clara Thompson, chairman for recent "bosses" dinner meeting in Sacramento. Sacramento Bee photo.

paign. As chairman for the mechanical department, we're happy to report that there was 1000 per cent participation from the electricians, laborers, painters, blacksmiths, boilermakers, shop foremen and the CMO's office, with a total over-all mechanical department participation of 83 per cent.

With the thought of this spirit of giving and helping others, it seems very appropriate to wish everyone a very Merry Christmas and Happy New Year!

CHICAGO

Carroll W. Wilkie

Latest addition to our Chief Clerk's family is Theresa Marie Coffey, born October 14 at Geneva, Ill. Theresa is the fourth child born to GERRY COFFEY and his wife, Genevieve.

Chicagoans were pleased to learn, through a recent *Fortune Magazine* survey, that the windy city can boast the home offices of at least a big share of the operations of over 500 of the

650 largest corporations in the nation. Western Pacific is pleased to participate in the prosperous business life of this city.

From all employees in Chicago—a Merry, Merry Christmas to all our readers!

OAKLAND

Betty Hill and John Leland

Oakland Clerk DON HILLYER announces the birth of his fourth son, Edward James, on September 2. (No girls yet in the Hillyer family.)

We are sorry to report the tragic death of GLENN McCORMICK on September 3 as the result of an auto accident on the Nimitz Freeway. His family and many friends will miss him greatly.

JIM DUYN, traffic representative, will further enhance his already well established reputation on December 7 at Oakland Auditorium. Jim will perform the baritone solo in the Unruh Philharmonic's presentation of the "Messiah." Last year, Jim played

"Woodie" in "Finian's Rainbow" at Woodminster Amphitheatre, and this past summer played "Curley," the lead in "Oklahoma." The latter played to the largest houses Woodminster has ever had, and was a complete sell-out on two nights.

R. F. RICKMON, writeup man, and Carman and Mrs. DICK SELLERS vacationed together in San Diego. J. J. HALE, laborer, vacationed in Texas.

Roadmaster DAN LAUGHLIN vacationed for a week in Winnemucca, visiting with his family and hunting deer. He and his son each got a buck.

While BETTY HILL, roadmaster's clerk, was vacationing in Dunsmuir with her husband, "Bud," a SFe trainman, attending the Trainmen's Tri-State Convention, they met D. A. MILLER and O. E. RONEY, WP trainmen and BRT representatives from Stockton.

Assistant Roadmaster JACK JONES has a new daughter, born October 7. This makes the third daughter for Jack, who also has one son.

RAY L. ACKERET, district car foreman and his wife celebrated their 13th wedding anniversary by attending the WP annual dance in San Francisco on October 25. Other Oaklanders seen at the dance were GORDON SWITZER, JACK CAMPBELL, W. D. GOOD, BOB FAILING, HAROLD WYMAN, BETTY HILL and their better halves. Section Foreman JOHN O'LOUGHLIN and his wife from Sunol, and retired Roadmaster J. P. CONNELLY and wife were also present.

Our best Christmas and New Year Greetings to everyone!

STOCKTON

Elaine Obenshain

A retirement dinner was held at Stockton Ballroom October 29 honor-



ing Trainmaster LESTER A. HENRY who retired October 31 with over 44 years service. Les was No. 1 on the Trainmen-Conductor's seniority list and the third oldest employee in years of service on the roster. In wishing him the very best in his retirement he was presented a Polaroid Land camera with accessories and a gift certificate, witnessed by the 104 in attendance at the dinner.

Congratulations to Car Foreman and Mrs. G. J. BENEDICT, whose daughter, Shirley, and son-in-law, Richard Sickert, presented with their first grandson on October 27. The young man is David Allen.

A warm welcome to Assistant Superintendent HENRY E. STAPP and Trainmaster L. W. BREINER, now headquartered at Stockton.

Congratulations and good luck to W. W. GELL, promoted to trainmaster at Keddie.

We wish very speedy recoveries for Carman J. D. HUGHES, who has been

off duty for some time due to illness; to Carman G. F. SMITH, and Roundhouse Clerk MAY ELLIOTT who recently underwent surgery.

From Stockton comes very best wishes for a safe, but real merry, Christmas, and a New Year filled with happiness!

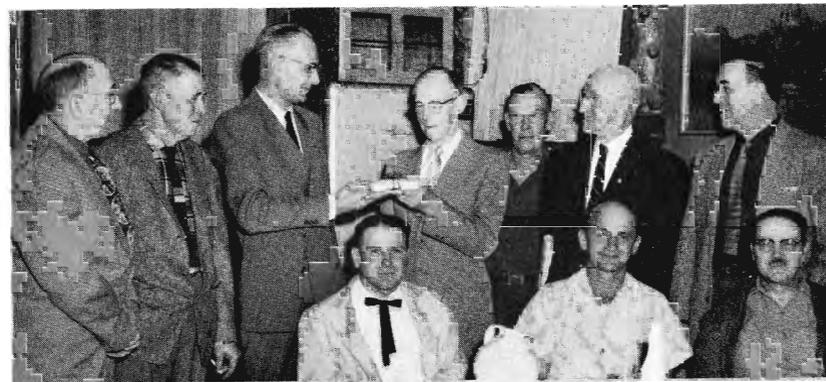
PORTOLA

Gladys Largan

Our sympathy to the families of Conductor M. E. BAUST who died in St. Joseph's Hospital on October 2 and of Fireman W. J. BOIRE who died on October 29 in the Portola Hospital.

Honored at a retirement dinner on October 22 at the Log Cabin restaurant in Portola was HUGH P. HETHERINGTON, machinist helper. He retired from the railroad on October 1, 1958.

Portola employees extend their sincerest wishes for a Merry Christmas and Happy New Year!



Clarence Crawford and "Red" Harvey, left, watch Bob Crumpacker hand gift to Hugh Hetherington,

witnessed by A. V. Hughes, Bill Nixon, J. Giles, Roy Wright, Charles Hicok and Ralph Sarbach.

SAN FRANCISCO

George Bowers, Doug Bruce, Kathleen Brunette, Rita Connolly, Elizabeth Fagan, Lawrence Gerring, Carl Rath

Newest member of the correspondents' staff is KATHLEEN BRUNETTE, freight traffic department. Kathleen, steno-clerk, has been with Western Pacific just over two years. She will welcome items of interest from members of the department.

JIMMY B. CURREY, head freight traffic department file clerk, is doing fine at St. Joseph's Hospital recovering from his coronary which he suffered on October 9.

WILLIAM "TEX" BLACKERBY was promoted to position of traffic representative, San Francisco general agent's office. He assumed his new position on October 1.

DOROTHY and FRITZ CASPERSON are the proud parents of a baby girl—Kirsten—born October 8. "Dottie" was formerly secretary to F. B. Stratton,

industrial department, and Fritiz is chief clerk at San Jose.

A delightful and real jolly retirement party was given on November 6 for EDWARD M. HANSON, chief ticket clerk, who retired on August 31.

President F. B. WHITMAN was one of four San Francisco business executives reelected board members of the National Industrial Conference Board at its meeting in New York on October 24. Founded in 1916, the Board is an independent and nonprofit institution for business and industrial fact finding through scientific research.

HAROLD CONTOIS, draftsman, moved with his wife, Lois, to a new home at Mariners' Cove, Corte Madera. They were married in Sacramento a little over a year ago.

ERNIE PERRY, estimating engineer, is another new Mariners' Cove bound resident and will soon move into a new home with his wife and two children.

HAROLD DIRKS, assistant estimating engineer, and a bachelor, has purchased two houses in Westlake District, and has installed himself in a new de luxe apartment right along the ocean.

ALBOCHATEY, engineering secretary-clerk, just returned from a holiday spent in Mexico and was charmed by the country and the courtesy and hospitality of its people.

AL THOMAS, valuation accountant, is back at work after a minor operation on his head. He hopes to soon get rid of the bandage.

GEORGE P. PURCHASE, lease clerk, was off for over ten days with a severe attack of the "flu." We welcome his smiling face.

DONALD F. SCOTT, junior engineer, is the newest member of the engineering



department. He is a true Scott and can tell many tales of his ancestor, the wizard Michael Scott. He was formerly with the Santa Fe at Denver.

Warmest Christmas Greetings to Western Pacific railroaders everywhere from your fellow workers in San Francisco!

SALT LAKE CITY

J. B. Price

Brakeman and Mrs. GERALD C. TURVILLE became new parents on October 8. The baby boy, named Tod, is the grandson of Conductor and Mrs. FITZGERALD TURVILLE.

The son of Conductor and Mrs. ALFRED G. WOODWARD, Arlan, has started studying law this year at the University of Utah and has pledged Sigma Chi

fraternity. Also studying at the University now is Judy Hansen, daughter of Conductor and Mrs. R. L. HANSEN. Judy, whose major is social science, is a pledge of Delta Delta Delta.

Proud owners of new cars are Conductor and Mrs. FRANK P. BOULWARE and Brakeman and Mrs. BRUNO B. PERRI.

Our deepest sympathy is extended to the families of Brakeman DONALD B. CROSBY, Retired Conductor HARRY B. STEVENSON and to Engineers G. B. and R. B. GORHAM, whose homes have been saddened by the sudden deaths of loved ones.

A speedy recovery is wished to Mrs. Daniel W. Sullivan who has again been stricken with serious illness. She is the wife of Conductor D. W. SULLIVAN.

Merry Christmas to each and every one of you and may your New Year be chock-full of peace and happiness.

SACRAMENTO NORTHERN

Milton Ziehn

Everyone on the Sacramento Northern, including your reporter, takes pleasure in extending the warmest Season's Greetings to all of our MILEPOSTS friends.

WENDOVER

Esther A. Witt

Mechanical Foreman ROBERT COLVIN has spent three weeks visiting his brother in Pacific Grove, Calif., and renewing old acquaintances with friends in Sacramento. He also had a good time fishing during his vacation.

Back from a month in California are Retired Boilermaker and Mrs. JAMES A. MONAHAN, who visited relatives and friends. Laborer and Mrs. JOE HER-

NANDEZ and their children enjoyed a similar vacation in California.

Following is a "card of thanks": "Your kindness and sympathy are more deeply appreciated than any words of thanks can ever express.

"Mrs. WALTER R. UMSHLER"

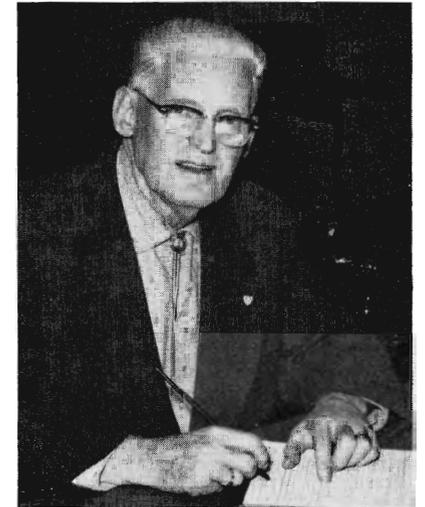
*Merry Christmas one and all,
Merry Christmas great and small,
A Happy New Year to you too,
Is the wish from me to you.*

ELKO

John L. Murphy

After 39 years with Western Pacific, LESLIE L. MORRIS, cashier in the Elko Freight Depot, has retired with best wishes from all his friends. Les joined WP as a machinist's helper in October 1919 at Elko. He transferred to clerical service the next year as a warehouseman and later became cashier.

A member of the Masonic Lodge in



Les Morris

Elko, Les served as Master during 1951. He is also a member of the Royal Arch, Knights Templar, the Shrine and is a 32nd degree Scottish Rite Mason. One of the first members of the Brotherhood of Railway Clerks, his membership dates back to 1920.

Les was born in Custer, South Dakota, in 1893, and his family moved to Idaho four years later. Les grew up in Bellevue and, in 1914, moved to Mackay. In 1917 he married Edna Paris.

Honored at a retirement party on October 30 at the Stockmen's Hotel, Les was presented with a certificate of appreciation from Superintendent J. F. LYNCH on behalf of President F. B. WHITMAN. The Brotherhood presented him with a trophy engraved "The World's Best Storyteller" and also an electric drill.

Merry Christmas and Best New Year Wishes to all our friends!

KEDDIE

Elsie Hagen

Congratulations to Mr. and Mrs. CY BATES on the arrival of their baby son. The Bates family, formerly of Keddie, now live in Sacramento where Cy works in the WP filing department.

WAYNE GEIL, assistant trainmaster from Stockton, is replacing BOB REDUS, Keddie trainmaster, and Bob is going to Oroville.

Yardmaster CHARLEY SELF and his wife have moved into their new home at Taylorsville. The Selfs have recently returned from a vacation visiting their daughter Norma and her family.

Our deepest sympathy to the BILL COX family of Oroville, formerly of Keddie, on the loss of their son Jiggs, who was killed in an auto accident. He

lived in Crescent Mills and leaves a wife and five children.

On the sick list for several months, Brakeman HUGH AUSMUS is now back at work.

Mrs. Pearl Bohanon and her family have moved to Oroville. She is the widow of Engineer BOHANON. Also leaving Keddie are Engineer and Mrs. I. GREGORY who have bought a home in Quincy.

Mrs. Martin and Mrs. Laurel Fisher were the hostesses for a reception honoring Mr. and Mrs. THOMAS BERRY, Operator, of Oroville, on their 50th anniversary. The party, including 20 for dinner and dessert served during the evening to many friends and neighbors, was held in Paxton. A gift from all their friends was presented to the Berrys, who are former Keddie residents.

Greetings to all and best wishes for Christmas and the New Year!



MILEPOSTS

"This Was Railroading"

By George Abdill

There have been a good many books on American railroad history published during the last few years, but few of them have dealt with the Pacific Northwest. George Abdill's "This Was Railroading," just published, make up in part for this neglect.

Subtitled "An Historical Collection of Rare Photos and True Stories About the Tracks, Trains and Trainmen of the Pacific Northwest," the volume is just what it claims to be. As a matter of fact it would have been improved had fewer pictures been used and the necessity for using too small cuts avoided. It would have been improved also had its locomotive engineer author availed himself of a little professional editing. And it certainly would have been im-

proved with a few maps of the area.

However, despite these minor shortcomings, "This Was Railroading" is definitely a worthwhile book and one which will appeal particularly to Mr. Abdill's fellow railroaders. Most of his material is new to the printed page and he has unearthed a truly astounding assemblage of old-time photos ranging from the balloon stack woodburners with which the rails invaded the Northwest to the sleek turn of the century varnish representing the so-called "Golden Age of Railroading."

All in all, MILEPOSTS can heartily recommend "This Was Railroading" by George B. Abdill. The Superior Publishing Company, Seattle, Washington, 192 pages, \$10.

"Thirty-seven miles of snow"

*"I got up the other morning, feeling fine;
Was called to work, and arrived on time.
We deadheaded to Westwood for a regular run
But was released up there and it was not for fun.
Plowed sixteen miles of nine-foot snow
And the Boss asked us to plow some more.
Plowed twenty-one miles more and what did we get?
Another day older and feet that were wet.
Worked twenty-six hours doing our best
And we all agreed there would be no rest
Until we plowed the snow off the railroad track
So the trains could roll and make some jack
To pay us boys for clearing the track.
Now, Mr. Trainmaster, don't call us
'Cause we don't want to go
To plow any more of that cold, cold snow."*

The above bit of poetry was found on the desk of R. A. Henderson, then trainmaster at Keddie, after fighting heavy snow on the Keddie-Bieber line

in February 1956. Bob said in his accompanying letter to the editor: "No signature, so I don't know who our 'talent' is!"

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Christmas Lines

At Christmas time travelers and shippers alike feel the warmth of the railroads' sincere message of "Peace on Earth, Good Will Toward Men," expressed by public celebrations across the nation.

MILEPOSTS commends the railroads and their employees, one and all, for these Yuletide activities, a few of which are—

- Commuter carol singing in stations . . .
- A 55-foot holly tree by the tracks with 1,358 colored lights . . .
- Employee Christmas parties for underprivileged children . . .
- Glee clubs performing at charitable institutions . . .
- Station tableaux depicting the story of Christmas and the Nativity . . .
- Christmas tree formed by lighting some, blacking out others, office windows . . .
- Special excursions for underprivileged youngsters . . .
- Christmas story printed on dining car menus . . .
- Choral groups serenading arriving and departing trains . . .
- Christmas decorations in lounge and tavern cars . . .
- Christmas carols over station loudspeaker systems . . .
- Gifts of holly, cigars and candy in dining cars for women, men and children . . .
- And many more.

To railroads and railroaders everywhere—a very Merry Christmas!