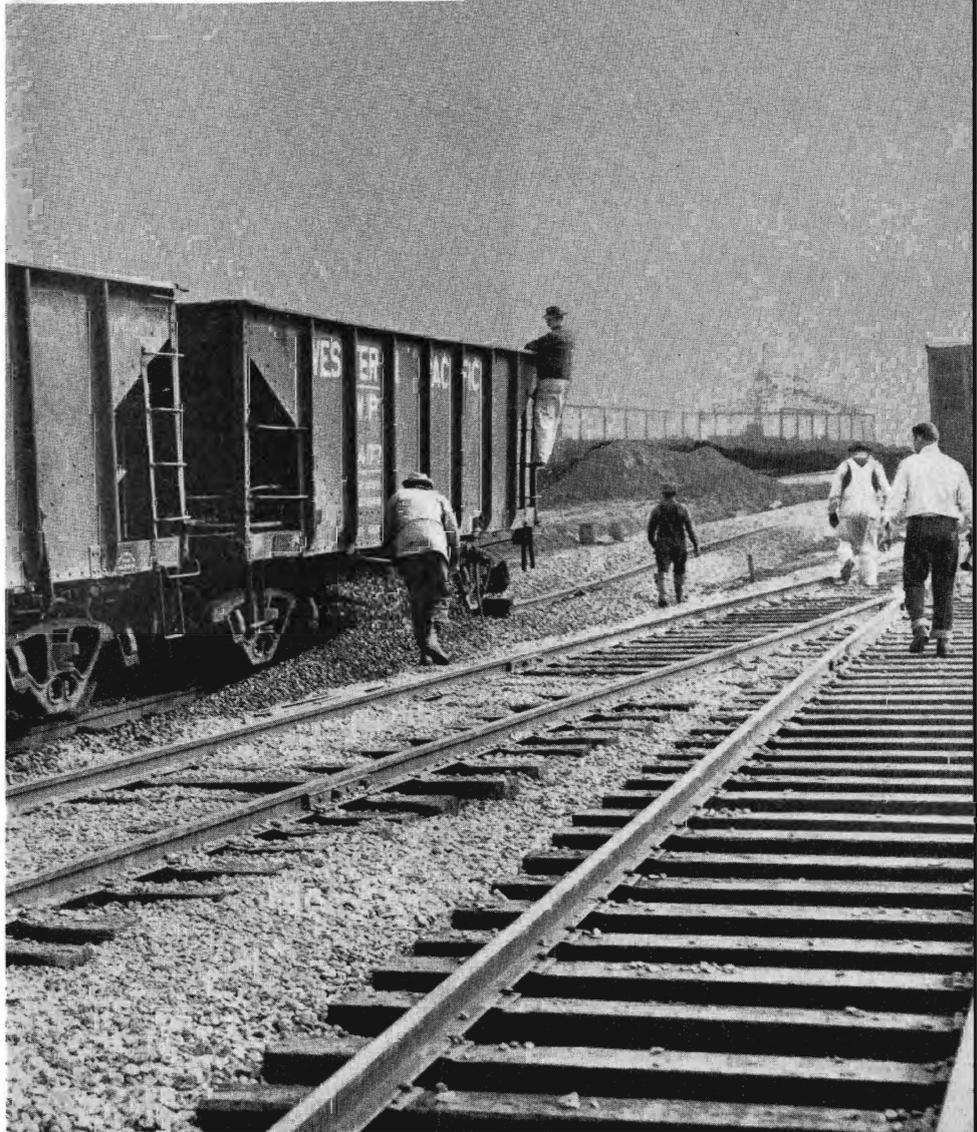


WESTERN PACIFIC
Mileposts
FEBRUARY 1951



WESTERN PACIFIC Mileposts



Vol. II, No. 7

FEBRUARY, 1951

Milepost No. 19

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

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MILEPOSTS

Industrial Relations on the W. P.

One of the chief objectives of any railroad is to promote industrial development along its rights of way. You will no doubt recall the importance president Whitman stressed on this particular phase of railroading during his "Operation Nosebag" talks last April. Without industry, there would be no goods to haul, and the life, progress and success of a railroad would be short.

To accomplish this promotion on the Western Pacific and its subsidiaries, the company has an industrial department, the purposes and functions of which are manifold. The purchase, sale and lease of real estate is a very important interest. Industrial tracts are planned and developed from the inception of acquiring the property, installing streets, utilities and tracks, and selling or leasing the developed sites to the industries. In aiding firms to locate along the railroad, either private or

company owned property is submitted for their consideration.

Let's take a little trip over the line and learn of some of the latest developments being undertaken by this department. Plans were recently announced by the company for development of a 70-acre industrial tract in San Jose, to be equipped with utilities for industrial use. Once pear orchards and vegetable farms, the tenants were notified of the proposed change in ownership. Application for rezoning the property from light to heavy industrial use was the first step, to be followed by installation of additional tracks, sewers, streets and gas lines. Negotiations will then begin with shippers desiring lease or purchase of a part of the tract, following which plans for construction of buildings and spur tracks to serve the buildings. Meanwhile, the department has already processed the application through the



Back row, from left: F. B. Stratton, industrial commissioner; R. W. Harlan, chief clerk; E. P. Jagels, assistant to I.C. Front row, from left: Helen Kuntz, steno-clerk; Josephine Vraginison, clerk; Marvel Levy, secretary to I.C.

MILEPOSTS

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various departments—engineering, traffic and operating—before it is passed on to the executive department for authority to complete the transaction. Following approval, construction work is started and before traffic begins to roll nearly every department on the railroad will have had some interest in the new development.

Last July, industrial commissioner, F. B. Stratton, appeared at a public hearing before the Planning Commission of Alameda County for sanction to rezone to the category of heavy industry a parcel of farm land west of Decoto, on the main line between Hayward and Niles, on which options to purchase had been taken. Favorable action on the rezoning was taken and the purchase options were exercised. Of the 195 acres involved, 70 were sold to the United States Pipe and Foundry Company for their California plant for manufacturing centrifugally cast cast-iron pressure pipe, the remaining 125 acres being available for the location of other desirable industries. Completion of the pipe plant is contemplated for late 1951, and should provide a fine source of revenue for Western Pacific. In addition, employment will be made

Carloads of equipment are necessary to construct industry spurs, and outfit cars, shown in background, are placed on nearby sidings to feed track gangs during construction.



available for many people in that locality.

Ground was broken last August for construction of a one-story concrete and masonry steel frame structure by the Golden Grain Macaroni Company at San Leandro. Fronting on the company's right of way, the 3¼-acre tract will be the largest macaroni operation west of Chicago, with a capacity of a carload of macaroni products a day. More than 100 employees will be employed in the plant. Four large silos will hold 10 carloads of raw materials for the firm's products, providing shipments of both inbound and outbound freight.

Another source of revenue for Western Pacific was the recently completed General Foods plant on San Leandro Boulevard in east Oakland. Others include lease to Taylor-Knapp Company for a 10-year period, covering 76 acres of land on the Carbona Branch near Kerlinger, on which the industry will construct a plant for the production of manganese concentrates used in the manufacture of dry cell batteries. Sale to Sears Roebuck & Company, of property in San Francisco has been completed, and construction of their proposed warehouse will be started as soon as necessary building permits can be obtained. The warehouse will serve the company's two retail stores in San Francisco (one of which is now under construction), as well as outlets in San Mateo, Marin and part of Sonoma County.

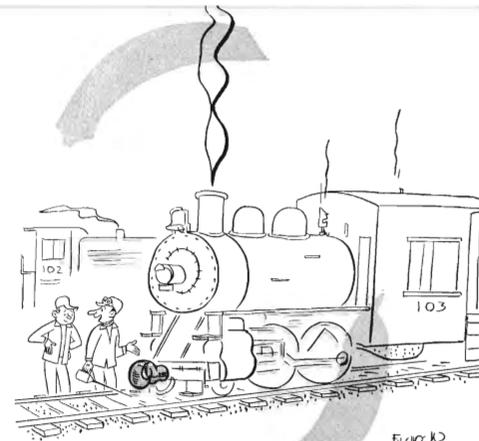
At Stockton, plans have been completed by the American Can Company to locate a plant to be served by both the Western Pacific and Southern Pacific, costing approximately three million dollars. Contractors expect to start construction immediately. The plant

will take care of the production of cans for food processors in and around Stockton who have previously been served by the Can Company's plants in San Jose, Oakland and/or Sacramento. One of the significant factors for determining the location was the demand of the Can Company for dual rail service. The industrial department collaborated with a local real estate firm with respect to finding the site which resulted in the WP being one of the carriers to serve the plant.

Over on the Eastern Division, the Deseret Livestock Company of Salt Lake City, has formed a new company to construct a salt manufacturing plant near Lago, Utah. With a contemplated production capacity of some 50,000 tons annually, Western Pacific will construct a spur track in excess of a mile in length to serve the new industry, another new source of freight revenue for your company.

Another spur track, 1,150 feet in length, has been constructed taking off from the company's Ellerbeck Branch, near Milepost 893, for the U. S. Smelting, Refining & Mining Company and the International Smelting & Refining Company. Lime sand taken from a deposit on Stansbury Island, north of Ellerbeck, will provide another fine source of steady revenue for Western Pacific.

There are many more plans for locating new industries along the right of way, in addition to the many older firms who have been steady customers of Western Pacific for many years. Mention of all of them would take much more space than is available, however, their relations with the industrial department do not end when construction has been completed and shipments begin to roll. Enlargement



"The brakeman's been complaining that I've been socking the cars too hard."

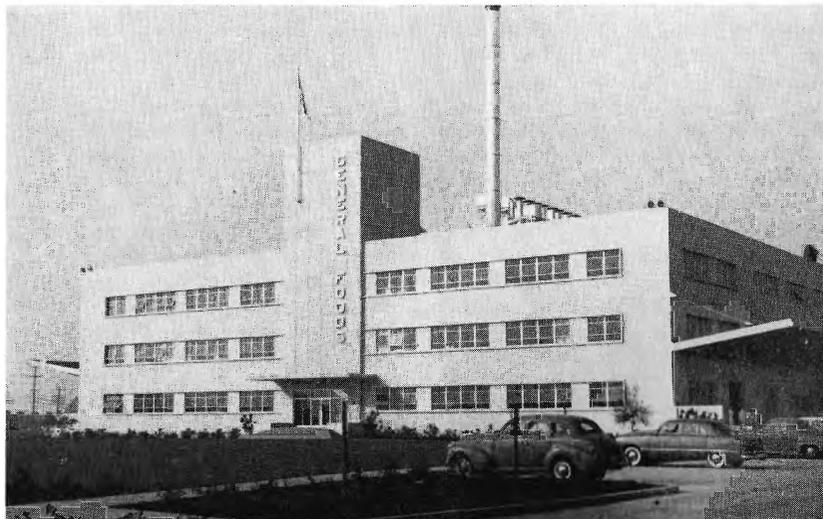
of facilities, acquiring additional land, renewing leases and other industrial problems constantly flow through the channels of this department, which also act as a clearing bureau for the issuance of easements and licenses to public utility companies serving these plants and industries. Private road crossing licenses must be granted for the convenience of private individuals and others in crossing the company's tracks.

In order to handle the large volume of detail involved in industrial matters, the department is staffed by six employees.

F. B. Stratton, industrial commissioner, was born in Sonoma County on October 2, 1900. He came to Western Pacific in August of 1920 as office boy, left the company one year later and returned in February of 1922 as secretary to the vice-president and general manager. Promoted to general agent, perishable freight service, in June of 1923 he later became perishable traffic agent at San Francisco in July 1927. In November 1931 he was assigned as general agent at Seattle where he re-

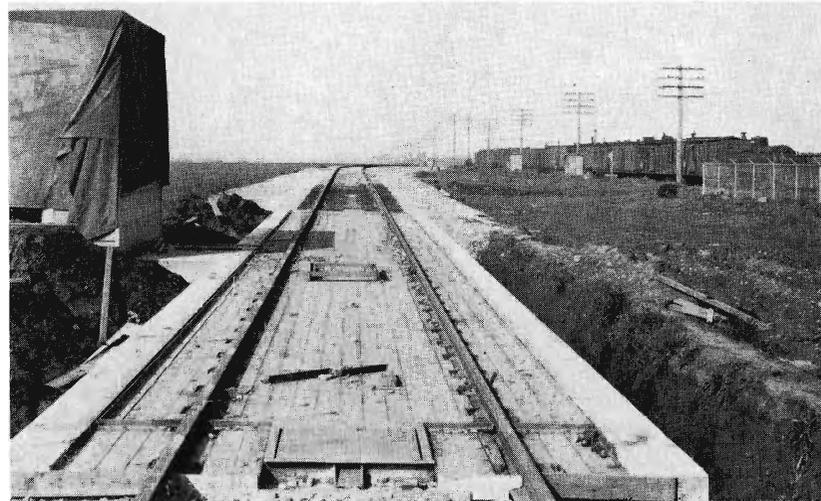


Above: WP spur leads to the Golden Grain Macaroni plant at San Leandro. Below: General Food's plant in Oakland, also served by Western Pacific.



mained until joining the armed forces in April of 1943, from which he was honorably discharged with the rank of Major in November 1945. Returning to the company as assistant to the freight traffic manager, he received his present position July 1, 1946. Stratton is married and has two children. He is a member of the San Francisco, Oakland and Sacramento Chambers of Commerce as well as The American Legion and the U. S. Reserve Officers' Association.

Assistant to industrial commissioner, E. P. Jagels, was born in Denver, Colorado, on June 1, 1911. He joined Western Pacific in December 1929 as clerk in the vice-president and general manager's office and in May 1935 became secretary to freight traffic manager. Following five months service as clerk in the traffic department, Jagels left the company for employment with the Delaware, Lackawanna & Western



Plans for installing this scale track and spur were made in the company's engineering department. Scale is used for weighing inbound loads of pig iron and other material and may also be used for weighing outgoing loads of the finished product.

Railroad as chief clerk to general agent in October of 1938. He returned to WP as secretary to freight traffic manager on March 30, 1942, was promoted to rate clerk that year and was appointed chief clerk to the general agent at Klamath Falls on October 5, 1943. After service as chief to general agent at Sacramento, chief of the service bureau, and freight traffic agent, Jagels became assistant chief clerk to the Industrial commissioner on July 1, 1946, was made chief clerk in that department on January 16, 1948, and assumed his present position on February 1 of that year. He lives in San Francisco with his wife and one daughter.

Chief clerk, R. W. Harlan, was born in Bradford, Illinois, on October 31, 1904, and entered Western Pacific in June of 1923 as yard clerk and cashier at Gerlach. Transferring to Oakland in

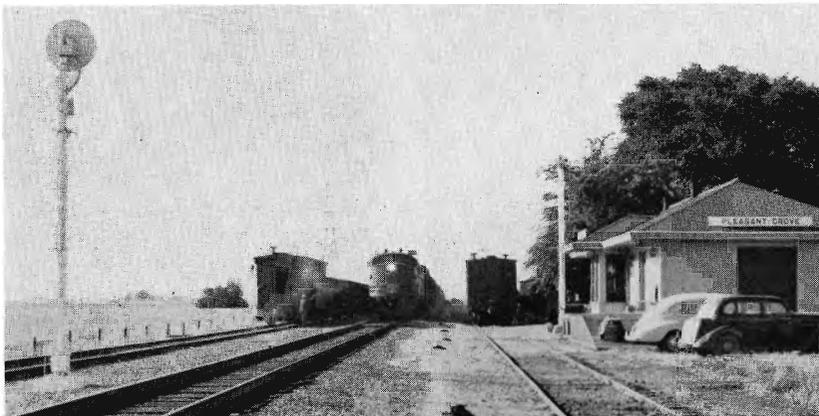
November 1924 he remained there as yard clerk, general clerk, cashier and revising clerk until April 25, 1927, when he left the company for employment with the CB&Q, as chief clerk, at Oakland. He became city freight agent and traveling freight agent for that company, and returned to the Western Pacific as supervisor of the solicitation bureau at San Francisco on November 15, 1940, and received his present position February 1, 1948, following a three-and-one-half-year stint in the U. S. Army during World War II, during which he reached the rank of Captain. Bob lives in Oakland with his wife and one son.

Seniority in the department goes to Miss Josephine Vragmison who began service with the company in May of 1922 in her present position as clerk. She is assisted by Mrs. Helen Kuntz,



After surveys have been made by engineering department field forces, from which drawings are prepared to show track layouts, size of rail and amount of material required, carloads of ballast, ties, rail and rail fastenings are brought to the site and are placed in position by track gangs under the supervision of a roadmaster and gang foreman. Modern-day equipment used on the WP speeds construction of industry spurs and provides a well-laid track over which tons of equipment and material must pass daily in serving the industry both with inbound and outbound movements.

Western Pacific's fast freight service maintained the highest average speed of any Class I American railroad, according to a Railway Age report last year, which is good news for any shipper. Modern, fast and efficient diesel power gets the industry's goods there on time, with the help of good teamwork on the part of WP employees, who are well known for their fine cooperation and pride in their company. This photo shows a long eastbound freight "in the hole" for a fast-moving westbound freight headed by diesel power, as it passes Pleasant Grove on its way to Sacramento, Stockton and the Bay area with a trainload of mixed freight.



stenographer-clerk, who joined the department in August of 1945.

Mrs. Marvel Levy, secretary to the industrial commissioner, will have ten years service with the company in October of this year, having taken over her present duties after having served as secretary respectively to Thomas Kearns, retired auditor of revenues; Frank King, deceased auditor of payrolls; Norman W. Menzies, superintendent of telegraph, and Stanley R. Proffitt, retired purchasing agent.

The department moved to new quarters only last month and are now located on the second floor of the building at 516 Mission Street adjacent to the general office.

"OH, DEER!"

"I ain't impressed with any of these tales about people hittin' game from a triffin' 300 or 400 yards," said the old Texan. "Out in West Texas these here telescopic eyes of mine spotted a buck. I ramm'd a charge down the barrel of my gun, then some waddin' and a couple of ounces of rock salt. I shoved a ball down on top of that and let go. Bang! The buck dropped dead in his tracks."

"Why the rock salt?" asked a young man across the Pullman aisle.

"Shucks," replied the old Texan, "that deer was so fur off that I had to do somethin' to keep the meat from spoilin' before I could get thar!" —M-K-T Employees' Magazine.

One consolation of old age is the fact you can whistle while you brush your teeth.

Little Nancy Burshears, age 2, was one of the first children to try the new plastic California Zephyr children's bib, on which is imprinted "I ate on the Vista-Dome California Zephyr." She is assisted by WP steward M. J. Zellin, while mother, Mrs. J. J. Burshears, and 6-year-old sister Karen look on approvingly.



WP FIREMAN AIDS VETERANS

While serving overseas during World War II with the 709th Railway Grand Division of the U. S. Army, J. E. Bramse, fireman working out of Western Pacific's Oakland yard, experienced many long days in hospitals after having been wounded and blown from a building following explosion of a V-2 rocket.

A desire to help other veterans still hospitalized was uppermost in his mind when he learned of a telephone call to the *San Leandro News* by women of that city, appealing for money to be used to aid veterans at the U. S. Naval Hospital in Oakland. Finding it difficult to visit the hospital in fear of again reliving those unforgettable days, Bramse decided there must be some other way in which he could help. As a result, he took it upon

himself to instigate a collection for the purchase of a television set to be given to Ward 76A of the hospital. Donations were collected from employees working in and out of the WP roundhouse in Oakland, and other contributions were received from employees of the Owens-Illinois Glass Company and the Hazel Atlas Glass Company, also of Oakland. Chairmen appointed to assist in the collection were Bramse; W. D. Good, WP roundhouse foreman; Henry F. Ball, Owens-Illinois Glass Co.; and Ted O'Hearn of the Hazel Atlas Glass Co.

When all collections were in, Mr Ball, on behalf of the three companies and their employees, presented an RCA 19-inch television set to Lt. R. L. Thompson (MSC), USN Recreation Officer, for patients of Ward 76A.

A left-over cash fund of \$103.52 was also turned over to Lt. Thompson for the Welfare and Recreation Fund for magazine subscriptions.

Bramse received a copy of a letter dated December 21, 1950, addressed to Harry F. Ball by Lt. Thompson, reading:

"On behalf of the patients of this hospital, we wish to extend our sincere thanks to you and the employees of Hazel Atlas Glass Company, Western Pacific Railroad, and Owens-Illinois Glass Company for the generous gift of a television set.

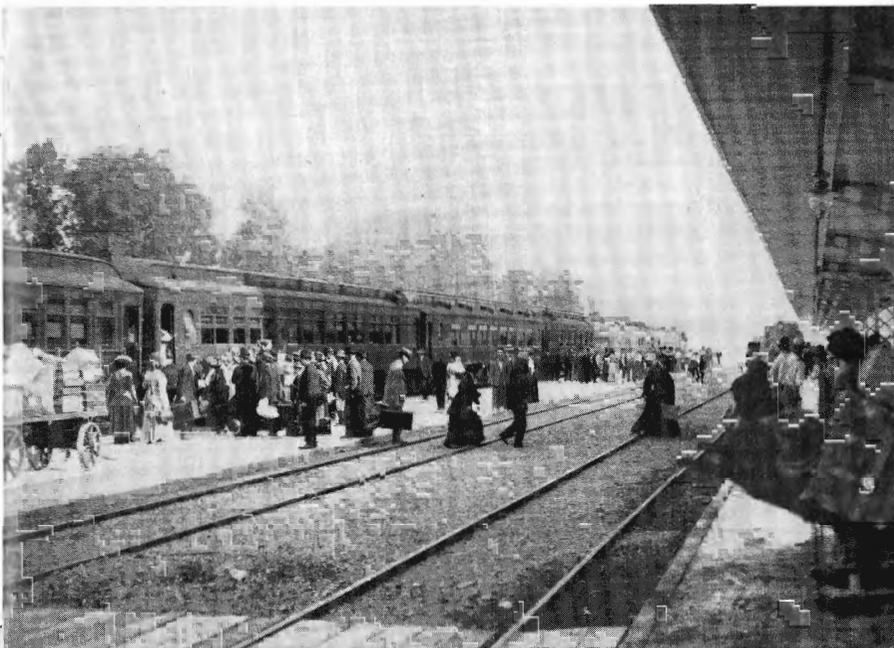
"Many pleasant hours of recreation will be derived from this gift, such recreation being most beneficial in building the morale of the boys which is so essential in their progress.

"A Very Merry Christmas to all and a most prosperous New Year.



J. E. BRAMSE

IN THE GOOD OLD DAYS



WESTERN PACIFIC'S eastbound Overland Express has just arrived at Salt Lake City in the summer of 1910 after a 38-hour ride from the West Coast.

AIR CONDITIONING (but not like that on today's California Zephyr) was then achieved by merely—with the aid of the conductor, the porter, and two or three husky male passengers—opening a window. But unlucky were those who failed to close said window before the train entered a tunnel. Remember?

THE "CHARLES O. SWEETWOOD" ROLLS ON

Residents of Elko and neighboring communities turned out en masse on January 25 in observance of "Charles O. Sweetwood Day," proclaimed by Mayor Dotta to honor the memory of the first Nevada youth and first Western Pacific employee to lose his life on the Korea battlefield. Colorful ceremonies were held in front of the WP station, the observation platform of the Blood Procurement Car named after Sweetwood serving as the speakers' stand. (Story of the car and Oakland dedication in January MILEPOSTS.)

Music for the occasion was furnished by 40 red and white uniformed marching members of the Elko High School band, under the direction of Carl Easterbrook. Also present was Elko's Nevada National Guard Unit, which marched in just before the ceremonies began.

Grant Sawyer, Elko County district attorney and chairman of the Elko County chapter, American Red Cross, acted as master of ceremonies. Among the speakers was Mayor Dotta, who said that he had proclaimed "Charles O. Sweetwood Day" so that the memory of this Elko war hero might be properly honored and so the citizens of the community might extend their sympathy to his mother and members of his family.

Mrs. Bonnie Grover, mother of Sergeant Sweetwood, James and Bud, brothers, and Mrs. Claude Barnes, a sister, were called to the speakers' platform, where Mrs. Grover again

read the inscription on the plaque honoring her son.

Called on for a few words, former Senator Charles B. Henderson, a director of the railroad, and president of the Elko Telephone Company, said: "... the Western Pacific is showing its appreciation to his memory in dedicating the car as a military blood procurement car for service to our soldiers in supplying them with blood. But equally as patriotic are those who give their blood for this worthy and worthwhile cause. God, our soldiers, and the American people will bless you for what you are doing."

"This car means America," said Robert F. Shea, deputy director of the Pacific Area American Red Cross, and Superintendent James F. Lynch responded, saying: "On behalf of the Western Pacific and its employees, I thank you for your kind remarks and tell you that we feel it a privilege to provide this car to help in the great work you are doing."

Mrs. Grover introduced Pfc. Charles Morse as the final speaker. His brief talk told of his and Sgt. Sweetwood's boyhood friendship and how the two youths had been together in Japan and then in Korea. Shortly before Sweetwood, who was in the Medical Corps, was killed, and after he had carried Morse wounded from a Korean battlefield, the two had spent a brief period together in a rest camp on the Korean shore. Private Morse was again hit by shrapnel, and again saved by Sweet-



Ceremonies took place at Elko in front of Western Pacific's depot. Snow on the ground failed to keep away the large crowd who turned out to honor their home-town hero.

wood. Shortly afterwards he was returned to the United States for treatment. He never saw his friend again. A member of the Military Police, Morse is now back on active duty, stationed at Camp Carson, Colorado, from where Western Pacific officials arranged a brief furlough for his appearance in Elko.

Another close friend and high school classmate, George Atwood, was among the first blood donors. Also among the first donors were Mrs. Dora Esterola, Mrs. George Sope, and Miss Lea Paradise, members of the Owyhee tribe of Indians, who made a 200-mile round

trip and appeared in authentic costume. Their escort, 77-year-old Jim Bell (Chief Little Water), dressed in full regalia including a handsome feathered war bonnet, had passed the age limit and was not allowed to donate.

The color guard for the occasion included Sweetwood's classmates, George Atwood, Leslie McDermott, Henry Samper, and Louis Uriarte.

The car remained in Elko until January 27 for the accommodation of those who had signed up to contribute blood and then departed for a five-day stay at Salt Lake City. Previously,



Mrs. Bonnie Grover, mother of Sgt. Sweetwood, and Pfc. Charles Morse read the inscription on the plaque honoring her son to a Red Cross worker aboard the car.

after the dedication services and a three-day stay in Oakland, the car had visited San Leandro and Hayward, and visits to Tooele, Winnemucca, Gerlach, Herlong, Reno, and other cities and towns along the right of way were also

Mrs. George, Miss Lea Paradise and Mrs. Dora Esterola, members of the Owyhee tribe of Indians, sit on the reviewing stand, and Chief Little Water shades his eyes in true Indian style to better see the impressive ceremonies.



scheduled for February. The itinerary of the "Charles O. Sweetweed" during March and April will be found on another page, together with a record of the blood donations received at stops already made.

At Salt Lake City a third program was presented in the Union Depot by the local chapter of the Red Cross. Western Pacific was represented by J. Reuben Clark, director, and first counselor in the first presidency, Church of Jesus Christ of Latter-Day Saints.

Among the others who made short talks were: Clarence Bamberger,

(Continued on Page 15)

In Memoriam

Louis Caggiano, laborer on the Eastern Division, died on December 7, 1950. Mr. Caggiano entered company service April 3, 1944, and is survived by his widow, Mrs. Antonia Caggiano, of Sacramento.

Eastern Division brakeman, Kenneth J. Jones, died on December 11, 1950. He is survived by his mother, Mrs. Charlotte M. Jones of Salt Lake City. Mr. Jones began service with the company on October 11, 1943.

Milburn M. Lewis, Western Division brakeman, died on January 28, and is survived by two brothers, Lloyd C. and W. W. Lewis, of Tacoma, Washington. Mr. Lewis came to Western Pacific on October 15, 1946.

Elias Seja, section laborer, died on January 5. His heirs are Mrs. Jesus de Castello Seja, widow, of Michocan, Mexico. Mr. Seja entered Western Pacific service November 3, 1948.

Myerl D. Shipp, Tidewater Southern locomotive fireman, died on November 18, 1950. He is survived by his parents, Mr. and Mrs. T. H. Shipp, of Prescott, Arizona. Mr. Shipp entered company service August 26, 1950.



James F. Lynch, superintendent of Western Pacific's eastern division, speaks into the microphones, while Red Cross nurses Vivian Rott, Julia Rigutto and Rosemarie Bulich stand by before taking over their duties in assisting donors who later offered their blood.

member of the national Red Cross board of directors; Col. Charles P. Lynch, chief of the Utah military district; and two Korean veterans.

First Utah to give blood after the ceremonies was Senator J. Francis Fowles of Ogden, president of the state senate. He was followed by Senators Alonzo F. Hopkin, J. Harold Reese, Donald T. Adams, and John A. Beal. Other early donors included a group of enlisted men and officers from

Fort Douglas, including some veterans of the Korean campaign.

Senator Fowles said the pint of blood he donated was the first installment in repayment of blood which helped save the life of his son, Sgt. Tom Fowles, who was wounded in Germany in 1943.

Wife: "And I suppose you expect me to believe you drove straight home from the office?"

Husband: "Sure did. Just like the crow flies."

Wife: "Yes, so I see. Stopping frequently for a little corn."



SCHEDULE FOR MARCH AND APRIL

Mar. 1-2, incl.	Stockton, WP Station
" 5-6, incl.	Newark, Wedgewood Stove Co. spur (SP)
" 7-9, incl.	Hayward, WP Station
" 10, incl.	Livermore, WP Station
" 12-13, incl.	Westwood, WP Station
" 15-16, incl.	Loyalton, WP Station
" 19-20, incl.	Carlin, WP Station
" 21-22, incl.	Wells, WP Station (south via Nevada Northern Ry.)
" 24-26, incl.	Ely, NN Station
" 27-28, incl.	Ruth, NN Station
" 29-30, incl.	McGill, NN Station (north via Nevada Northern Ry.)
Apr. 2, incl.	Wendover, WP Station
" 3-4, incl.	Tooele, Tooele Valley Ry. Station
" 5-6, incl.	Warner, Tooele Ordnance Depot (via Union Pacific Railroad)
" 9-10, incl.	Deseret Chemical Depot
" 11-12, incl.	Garfield, UP Station
" 16-17, incl.	Clearfield, UP Station (via Bamberger Railroad)
" 18-19, incl.	Hill Field (Ogden)
" 20-21, incl.	Bountiful, Bamberger Station
" 23-28, incl.	Salt Lake City, Union Depot

COLLECTIONS

Blood donations received aboard the "Charles O. Sweetwood" at each stop will be reported in MILEPOSTS each month as figures are released by the American Red Cross.

Following are donations received through February 6:

STATION	NO. DAYS	DONA- TIONS
Oakland	3	147
San Leandro	3	240
Hayward	3	329*
Elko	2½	199
Salt Lake City	5	406
Warner (Tooele Ordnance Depot)	2	172

TOTAL DONATIONS 1,493

(Capacity of the car is limited to approximately 80 per day.)

* Additional facilities were set up in WP's depot in order to handle the excessive appointments.

"NO TICKEE—NO WASHEE!"

Since we began mailing MILEPOSTS to your homes, we found out that you railroaders do a heck of a lot of moving around. Not that we have any objection—we hope you like your new home and, in some cases, it's probably cheaper to move than pay rent, as the old saying goes. That's your problem.

Our problem is to get MILEPOSTS to you right hot off the press. But we can't do it if we don't know your new home address. Sure, we finally catch up with you with the help of the post office department, but why wait weeks to get your magazine?

As a special favor to your poor old editor, PLEASE notify him when you move. We must have your name, social security number, new home address, and old home address. NO COMPANY ADDRESSES, PLEASE!

Thanks a lot, folks!

FOUND: Lady's purse in the back seat of my car, left while parked. Owner can have same by paying for this ad. If she can explain to my wife how it got there, I'll pay for the ad myself.

MILEPOSTS

Don't Be HALF Safe!

ACCIDENTS ARE PICKPOCKETS!

Off-the-job safety is as important to the worker as on-the-job safety. The lessons learned in your everyday work can and should be carried over into the hours spent away from the job. It is your duty as the family breadwinner to:

1. Make safety - consciousness at work or play a part of yourself.
2. Help teach safety - consciousness to your wife and children.

Accidents are, in a sense, pickpockets plucking the hard-earned money from your pay envelope. This is true whether an accident occurs to your wife, your children or YOU. In the final analysis it is you, the breadwinner, who is financially responsible for any accident suffered by a member of your family. So don't shed safe practises like an old coat when the five o'clock whistle blows; carry them along with you as a protective shield guaranteeing happiness and freedom from accidents to you and your loved ones.

—Massachusetts Safety Council.

MEMO TO YARD BRAKEMEN

One out of six might be you! That's right—one out of every six railroad workers killed or injured on the job in recent years was a yard brakeman. Yet you brakemen worked only one-twenty-eighth of the man hours in the railroad business.

Half of the injuries to you could be prevented by using caution on just two of your many work operations. What are they? Those everyday moves of getting on and off cars and loco-

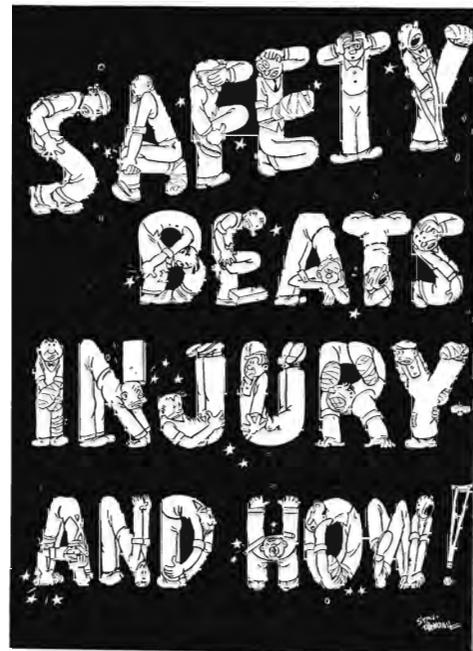
motives and operating hand brakes. And another thousand accidents a year could be prevented by proper work methods in coupling and uncoupling cars and in operating switches.

Your fatal accidents, thank heaven, are comparatively few. The worst single killer of yard brakemen and helpers is SRO—which means standing room only to non-railroaders, but struck and run over by us.

Not one in a hundred—probably not one in a million—of these yard accidents had to happen. Good sense on the part of brakemen, plus good teamwork from their fellow employees, could have prevented them.

—Safe Railroader.

FOR 1951—A RATIO OF 4.0





EDITOR,
MILEPOSTS:

What is an assistant engineer? We have several in the engineering department and at least one in the signal department. It is quite a common engineering title, especially in the railroad industry, and the interesting part is the word "assistant." Who or whom are the engineers that the assistant engineers assist? We have chief engineers, sometimes assistant chief engineers, all kinds of special engineers such as bridge, valuation, office, signal, etc., and quite often they have assistants, too, but what happened to the engineers to make the title assistant engineer plausible? It can't be the division engineering folks, because they insist that their title is division engineer, which of course brings us up against, say, the Eastern division engineer, whereas his boss is only the Eastern division superintendent . . . just a mere "single division" man.

—Talbot Kelly, Oakland.

ANSWER:

Assistant engineers on the Western Pacific handle specific engineering assignments given to them by the engineer to whom they report. They are, in reality, assistants to certain designated engineers such as division, office, valuation, signal, etc.

One WP assistant engineer handles nothing but engineering problems in industrial relations. Another is given particular assignments calling for

much time to be spent in the field in a supervisory capacity, such as relocation work.

Another handles nothing but valuation work, working closely with the ICC, and another supervises all cost estimates for work to be performed. There are also assistant engineers in charge of field surveying parties who spend all their time out on the line. They, in turn, receive their assignments from the office engineer, who is another "assistant engineer."

The signal engineer also receives instructions from the chief engineer, and he has assistant engineers to handle his assignments. Each of Western Pacific's two divisions has a division engineer who, while handling authority for work done on his own division under the supervision of the division superintendent, also receives instructions from the chief engineer. Assistant division engineers work under assignments from the division offices.

There is also an engineer in charge of maintenance of way and structures, and a bridge and building engineer, both of whom work under the jurisdiction of the chief engineer.

In line with standard practice on most U. S. railroads, the title "assistant to a certain engineer" has been shortened to "assistant engineer" to simplify titling and to make possible a more adaptable means for differentiating the positions in title and pay.



IS OUR FACE RED?

Maybe you didn't notice it, but the caption for the picture of the Annual Dinner of the accounting department supervisors' staff on Page 14 of last month's issue failed to identify two of our good friends seated at the extreme right, namely, Frank R. Woolford, chief engineer, and Roy E. Larson, treasurer. And Roy issues the paychecks, too!

Sacramento Store

HENRY J. and Mrs. MADISON welcomed little Carol Ann, who arrived at the Mercy Hospital on January 2, weighing 7 pounds 15 ounces. Mother and daughter are reported to be doing nicely—so is father.

We're glad to hear E. H. FIELDS is returning to work after undergoing surgery at the Mercy Hospital—also LUCIUS REAVES, after his long siege of illness.

JAMES MILLER, former reserve, has been called back into service, after just recently having taken the position as purchase requisition clerk.

Our sincere sympathy is extended to HARRY MESSER and his family after having learned that his grandson, Jack Gillette, has been reported missing in action since September 2.

With the absence of "Old Sol" for

nearly two months, the flu finally caught up with JULIUS FRICK, HARRY MESSER, HORACE LATONA, MARGARET WESTLAKE, ALTON DABBS, RENO PICCHI, REMO RAINERO, LEE WILLIS and IRENE BURTON. The "victims" are anxiously awaiting the return of his vitamin rays.

Wendover

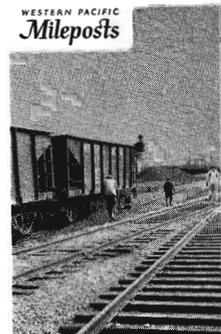
Only C. W. "CHICK" OWEN, brakeman, was able to make a quick recovery from the flu which also caught up with O. F. HAYS and J. C. "MOSE" CAVENDER, conductors, and R. WALKER, fireman. We wish them speedy recoveries.

One of those rare individuals who can afford to take a vacation this time of year is JOHNNIE NAYLOR, Burmester agent. Says he spent most of his time in Salt Lake City enjoying the luxury of not having to show up for work each day.

WESTERN PACIFIC
Mileposts

FEBRUARY COVER

WP crews bring in load of ballast for spur track to serve U. S. Pipe & Foundry Co.'s new plant at Decoto, shown in background under construction.



Also vacationing, in San Francisco, was JACK GODWIN, telegrapher at Wells, who took in all the sights and is now resting up from his vacation after properly "doin' the town."

DICK CHETWYND, Wendover telegrapher, was also in San Francisco, but it wasn't a vacation. He was there for medical treatment.

Congratulations to Mrs. Rod Milligan on her recent marriage. The former Pauline Peterson, she is the daughter of Mr. and Mrs. BRENT PETERSON, section foreman, Wendover.

With winter here and all its forces, fog, snow, wind, etc., the number of traffic accidents has increased alarmingly. Most shocking was the death of W. G. "CANDY" HAMILTON, formerly a machinist for WP. He was struck by a truck while crossing the highway on his way home from work. We will all miss Candy, and may his unfortunate accident serve as a reminder for us to all walk and drive carefully!

Keddie

ALTHEA EVANS, crew dispatcher, and her brother, train desk clerk AL EVANS and his family, were up from Stockton to visit with their parents, Mr. and Mrs. GRANT EVANS. A heavy snowstorm hastened their departure early Sunday morning.

A newcomer here is ARTHUR RICHARDS, from Paradise, working as night call boy and baggageman. C. GILLIAM has taken the relief work and E. C. DONAHUE is on the three to twelve, with PAUL FERREL on the day shift.

Several new faces seen around Keddie this month were engineer FLOYD SEATON and brakeman RAY ERICKSON and NORMAN MARTIN. All work the Westwood Turn on the "high line." We hope they like snow, because when

our first storm finally arrived it wasn't just a heavy frost!

Down to Sacramento recently went CHARLEY FORD, relief operator, to spend a couple of days, and conductor ANDY STEIN and the Missus spent a day in Stockton.

NORMAN ROBERTS, road foreman of engines, is making his new headquarters in Keddie.

Received a letter the other day from HARRY DATE, one of our oldest retired engineers. He is in good health and living at the Masonic Home in Decoto, California. Also received a Christmas card from "POP" EDMONSON, another of our old-time engineers.

Sacramento Northern

Oakland is a regular port o' call for retired employees. JIM GLEASON, R. H. BUCKLEY and "WHITEY" WHITESIDE were recent visitors, Whitey coming up from Santa Ana.

BILL SOREL, revising clerk at Oakland, on military leave, writes agent ROY SNYDER every week. Bill is doing fine in the Naval Air Force.

C. SINGLEY is acting assistant trainmaster at Marysville-Yuba City during absence of assistant trainmaster KEN P. WOOD, who is visiting relatives in the East.

Conductor A. B. BONHAM is spending a two weeks' vacation in Missouri, while PEARL COOK vacationed in the San Francisco bay area during the holidays and has ever since been trying to find the bottom of the pile on her desk at Chico.

The engagement of Delores Santos was recently announced by her parents, Mr. and Mrs. ANTHONY SANTOS. Tony is electrician at the Chico shops.



"The one thing I like about this job is I can tell the women where to get off!"

Congratulations to C. E. BROWN, our new agent at Chico.

J. A. ABBAY, blacksmith at Chico shops, has a wee granddaughter, his first grandchild.

Machinist EARL BEASLEY and wife made a trip to San Diego the latter part of January to visit their son, Earl, who enlisted in the Navy on December 14.

Seen regularly around the shops at lunch time is Section 14's mascot, section foreman GARCIA's son, complete with slickers, cap and boots, and his own lunch box, and sometimes pulling a bright-red fire truck which Santa left behind.

The welcome mat was out for car-

man L. J. HUNTING, who went over to the WP for a while, but is now back again.

Oroville

Ruth Lind, daughter of conductor and Mrs. O. W. LIND became the wife of Edward E. Finlay in Reno on December 31. They were accompanied by Mrs. Lind and Mr. and Mrs. Peter Thill, and the newlyweds will reside on Acacia Avenue, Oroville, where hubby operates a grocery business. Congratulations!

John Lambros, son of janitor SAM LAMBROS, was wed to June Adkins at the First Christian Church of Marysville on December 26. After the wedding and the reception, the newlyweds

left for Fort Lewis, Washington, where the bridegroom is stationed with the Army. Best wishes to the happy couple!

PBX-ticket clerk W. E. GINTER has been passing out cigars for days on account of the arrival of a son, Dale Everett, on December 28.

JACK W. YOUNG, stepson of ditcher engineer D. W. RICHARDS, has entered the Rideout Hospital in Marysville for a major operation. Jack has been employed on the ditcher crew and also worked as a student brakeman. We all wish him a speedy recovery.

Switchman FLOYD M. BARNES was called to Sacramento on January 10 for his physical, then off to Texas for training in Military Service.

Allan Hunter, son of road foreman of engines T. D. HUNTER and wife, was also called for Military Service and is stationed at Fort Ord.

CHARLES LERNER, 19, enlisted in the Marine Corps and is stationed at San Diego for preliminary training. He was a member of a ditcher crew and is the son of retired carman F. H. LERNER and wife.

Carman R. S. PATTISON and wife's son, George, enlisted in the Navy and has been recommended for duty as engineman in submarine service, stationed at San Diego.

Tom Blair, AT-SF switch foreman in Fresno, has been visiting his sister, telegrapher MIDGE ARRUDA and her mother, Sadie Blair, for a few days.

General foreman J. F. STONE, telegraph department, and wife have been entertaining Mrs. Stone's sister and husband Mr. and Mrs. Herb Warring from Chicago. Mr. Warring is a brakeman on the CM&ST.P. They will visit San Francisco and Los Angeles before returning to the "Windy City."

Carman JACK DUDLEY, wife and little daughter, Patty, have returned from a most enjoyable vacation (really a belated celebration of their twenty-fifth wedding anniversary which occurred in July), spending Christmas in Elko with Jack's mother, Mrs. Annie Richards, then going on to Salt Lake City to visit son Delbert and family to get acquainted with a new grandson. Delbert is attending the University there. They also visited with other relatives in Provo, Utah, and Ely, Nevada, and returned via Elko, bringing Jack's sister, Mrs. Wignal home for a visit to Oroville. "Grandest vacation ever," say the Dudleys.

Retired switchman JOHN FRANCIS WALLACE, 68, of 1280 Robinson Street, passed away in his sleep on January 4. He leaves two sons, John P. of Klamath Falls and Francis Wallace of San Francisco.

Retired telegrapher GEORGE ANTHONY MOSHER, 79, passed away in the Oroville Curran Hospital on January 10. A native of Minnesota, he moved to Oroville from Sacramento about four years ago. He is survived by two daughters, Mrs. M. R. Benkert of San Francisco and Mrs. E. W. Long of Belden.

JOHN F. O'NEILL, pitman, who was injured on December 14 when the ditcher he was riding struck a rock, causing serious leg injuries, has been able to leave the Oroville Curran Hospital and is getting along fine.

Carman L. L. WILMOTH returned to work from an illness that kept him away for over a month.

Carman G. A. GAMBEE has just returned from a vacation spent in Helper, Utah.

Signal maintainer J. E. WILLIAMS was in San Francisco recently, confer-

ring with the Medical Department and reports that he is to be retired immediately. We will miss John, as he has always been a most faithful employee.

Western Pacific employees of Oroville have organized a "Western Pacific Amusement Club," holding their first meeting January 24. Officers elected were: O. C. SHEPARD, president; R. S. PATTISON, vice-president; HELEN R. SMALL, secretary; and W. W. LANG, treasurer. Plans are in the making for another party on March 17.

Los Angeles

Not only did the weather man turn in his usual fine performance with June weather in January, but Dan Cupid cut loose with a couple of well-aimed arrows at DORIS HILL and WILBUR WEST, Los Angeles staff members, who surprised everyone by eloping to Las Vegas last month. Our very best to the Wilbur Wests!

The annual railroad night of the Los Angeles Women's Traffic Club was a huge success, with Vice-President and General Manager H. C. MUNSON journeying down to deliver the principal address. The gals were quite taken with our handsome vice-president and we regret we had no camera to record the scene as the ladies congratulated him en masse.

WALTER MITTELBERG, GFA, put on his usually fine performance in presiding at the Pacific Railway Club meeting here in January. Also showed our fine color film, "California Zephyr."

Chicago

Who? Me! Department . . . Anonymous friend of JAKE EPHRAIM tells me that when he got on the bus the other night the driver asked Jake, "Did you get home all right last night, sir?" "Certainly," replied Jake. "Why do you

ask?" The reply was, "Well, when you got up and gave your seat to the lady last midnight, you and I were the only two people on the bus!"

Which Reminds Me Department . . . With our new ATM, ART LUND, really in the swing of things and getting jobs done but quick, I am reminded of that large business concern president who bought a number of signs reading, "Do It Now!", and hung them around the office to inspire his employees. When asked how his scheme worked out, he replied: "Well, not just the way I thought it would. The cashier skipped with \$30,000, the head bookkeeper eloped with the private secretary, three clerks asked for an increase in salary, and the office boy lit out to become a bank robber."

You Should Have Seen the Other Guy Department . . . JOHNNY RIEGEL smacked his Buick into something stationary recently, and we have it on good authority that when the insurance people asked him what happened, John told them his wife had fallen asleep in the back seat!

Is It True Department . . . That when FRED ROBBINS was in his first childhood there was a certain party in a town deep in the Ozarks that Fred didn't like, whom he met being shaved in a barber shop one day when ditching school. Our boy, Freddie, seeing the man of his hate half shaven, walked over to the old coal stove and quickly put something inside on the burning coals. When asked by the barber what it was, Fred replied: "Just a little stick of dynamite I found by the quarry. Wanted to burn it up so no one would get hurt by its going off accidentally." His half-shaven "friend" was already leading the field, with the barber, razor in hand, only a length behind,

and the rest of the group, who were only a moment ago lounging around the shop, in close pursuit. The shop and stove are probably still there, and I understand Freddie's little hide was tanned but good when they found the stick of dynamite turned out to be only an old railroad signal flare.

Send Our Weather to Munce Department . . . The only advantage we can find in this undescrivable weather (15 below right now) is that we are too numb to worry about Russia, taxes, budgets, bills, and the satisfaction that even Los Angeles' happy MUNCE could be a bit perturbed over the Southern California 40-degree (tsk, tsk) temperature. A few San Franciscans (?) just got out of town in time.

Always Good for a Laugh Department . . . KEN RANK's family, including Bonnie, one Collie not quite house-broken. When the thermometer registered 29 below zero on Ken's back porch recently, it was discovered that the power had broken down and the automatically heated home was one king-sized home freezer. The gas hot water heater broke down shortly before and when Ken shuffled into the office this morning, his complexion blended perfectly with his dark blue suit. Supplying himself with safety matches, he swore that he would have heat that next night if he had to burn down the house.

Portola

The welcome mat is out for L. E. HIBBS, JR., who hails from Oroville, and took over duties as assistant district special agent and claim investigator. The Missus and two sons remained in Oroville, but plan to make their home in Portola soon.

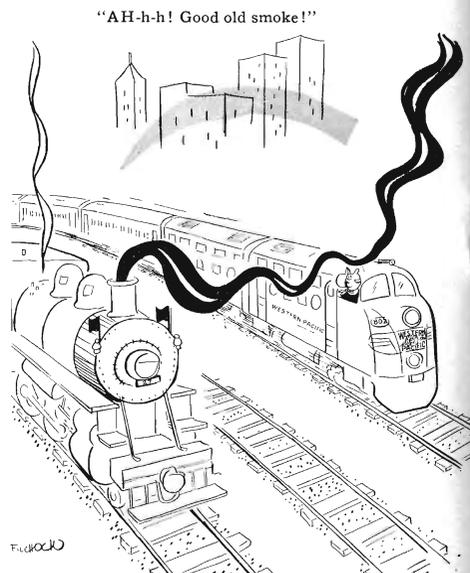
Congratulations and wedding bells

for fireman G. I. PATTERSON, who became the husband of Doris May Jones at Carson City on December 29.

Spring house cleaning left our Portola hospital with a nice new paint job, under the supervision of PATRICK SULLIVAN. Hope our depot, next on the list for spring painting, looks as nice. Understand the new colors are Tropic and Aspen green. Sounds nice and cool!

I. C. BALDWIN, icing supervisor at Portola, left for a two or three weeks' stay at Carlin, Nevada, during the annual ice harvest.

Lucky people able to take time off for some nice trips were relief clerk HANCE MURDOCK, who added 700 miles to his car, driving to Santa Cruz, Sacramento and Santa Rosa and other Northern California points to visit his mother and daughters. JOE "SPIKE" REED and his wife, Deane, spent two weeks in Los Angeles visiting friends and relatives, with a little time out for



At the 3rd Annual General Staff Meeting, held in the Colonial Room of the St. Francis Hotel in San Francisco on January 12, President Whitman, officers and supervisors discussed 1950 accomplishments, management-employee relations, financing, Blood Bank Car, and prospects for 1951.

deep-sea fishing. Caught rock cod and codfish and, believe it or not, a shark! Spike's twin brother, brakeman JACK REED, is now on a trip to the Southern States, accompanied by his wife, to visit relatives and friends in Texas and Louisiana.

In case you're interested, that new Pontiac belongs to brakeman DICK JOYCE, the new Plymouth to CLARENCE CRAWFORD, roundhouse helper, and TED ESTERBY's new Studebaker makes it look like an auto dealer's convention in Portola these days.

More new boys and girls this month. To MRS. EDNA SMITH STACKHOUSE, telegrapher clerk at Reno, a boy, Robert Gailen; to brakeman E. L. and MRS. NIELSON, a daughter, Margaret Ruth; to agent E. L. and LOLA HENSLEY, a daughter, Nola Lee; to brakeman J. R. and MRS. TAYLOR, a daughter, Lydia Lerae, whose grandfather is WILLIAM TAYLOR, switchman at Portola, and whose great grandfather is TOM BARRY, telegrapher at Keddie; and to MAX DUARTE and his wife, a son, Jesus Pedro. Congratulations to all!

Injured in an auto accident on September 25, fireman MELVIN "ARKIE"

FULK and ROY MONAHAN are now up and around and we hope to see them both back to work real soon.

Another of our Portola boys to answer Uncle Sam's call is EDDIE REYNOLDS, who left on January 22 for the U. S. Navy.

Condolences to agent and Lola HENSLEY upon the death of Lola's mother, Mrs. Annie Patton of Stockton, who passed away January 12.

CHARLIE ALEXANDER, relief clerk, has his eye on the chickens—the kind you would put on 17 acres four miles west of Portola, that is. The project includes a nice new home, also.

San Francisco

CARL "SKINNY" RATH is contemplating giving his size 18 shirts to operator "MOOSE" PAULSON. No further comment!

MAX FREGOSO, ditto clerk, was seen starting a fire underneath his car recently, trying to get same started. When last seen he was being pushed up Mission Street by his brother. Guess the fire didn't work.

TONY JOVICK bid in on the midnight to 8 a. m. T&T position, and is being

relieved on the relief position by JOAN MAVITY.

We will surely miss MARY TRICKETT, clerk, who plans on a leave of absence in the near future.

Not only is MARY McFADDEN, secretary to NORMAN MENZIES, a fine cook, as we mentioned before, but her leather working hobby is second to none.

A newcomer to the president's staff is ESTHER McLEISTER, the only gal in the department. She hails from New York, likes California, and worked for an advertising company before coming to WP.

When B. J. Simmons, retired MW&S engineer, saw his name mentioned in

the November MILEPOSTS he was quite surprised. In a letter from Bert, we are told that he enjoys reading about his many railroad friends and, al-

though now living in Carmel, the magazine helps to keep him in close touch with WP activities and personnel. He also mentions that he wishes he were as stout as he appears in the snapshot shown above.

BILL FOOTE became an outdoor man when he transferred from his office job in the VP-GM office to that of assistant district special agent and claim investigator for the chief special agent's department. His headquarters are in Oakland.

Succeeding Bill at his former desk is TOM MEADER, former secretary to chief engineer Woolford, who returned to the WP after a three-month leave following his son's illness.

Congratulations to BILL DUTCHER, auditor of revenues, and wife, Jean, upon birth of a 7-pound 2½ ounce daughter, Denise Lynne, born December 9.

LOUISE FRATTERELLI is back to work in the AR department following her marriage to Raymond Zatarain at Reno on December 22, and a honeymoon that began on New Year's Eve following a reception at the Fairmont Hotel.

AGNES McINERNEY, AR, and Mrs. Heagney, wife of HAROLD HEAGNEY, AR, spent some time convalescing at St. Joseph's Hospital following major operations.

JACK OAKLEY, former AR clerk is back in town as an official of the General Accounting Office at the Presidio.

BETH DEATHERAGE, law department, hustled off to New Orleans for the Mardi Gras and then for a trip to Havana. Lucky gal!

Bob Mason, son of deceased former VP and GM, dropped in the GO recently to visit with friends. Bob lives in Sierra City and is employed as a forest ranger.

Where or where did KEN LEWIS, president's office, get those new shirt creations he has been wearing? Quite the well dressed gentleman!

Now married are JOHN SUMMERFIELD, auditor of revenues, and Jeanette O'Classen. The wedding took place on February 3 at the Church of the Visitation in San Francisco.

Oakland

Wedding . . . Birth . . . and Lonely People. GAYLORD BLACKBURN, mechanical department, and Barbara Louise Buena, recently "walked down the aisle" at the St. Andrew's Church in Oakland. Gaylord's brother was best man.

David Lonnie, 9 pounds 11 ounces, was born January 10 to MR. AND MRS. WALTER BLECHER. Walter works for the Oakland freight department, and David is their first child.

HENRY LLOYD, head electrician, whose wife went to Idaho, remedied the lonesome situation by purchasing a new TV set, and moved his daughter and granddaughter in with him, all of which brought Henry considerable company. His son-in-law is off to the wars.

LEO DELVENTHAL, transportation inspector, and agent J. B. DILLON recently gave another informative and interesting lecture at the U. S. Naval Cargo Handling School on carloading, car bracing and blocking, perishable handling and paper work. They also took the class on a tour of the coach yard and warehouse and inspected the Budd and Vista Dome cars. The school, now under command of Commander Haggard, has tendered these gentlemen an invitation to prepare another lecture for the new class.

SWEDE WESTMAN, Oakland freight, doesn't look a bit like Jerry Lewis, but he's every bit as funny.

Eighth and Brannan

While the local freight office gang at San Francisco did not have a Christmas party last December, they did accomplish a deed which should receive a word of praise.

Headed by WILLIAM "WILD BILL" HATFIELD, head car clerk, they received names of two local families from the Juvenile Court, each having four children, who were very much in need of help.

A table was set up for donations and when they were all in each family received a large quantity of food and

clothing and a good sum of cash. A turkey and ham, with all the trimmings, were purchased, and each child was also fitted with a new pair of shoes, socks and rubbers

A word of thanks goes to BILL LEVY, auditor of revenues, and personnel under his supervision who so generously contributed to the cause. Last but not least, thanks to HERB BORGFELD, demurrage clerk, and his wife, Marion (not an employee) who, along with Bill Hatfield, divided all the donations and delivered them to the needy families.

Those who participated may be assured that Christmas Day was a big event for at least two San Francisco families.

New York

The redolence of moth flakes permeated the office recently when our stalwarts brought out their old "tuxes" for the 41st annual dinner of the Traffic Club of New York.

We hear that someone opened a San Francisco window recently and inflew-Enza, felling our VP-Traffic, keeping him from occupying a prominent place at the honored-guests table.

Also present for the hostilities was HAL NORDBERG, who tends our eastern foreign freight.

And, with our FTM busily engaged in trying to keep shippers and carriers alike happy, at Chicago, us'ns at New York had to exude ever more than our usual charm to make up for the absence of those gents.

All contestants looked in unusually fine shape for the event, but come the morning of the 16th, the evening of the 15th had taken its toll.

We promised a little more embellishment of the characters of JOE MASON and JACK EDWARDS this month, but

they've been so darned prosaic about their superhuman achievements that it defies our genius to get theirs across on paper. If only they'd pull a grandstand act once in a while—but no, they make everything look as easy and as graceful as old Tris Speaker (or, in order to butter my bread with my SF cousins, perhaps I should say Joe DiMaggio) used to do. But I'll get even. I'll make things up, such as Jack beats his wife every second Wednesday, or Joe gives upper NY state shippers hot-fouts. . . . "So that's why you show a decrease from Glutz' Glue Works in Horseheads, New York!"

Believe-it-or-not, but JOHN STILL, hailing as he does from revenoo-er country (where the Governor of you-know-what state said to the Governor of you-know-what other) and where if there aren't a lot of Stills there are a lot of stills, is so darned recalcitrant about his still being a southern gentleman, while wife Marie Still is a dam-



Yankee lady, suh, that he had inserted in their marriage contract a stipulation that they would reside only in SOUTH FORT LEE (New Joisey, that is). Still, he's our boy, and we love him not yet, but still!

What with the baseball season in the offing, the rest of us must steel ourselves daily to suffer the most agonizing anxiety, as ART POTVIN and "Frank," our shoeshine merchant, square off verbally over the previous day's exploits of the Red Sox and Yankees, respectively. At times, Latin tempers flare, and we dread the spilling of blood on our nice clean asphalt tile flooring.

Elko

Congratulations to JOHNNY ETCHEBEHERE for having received an award for the most cooperative member of the Junior Chamber of Commerce. If he's so darned cooperative, why, when we ask him to do something for us, do we always get this answer? "What we need in this office is more *young men!*" (After writing the last sentence, we couldn't make up our mind whether the verb should be "is" or "are," and the entire office force was involved in the solution, yet undecided. Can someone help us?)

ANN CHURCHFIELD, secretary to division engineer FORSETH, is wearing a huge sparkler—third finger, left hand. The lucky boy, John Jayo! Congratulations to two swell kids.

We're happy to welcome DORIS THORNE to our force, as steno in the chief dispatcher's office.

HANNA ETCHEBEHERE bowled 233 recently—high score in the women's league. She should be good—she was

Division Superintendent James Lynch gets the low-down on some urgent business from Trainmaster Harry M. Yoe.—Photo by Dick Bolt.

a BOWLER for many years before she became an Etchebehere. DON HETHCOCK, after rolling a nice 235, can now look up to Hanna and say, "Hah!"

Our newest daddy is MAURICE CRESPO, his wife, Barbara, having presented him with a son, David Raymond, on January 25.

KEITH PETERSON is enjoying a short furlough with relatives, en route from Denver to Sacramento's McClelland Field.

WP employes working in the production (?) of "*Harvey*," presented by the Silver Stage Players recently, included TOM CLARK as business manager and JOHNNY "CO-OP" ETCHEBEHERE on the stage crew. The rabbits used in advertising the play were made and painted by Tom and Johnny, assisted by FRANK OLDHAM. The only WP employe in the cast was HEBER HOGAN, as Dr. Sanderson, psychiatrist. He turned in a very creditable performance.

To us, the most touching part of the dedication ceremonies for the "Charles O. Sweetwood" (see Page 12) was when PFC CHARLES MORSE, boyhood friend of Sgt. Sweetwood, was introduced before the mike. Probably his most terrifying experience, he would probably have been more at home if faced by an army of Communist Chinese. With only a few minutes preparation, he opened his heart and the words he spoke were with the most sincerity and humility in crediting his friend with having saved his life on two different occasions by carrying him wounded from the battlefield. Donating the "106" to the Red Cross for a blood procurement car and dedicating it to the memory of Charles Sweetwood, was the nicest thing Western

Pacific could have done. It's things like this that make us proud to be a little potato in the WP sack.

Office employees of WP here are happy to have been able to increase the total March of Dimes Fund, raised by station KELK, by \$75. CARL PACINI donated a chicken and a turkey from his private stock and the raffle netted \$50. When we learned the station lacked \$25 of reaching their goal of \$1,000, THEDA and ERNIE MUELLER donated a bottle of champagne from their private stock, and ye scribe, not having a private stock of anything, volunteered to bake cakes for the second and third prizes, from which raffle we raised the \$25. Our part in the fund goes toward our appreciation for the many fine sports broadcasts we have enjoyed through station KELK.

Billy Michelson, four-year old grandson of ye scribe, having been reprimanded by his mother for something-or-another, tearfully informed her he was going to "leave home and go to Nanna's house to live." As further proof, he packed his suitcase, presumably with what he considered the necessities of life. His desire to leave home became less urgent, however, when he saw dinner being placed on the table. Curious at "his bare necessities," we peaked into his suitcase and, for the benefit of people raising families, we hope Uncle Sam doesn't go around peaking as we did, lest the amount of exemption allowed for dependents be considerably decreased. Billy's idea of the items necessary for his comfort were—two funny books and a pair of ear-muffs.

Section foreman to roadmaster: "Here's my accident report. Murphy's foot was injured when struck with a spike maul swung by O'Rourke. Under remarks, do I put "Murphy's or O'Rourke's?"



At this time of year, practically everyone is much concerned over income tax of one kind or another. Railroads, however, are assessed by three major kinds of taxes, which have a vital effect on Net Income, and are as follows:

1. Payroll taxes, measured by gross payroll.
2. Federal Income and State Franchise Tax, measured by taxable Net Income.
3. Ad valorem taxes, measured by the assessed valuation of all of the Company's tangible property, which fluctuates each year, depending on the constant changes in assessed valuation and local tax rates in the three states in which the railroad operates.

The Tax Commissioner's office, headed by Harry J. Sutherland (left above), is primarily concerned with ad valorem taxes, particularly with respect to the valuation upon which such taxes are based. They are a small staff, about whom you hear very little.

Mr. Sutherland began railroad service with the Rockford & Interurban back in 1904. During the summer of 1910 he worked for the Oregon Short line, following which he spent two years with the Southern Pacific, leaving there in 1912 to enter service with the Sacramento Northern. He has held his present position with Western Pacific since 1928.

Assistant Tax Commissioner, Henry A. Michael, entered the services of this company on January 1, 1951, after having spent 15 years with the State Board of Equalization's valuation division. Prior to 1936 he was employed for 11 years in the valuation department of the Southern Pacific Company.

Mrs. Grand spent eight years with the Sacramento Northern in Oakland, leaving that company in 1928 to enter other employment, but returned to Western Pacific in 1942 in her present position as secretary.

Total 1950-1951 ad valorem taxes assessed against Western Pacific and affiliated companies, amounted to \$1,312,540. Payroll taxes for the year 1950 amounted to \$1,100,951, and Federal Income taxes for the same period totaled \$5,407,117, in all quite a sizeable amount.



Sacramento Northern returns to the Bay Bridge Terminal in San Francisco. Diminutive ex-SN Birney street car No. 62, now the property of the Bay Area Electric Railroad Association, toured the lines of the Municipal Railway on January 21, to the bewilderment of the already confused muni-riding citizens of S. F. The little car, one of a fleet of 11 such cars, once operated on SN lines in Sacramento, Marysville-Yuba City and Chico. It was the first time a piece of SN or WP rolling stock had been so close to WP's general office, shown beneath the huge WP sign, since July 12, 1941.

SACRAMENTO NORTHERN HISTORY

The National Electric Railway News Digest, Interurbans, has just published an exhaustive history of the Sacramento Northern Railway. Included are 164 photographs (most of them rare), seven car plan drawings, three maps, and timetables from 1906, 1913, 1924, and 1937, all of which make the contents especially interesting to those who remember the big green interurban trains which once raced from San Francisco to Sacramento and Chico.

Two feature articles, accompanied by interesting pictures, were especially prepared for the publication by Dudley Thickers, traffic department, and Arthur Lloyd, associate editor of MILEPOSTS.

Copies may be secured at \$2.00 each from the Bay Area Electric Railroad Association, 1100 Jackson Street, San Francisco, or from the publisher, 1414 South Westmoreland Avenue, Los Angeles 6, California.

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Railroad Lines

The Pan-American Railway Congress Association will bring several hundred delegates from the governments of sixteen Central and South American countries to its eighth congress in Washington in the spring of 1953.

A determined bid to regain passengers for the Maine Central Railroad was made in January when that company slashed fares to two cents a mile.

After 121 years, the steam locomotive bowed out of its American place of birth last December, when the Erie Railroad converted its last section between Honesdale to Lackawaxen from steam to diesel power.

The historic San Juan Express, last narrow-gauge passenger train in the U. S., made its final run over the D&RGW between Alamosa and Durango, Colorado, on January 31, after 70 years of operation.

The California-Nevada Railroad Historical Society will visit the seven-mile Yreka Western Railroad in Northern California the week-end of March 9 and 10.

The average load of freight per train was approximately 1,211 tons in 1950, the highest on record, and an increase of 6.3 per cent, compared with an average of 1,139 tons in the peak war year 1944.

Popularly known as "iron horses," Frisco Railway Diesel passenger engines are now being named after famous horses.

The Nashville, Chattanooga & St. Louis Railway now in its second century of transportation service.

Ten gas turbine electric locomotives ordered by Union Pacific scheduled for delivery in fall of 1951.