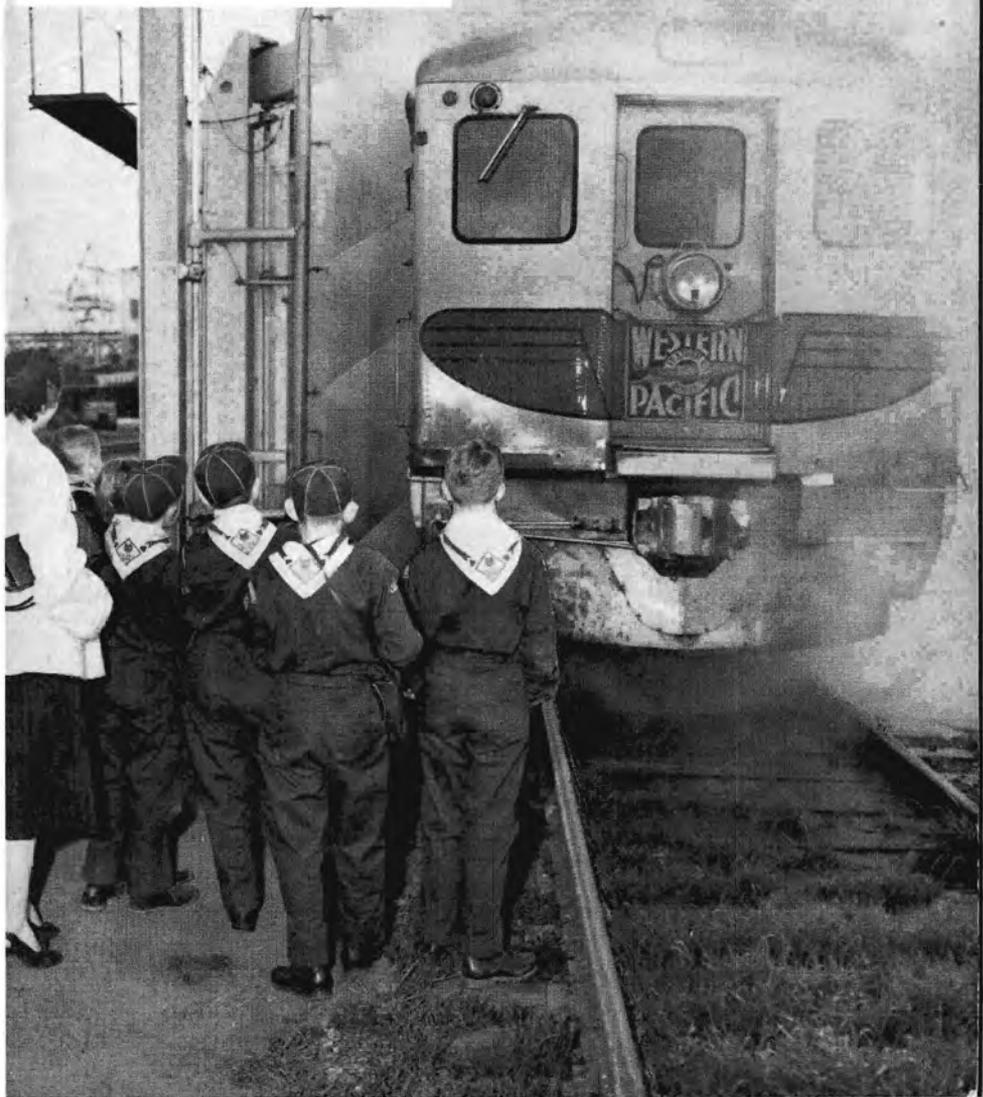


WESTERN PACIFIC
Mileposts
FEBRUARY 1954



WESTERN PACIFIC Mileposts



FORWARD ON LIBERTY'S TEAM



Vol. V., No. 7

FEBRUARY, 1954

*Milepost No. 55

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

*Member American Railway Magazine Editors' Association
Member Northern California Industrial Editors' Association*

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* Milepost 55: Western Pacific main line parallels Southern Pacific main line and old Altamont Highway through Altamont Pass.



ball, Mechanical Department, worked hard on committees in connection with the successful Scout-O-Rama held in Sacramento last May. Machinist C. Davis spends considerable time with Troop 118, a group of Explorer Scouts, and Agent Jimmy Dillon has been active in Scout work at Oakland for many years, as has his son, James, Jr., waterfront clerk at San Francisco.

Telegrapher Jack Godwin organized a Boy Scout Troop in the little railroad town of Wells, Nevada, midway between Elko and Wendover, Utah, when he returned from the service in 1945. Having never been a Scout during his youth, he worked his way up the ladder with the boys at the age of 27 and became an Eagle Scout with 40 Merit Badges, highest in Scouting.

Having need for a Cub Scout Pack, Jack took over, formed a group of 19 members with a working committee of four den mothers and six V.F.W. men. Their first Pack meeting was held last November 30 and a Christmas party on

Do a Good Turn for someone today and join the three million, three hundred thousand Boy Scouts and leaders who celebrate the forty-fourth anniversary of the Scout Movement in this country during Boy Scout Week, February 7 to 13.

As you look around you to observe the youngsters who are benefiting by participation in Scouting, honor the Scout Leader. Men who serve as Cubmasters, Scoutmasters, and Explorer Leaders are among this nation's most unselfish citizens. Many are Western Pacific employees. Among them are Machinist Ace Drummond, committeeman for Troop 33, Blacksmith Tommy Banford, Assistant Scoutmaster of Troop 48, and Sheet Metal Worker Vern Johnson, active with a troop of Explorers, all at Sacramento; Engineer J. R. Brown, Scoutmaster at Portola, and Explorer Advisor Hank Parrish, yardmaster there. Bruce Stillwell, store department, and R. Lamar Kim-

R. L. Ackeret, night car foreman, shows members of San Francisco Cub Scout Den 10 stock of recently turned car wheels during tour of Oakland coach yard.





Cubs leave side door of diesel locomotive after a short ride and inspection with W. D. Good, night roundhouse foreman at WP's Oakland roundhouse.

December 16 featured a chili feed for the boys and their parents and exchange of gifts.

Present plans include the repair of old toys for needy children and other needy work which will help to make their town a better one, work on the swimming pool at Three Mile Spring, and keeping the cemetery cleaned and mowed.

Den mothers are Mrs. Jack Godwin, Mrs. S. F. Burmeister, Mrs. Al Chambers and Mrs. Vic Clyde.

A train ride on the Sacramento Northern from Oakland to Concord was enjoyed by this group of Cub Scouts.



Scouts Johnnie Rossitor, Dick Parrish, Frank Edwards, Bill Scott and David Brown, Portola Troops 41 and 47, traveled by special train to the Jamboree last year.

At Wendover, 122 miles west of Salt Lake City, Boy Scout Troop 140 was organized four years ago, sponsored by the Latter Day Saints Church.

During 1953 they enjoyed weekly meetings, the Explorer Group for boys over 14 under the leadership of Fred G. Kenley, fire chief at the Wendover Air Base, and the boys under 14 under Scoutmaster J. R. Anderson.

Ask any of these Portola Scouts and he will tell you camping is one of the highlights of this organization.



Explorer Scouts Jimmie Wallock, son of roundhouse clerk Henry Wallock of Elko, and John R. Anderson, son of Scoutmaster Anderson, represented the troop at the National Jamboree last summer, and a highlight for the boys is the annual summer trip to Camp Tracy for a week.

With renewal of the charter for 1954, Scoutmaster Anderson will be succeeded by George L. Thompson, school teacher at Wendover.

Of 22 Scouts and Explorers sponsored by the Rotary Club at Portola, 15 are sons of Western Pacific families. Star Scouts Dick Parrish and Frank Edwards, and First Class Scout David Brown took part in the National Jamboree at Santa Ana last summer. These three Scouts have earned a combined total of 40 merit badges. Dick Parrish and Laurence Rilea, Second Class Scout with five merit badges, were honored recently, having been chosen to take part in the survival training activities at Stead Air Force Base, a rugged test of endurance where the boys are left in the mountains many miles from camp to work their way back with only the bare necessities of life. Others in Troop 47 are Jerry Petterson, First Class Scout, Carl Rathburn, Jerry Groom, LeRoy McCurdy, and Dennis Miller, all Second Class Scouts, and Tenderfoot Scouts Buddy Rathburn, Jim Dack, Allan Gulling, Frederick and Johnny Switzer, and Burke Worthington. Merit badges accumulated by these boys total 27.

There are just too many names to permit listing all employees who take part in Scout activities between San Francisco and Salt Lake City, but their efforts are most appreciated and their services most valuable.



Portola Troop 47 on camping trip. Photo by J. R. Brown.

Western Pacific, too, takes part in the activities of this great organization by conducting groups through its facilities and arranging special rides on its trains. Western Pacific's advertisement in the San Francisco *Chronicle* February 7 will lend support to Boy Scout Week.

Sunday, February 7, will be observed in churches and synagogues as "Boy Scout Sunday." Scouts and leaders will attend services in uniform. The week will be marked at school assemblies with ceremonies, exhibits, and demonstrations of Scout skills.

Since the Boy Scouts of America were incorporated in Washington, D. C., on February 8, 1910, there have been more than 21,000,000 boys and leaders enrolled in the organization.

A. A. R. AIDS SCOUTS

Among the five Cub Scout or Scout projects in which the Association of American Railroads has participated has been the supplying of reference materials to Boy Scouts working for their Railroading Merit Badge. To date, the association has distributed 12,228 kits of materials for this purpose.

MERIT BADGE FOR RAILROADING

Railroading is one of the newest of a long list of Merit Badges available to those who wish to reach the top in Scoutdom, that of Eagle Scout. A good knowledge of the history and operations of the railroad transportation industry is required, as evidenced below, which would provide a fine background for any boy planning to make railroading his career:

1. Outline major steps in growth and development of U. S. railroads; discuss importance of railroads to our daily life.
2. Name railroads directly serving your community; indicate on map connecting routes to at least one city in the East, South, Middle West and Far West.
3. Explain briefly how the steam, electric and diesel locomotive develops power.
4. Identify examples, models or pictures of six different locomotive types and ten different kinds of rolling stock, explaining their use.
5. List principal duties of men who make up engine and train crews of a freight or passenger train.
 - (a) Demonstrate five arm or lantern signals commonly used by trainmen.
 - (b) Tell what the several aspects of one type of semaphore or light signal system mean.
 - (c) Identify the meanings of five train whistle signals.
 - (d) Describe two emergency methods of signaling a train to stop.
7. Explain at least six rules of safety to observe aboard and around trains, and with respect to hazards around tracks, platforms, yards, crossings, trestles, etc.
8. Do any three of the following:
 - (a) Outline general organization of railroad company and briefly describe functions of its major departments.
 - (b) Identify freight cars of at least 10 different railroads by their report heralds or symbols.
 - (c) With one or more adults, plan and take railroad trip of 25 or more miles; purchase own ticket; read timetables and accompanying notes correctly.
 - (d) Explore life work opportunities open to a young man in field of railroading. Describe necessary qualifications and working conditions of one job in which you are especially interested.
 - (e) (1) Know name, scale to foot, proportion and track gauge for four standard model railroad gauges.
(2) Demonstrate proper method of cleaning and lubricating a model locomotive and other model equipment.
 - (f) Draw to scale, layout of your own model railroad, or a layout which could be built in your home. Layout must include at least a point-to-point or continuous loop road with variety of routings, turnarounds, terminal, classification yard, one or more sidings.
 - (g) Alone or with others, construct model railroad layout. Lay track with realistic ties, ballast and scenery. Make proper wire connections from power supply to track and accessories.
 - (h) Make an acceptable scale model of locomotive with or without motive power or two pieces of rolling stock. (Kits may be used.)
 - (i) Draw scale plans and construct two model accessories, such as a station, bridge, trestle, tunnel, roundhouse, or turntable.

WP IMPROVES FREIGHT SERVICE

Good news for shippers and receivers of freight routed Western Pacific was announced by Vice President Roper on February 1, when new schedules went into effect between the Middle West and the Bay Area.

General merchandise and manufactured goods which leave St. Louis at 8:30 p. m. and Kansas City at 4:50 a. m. the following morning will arrive at Oakland at 3:00 p. m. and San Francisco at 6:00 p. m. on the fourth day, an improvement of one hour over

the present fast operating schedules.

The California Freight Special (CFS) will have a new eastern connection, leaving St. Louis at 1:30 a. m., five hours later than at present, and Kansas City at noon the following day, seven hours later than at present, but still arriving at Oakland at 4:00 p. m. on the fourth day and at San Francisco at 7:00 p. m. This is an improvement of five hours in transit time from St. Louis and seven hours faster from Kansas City.



Western Pacific employees of the various crafts who helped to assemble the new cars pose for their picture as one of the first cars left the assembly line at the half-way mark. These photos taken by H. A. O'Rullivan.

WP COMPLETES FLAT CAR PROGRAM

CONSTRUCTION COMPLETED WELL AHEAD OF SCHEDULE

The last of 102 new flat cars rolled off the production line at Sacramento Shops on January 8 on a schedule that averaged better than four cars per day.

Authorization to build the new cars was given by the Board of Directors at its regular meeting last January, as a result of negotiations between WP management and the Brotherhood of Railway Carmen of America.

The steel underframe cars are of the most modern design, utilizing trucks from dismantled 50-ton drop-bottom gondolas. An ingenious truck side frame positioner simplified and expedited the application of column wear plates, and contributed greatly to a more thorough and efficient inspection of truck side frames. The bare underframes, exclusive of stake pockets, center plates, striking castings, safety appliances and miscellaneous brackets,

were purchased prefabricated. All detail parts, such as stake pockets, various brackets, brake levers and rods, etc., except specialties, were manufactured in the shops.

The underframes were received at the shops in an upside-down position on flat cars equipped with special loading racks (three underframes per car)

Underframes were easily swung from flat cars to position on the assembly line by huge, powerful cranes.





Nearly completed cars wait on assembly line for decking while new frames wait for unloading.

and transferred by crane to timber skids, where they remained in an upside-down position for the application of all underneath equipment. Using riveting only where essential, welding was used wherever possible in a position which would eliminate difficult overhead or vertical application. After spray painting, the underframes were turned over and

Complete with new decking, cars move along long assembly line for final inspection before release.



A truck side frame positioner was aid to welding.

placed right side up on their proper trucks and moved along a final assembly line for welding on lading strap anchors, application of decking, painting, stencilling, and a thorough final inspection before releasing for service.

Assembly was expedited by the strategic location of all materials which avoided unnecessary handling through very close coöperation between the

After spray painting, the underframes were turned over and placed right side up on their proper trucks.



mechanical and store departments.

A novel type of swing boom jib crane designed to operate as an attachment to a fork lift truck was used to transport heavy items such as draft gears, couplers, air reservoirs, brake valves, etc., from strategic storage areas to application points, thus eliminating all heavy "hand" lifting.

Jigs and templates for locating the various brackets and equipment saved considerable time and provided duplicate accuracy.

By numbered patterns taken off the sample car deck, it was possible to precut by machine each complete car set of decking to exact size and shape in the wood mill, thus avoiding all hand cutting and fitting on the assembly line. Match marking each board and the location of each board on top of center sill with corresponding numbers stencilled on the underframe by use of a long paper tape stencil and spray brush made this application simple and expedient.

An innovation in the design of these cars is the extension of 3/4-inch top side sill flange over and past the side stake pockets with cutout to match each pocket opening. Pockets are made integral by continuous welding to side sill web and top flange, thus affording full protection to stake pocket against distortion.

These cars are now in freight service and are proving satisfactory in every instance.

All design and detail drawings for these cars were prepared by the mechanical department under the direction of E. E. Gleason, chief mechanical officer, and D. R. Sarbach, superintendent of shops, who supervised actual construction.



Welding parts to underframes.



A swing boom jib crane was built for use with a fork lift truck to handle heavy items such as draft gears.

Deck boards, some cut to fit around side stake pockets, were precut and numbered, permitting easy assembly by matching identical numbers on the underframes.



TRICK DISPATCHER HITS THE NEWSSTAND

Problems that face a night chief dispatcher while operating trains through the Feather River Canyon will be disclosed to readers of the April issue of *Railroad Magazine* in an illustrated feature article, "Night Chief," by Peter Josserand, trick dispatcher at Sacramento.

According to Freeman H. Hubbard, editor, Josserand's story emphasizes the human-interest side of railroading in line with the new policy of the magazine and he does a better than usual job pictorially as well as in text.

Writing is not new to Josserand. His first stories were tales of hunting and fishing, which were bought by *Outdoor Life* and *Field and Stream* in the thirties and in 1937 he wrote an article predicting that the diesel would supplant the steam engine for *Diesel Power*.

Peter was born at Josserand, Texas



Peter Josserand

(a lumbering town named for his grandfather) on November 15, 1901. He drifted into railroading after leaving college, first as a yard clerk for the Santa Fe at Galveston. From 1918 to 1926 he worked for various roads as clerk, telegrapher, and agent, and in 1927 was promoted to dispatcher on the T. & N. O. at Houston.

From the SP he went to the Missouri Pacific dispatching, leaving there in 1930 when the retrenchment movement forced him to seek employment off the railroads. While employed with an oil company he spent twelve years shuttling back and forth between Oklahoma and Missouri and it was during this time that he began writing.

Since coming to Western Pacific in 1942, Josserand has spent about half of his time working on the chief's desk, mostly as night chief. His wife, who was his stenographer for five years, became secretary to General Agent C. R. Harmon when Peter bid in the relief job on the chief's desk. When the assistant chief's job was abolished, and because of eye trouble, Josserand took a trick dispatching job instead of returning as night chief.

DID YOU KNOW THAT . . .

United States Senator Edwin C. Johnson in his younger days was a railroad section hand, a telegraph operator, and a train dispatcher?

* * *

Harry Von Zell, popular radio announcer and comedian, was once a railroad payroll clerk?

TRAINMASTER ELDRIDGE GOES EAST FOR TALKS

About seventeen years ago the Detroit Alumni Association of the national college fraternity Alpha Tau Omega formed a Scholarship Foundation to give financial assistance to deserving and ambitious high school boys desirous of a college education. One of the earlier winners among the nearly 100 boys who have been graduated is Colin C. Eldridge, trainmaster at Salt Lake City, a graduate of Cornell.

On November 19 Colin returned to the group that helped him several years ago to fulfill a speaking engagement, one of the first by a successful Scholarship winner.

On behalf of the Detroit Alumni Association of Alpha Tau Omega Fraternity, President James A. Caudle wrote President Whitman to express their sincere appreciation to him and Western Pacific for permitting Eldridge to attend their meeting. "I believe the intense interest displayed and attention given to Colin by one of the largest turnouts we've had this year even justifies the distance to Detroit," wrote Caudle. "Several of the members present were auto executives, including the general manager of Pontiac Division, General Motors Corporation, who asked several intriguing and debatable questions. Brother Eldridge displayed considerable knowledge of freight



Colin Eldridge, center, with James H. Caudle (left), president, and Bruce K. Bockstanz, secretary, of the Detroit Alumni Association, Alpha Tau Omega.

railroading from the West Coast and answered all questions to complete satisfaction."

On November 18, Eldridge "sold" both railroading and Western Pacific most convincingly to all present at Northwestern University's Chicago transportation class in an informal talk dealing with the operation of important fruit blocks, which he illustrated by means a few effective exhibits.

Colin's most recent success was the announcement of a third daughter, Carol Christy (father's initials), born December 15. Colin and his wife, Marian, have two other daughters, Wendy and Mary, but as yet, no sons.

Colin was having dinner with his friends while east, and complained to the waiter that he couldn't eat his soup. The waiter called the manager.

"I'm very sorry, sir," said the manager. "I'll call the chef."

Colin still insisted that he couldn't eat his soup. "What's wrong with it?" demanded the chef.

"Nothing," calmly answered Colin, "I just don't have a spoon."

A little later on in the evening, when Colin was asked what he would like for dessert, he asked: "What flavors of ice cream do you have?"

The pretty waitress answered in a hoarse whisper: "Vanilla, strawberry and chocolate."

Trying to be sympathetic, Colin said, "You got laryngitis?"

"No," replied the pretty waitress, with an effort, "just vanilla, strawberry and chocolate."

MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards will be issued during the month of February, 1954:

| | | |
|----------------------------|---------------------------------|------------------|
| 40-YEAR PIN | | |
| Earl A. Woodward..... | Conductor..... | Eastern Division |
| 35-YEAR PINS | | |
| Harry H. Fuller..... | Locomotive Engineer..... | Eastern Division |
| Joseph M. Weyer..... | Section Foreman..... | Western Division |
| 30-YEAR PINS | | |
| Frank R. Bouleware..... | Conductor..... | Eastern Division |
| Val W. Dycus..... | Locomotive Engineer..... | Western Division |
| 25-YEAR PINS | | |
| George J. Benedict..... | Car Foreman..... | Mechanical Dept. |
| Harry R. Lawrence, Sr..... | Conductor..... | Western Division |
| Daniel W. Sullivan..... | Conductor..... | Eastern Division |
| 20-YEAR PINS | | |
| William E. Brown..... | Section Foreman..... | Western Division |
| Olaf Erickson..... | B & B Carpenter..... | Western Division |
| Raymond A. Retallic..... | Machinist..... | Mechanical Dept. |
| Frank X. Steiner..... | Clerk..... | Western Division |
| Rex L. Warren..... | Section Foreman..... | Western Division |
| 15-YEAR PINS | | |
| Ames S. Calhoun..... | Switchman..... | Western Division |
| Leslie H. Clapham..... | Machinist..... | Mechanical Dept. |
| David D. Davies..... | Blacksmith Helper..... | Mechanical Dept. |
| Chester E. Graham..... | Ditcher Engineer..... | Western Division |
| Sidney H. Retallic..... | Machinist..... | Mechanical Dept. |
| Grady E. Wilbourn..... | Boilermaker..... | Mechanical Dept. |
| 10-YEAR PINS | | |
| Dorothy A. Alderman..... | Clerk, Freight Claim Dept..... | San Francisco |
| Hobert T. Baker..... | Yardman..... | Eastern Division |
| Edith Bare..... | Clerk, Auditor of Revenues..... | San Francisco |
| Jack S. Butterfield..... | Machinist..... | Mechanical Dept. |
| Louis E. Carson..... | Clerk..... | Western Division |
| George E. Darling..... | Clerk..... | Western Division |
| Sheldon F. Dorius..... | Switchman..... | Western Division |
| James H. Ford..... | Carman..... | Mechanical Dept. |
| Mettie E. Gilbert..... | Laborer..... | Mechanical Dept. |
| Lido J. Libro..... | Electrician..... | Mechanical Dept. |
| Rudolph H. Miller..... | Signal Inspectors..... | Signal Dept. |
| Everett C. Schwartz..... | Carman..... | Mechanical Dept. |
| Herbert D. Worthy..... | Yardman..... | Eastern Division |

A man had his new dog out for a walk when he came to a river. He threw a stick in for the animal to fetch. To his astonishment instead of plunging in, the dog walked out on the surface of the river and retrieved the stick. Not believing his eyes, the man threw the stick again, and again the dog walked across the water and fetched it.

"Where did you get that dog?" asked a passer-by.

"I bought him for a hundred dollars," said its owner proudly.

"Well, you'd better get your money back," said the stranger. "You've been taken. That dog can't even swim!"

"I don't like to criticize," said the English visitor, "but I do think our way of answering the telephone is better than yours."

"Oh? What do you say that's so much better?" English Visitor: "Well, instead of saying 'Hello,' we say 'Are you there?' Then, of course, if you're not there, there's no use going on with the conversation."

June: "I don't intend to be married until I'm 30."

Joan: "I don't intend to be 30 until I'm married."

Paul Jenner sez:

"Don't Be HALF Safe!"

"The number of reportable injuries to Western Pacific employees took a drop during 1953, as compared with 1952:

| REPORTABLE INJURIES | | | |
|----------------------------|------------|------------|------------|
| | 1953 | 1952 | DECREASE |
| Eastern Division..... | 31 | 40 | 23% |
| Western Division..... | 94 | 97 | 3% |
| Mechanical Department..... | 4 | 8 | 50% |
| Miscellaneous..... | 0 | 6 | 100% |
| TOTAL..... | 129 | 151 | 15% |

"While the above figures do not represent a startling improvement in the reduction of accidents during 1953, they nevertheless show an improvement over the previous year.

"Once again employees at Sacramento Shops have gone without a reportable injury, something they have accomplished for over three years. We believe there are several reasons why these employees are able to keep up this commendable safety record. They are determined not to get hurt; they think in advance before they begin their work; they look for hazards that could cause an injury; and they anticipate what may cause an accident and plan to avoid being hurt.

"The transportation department, which invariably accounts for about 50 per cent of all injuries, also showed improvement. There were ten less reportable injuries in this department during 1953 than in the year 1952.

"Lack of space prevents listing the many departments and countless individuals who deserve praise and recognition for their fine efforts in preventing accidents during 1953. Instead, we take this means to commend all of you, individually and collectively, for this improved performance.



"The above figures should certainly stimulate all of us to strive for an even better record this year. There are still some of us who do not realize the seriousness of this problem. It's like a disease—everybody has a cure, but only for the ailments of others. In this case the cures are means to correct the unsafe acts of others. The real answer is—it is YOUR individual way of living and acting that determines your safety. The magic of safety is you!

"The firm establishment and application of the three 'E's' of safety will start you on the right track:

Education—Learn about safety.

Enforcement—Practice what the rules say.

Engineering—Complete safe use of signs, signals, equipment, etc."

PROMOTIONS AND TRANSFERS

David H. Copenhagen has been promoted to position of assistant to vice president-traffic, effective January 1, according to an announcement by Vice President Roper.

Stanley E. Dinkel, general agent at



David H. Copenhagen



Stanley E. Dinkel



Robert Munce

Seattle since March 1, 1952, succeeds Copenhagen as assistant general freight agent at San Francisco, and Dinkel's successor is Robert Munce, traffic representative at Los Angeles and Stockton since 1942. Both appointments are effective February 1.

Copenhagen was born at Portland, Oregon, September 19, 1915. He started his railroad career with Western Pacific in July, 1932, as file clerk, and has steadily worked his way up through the traffic department.

He lives in Menlo Park with his wife, Margaret, and three sons, David, Rich-

ard, and Bruce. He is a member of the Pacific Traffic Association.

Dinkel, a native of New Albany, Indiana, has been with Western Pacific since 1928, when he became a clerk at Stockton. After various po-

sitions, including traffic representative at Fresno and Stockton, Stan was appointed general agent at Seattle on March 1, 1952.

Dinkel is married and the father of four sons and one daughter.

Munce, a Western Pacific employee since 1942 when he became traffic representative at Los Angeles, became traffic representative at Stockton on March 1, 1952, which position he held at the time of his present appointment.

Bob is married and the father of one son and two daughters.

For several minutes a rather uncouth diner had been annoying those at neighboring tables in the restaurant by his impatient demands upon the waiter.

At one point, while the waiter was serving another customer, the boorish fellow banged on the table and yelled: "What does a man have to do around here to get a glass of water?"

A demure young lady at the next table looked at him a moment and said, sweetly, "Try setting yourself on fire."

A man could retire nicely in his old age if he could dispose of his experience for what it cost him.

* * *

For forty years they had been hitched, and for forty years she had made the living. Then he died. The thrifty widow instructed that his body be cremated and the ashes placed in an hourglass. Carefully placing it on the mantel, she sat down to rock and said, "Now, you worthless bum, at last you're gonna work."



Left to right: D. H. Miller, assistant director, Division of Property Management, Department of the Interior, Washington; H. C. Munson; Thomas Balmer, vice president and Western counsel, Great Northern Railway, Seattle; and H. K. Dougan, consulting engineer-auditor, St. Paul. Seated is F. E. Kalbaugh, general manager, Alaska Railroad.

VP VISITS ALASKA

Harry C. Munson returned to his desk at Western Pacific last November 27 following a tour of the Alaska Railroad with a committee of three appointed by Secretary of the Interior Douglas R. McKay.

With Munson in making the comprehensive survey of the Government-owned railroad were Thomas Balmer, vice president and western counsel, Great Northern Railway; Henry K. Dougan, engineer-accountant-consultant, of St. Paul; and Don Miller, property management department, Division of U. S. Territories, Department of the Interior, Washington, D. C.

During the period November 16 to 24, the party went over the entire 470-mile main line between Seward and Fairbanks, as well as branch lines, studying shop and other facilities, including river-boat operations, with the object of recommending opportunities for improvement in economy and performance in maintenance, operation and traffic of the railroad.

As a result of their investigation, many opportunities for improvement were found, all of which are incorporated in the official report of the committee which was turned over to Secretary McKay.

WP WILL REMEMBER

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

On behalf of all employees of Western Pacific and its affiliated companies MILEPOSTS extends sincerest best wishes for future happiness to the following employees whose retirement has been reported:

Philas O. Damon, carman, Oakland.

David A. Fallon, locomotive engineer, Stockton.

Warren S. Hopkinson, CCT storekeeper-clerk, Stockton.

John W. Munday, agent-telegrapher, Oroville.

* *Walter L. Steward*, laborer, Keddie.

James W. Wright, per diem clerk, San Francisco.

* * *

On New Year's Day, Engineer Edward Baker, 64, retired from Western Pacific in Winnemucca due to illness.

Born December 16, 1889, in Minneapolis, he was the youngest of six chil-

* Left service prior to retirement.



Fireman Pete Menicucci, Engineer Roy Lomas, Edward Baker, and Agent C. C. Duck, the day before Baker's retirement.

dren in the family of Julius and Helena O'Keefe Baker. He attended school in Minnesota until 15, then went to Fargo, North Dakota, to work as a helper washing boilers in Northern Pacific's roundhouse.

Too young to be a fireman he stayed a year before returning to Crookston, Minnesota, to fire engines for the GN there. He moved West in 1906, first as a fireman at Grand Forks, Minot and Devil's Lake, North Dakota, then into Cutbank and White Fish, Montana. While working out of Salt Lake City he met his wife, Miss Emily Anderson.

During the depression of 1915 he turned to cutting wood and clearing land in Alberton, Montana, and joined the Oregon Shortline at Pocatello, Idaho, the following spring as a fireman and the following year was working on the Rio Grande.

He made the Western Pacific payroll on October 7, 1917, but in March of 1918 he answered the call to colors as a private in the Army artillery. While overseas he was engaged in the big drive of the Argonne Forest shortly before the Armistice was signed, then left for Brest, France, five months later to help build a railroad around the camp containing 180,000 soldiers waiting to return to America.

He resumed his fireman's post on the WP and he was advanced to engineer on May 5, 1923, at Elko. While working at Portola in 1939 he suffered a sick spell which kept him away from the rails until June, 1942. He has been day switch engineer in Winnemucca yard for the last eleven years.

His affiliations include the Brotherhood of Locomotive Engineers at Elko and the Veterans of Foreign Wars, Winnemucca.

There are three children in the Baker family: Cleora Brockbank, Lakeport, California; Harlene Shepard, Houston; and Leo Baker, Salt Lake City.

Ed plans to spend his winters in California, but summer will call him back to the sagebrush state, where he railroaded for so many years.

* * *

Albert C. LeQuellec, boilermaker, retired from Western Pacific on December 15 after 25 years of service with

the Company, 13 years at Oroville and 12 at Stockton.

LeQuellec began his railroad career at the age of 16 with the Southern Pacific at Sumner, California, now known as Bakersfield. In the years following he worked on various railroads throughout the United States and in the Panama Canal Zone and Cuba. He recalls working on the Boca & Loyaltan at Loyaltan when the Western Pacific was under construction.

Al will continue to live in Oroville, where he has many friends and will no doubt enjoy attending many local whist parties which he and his wife greatly enjoy.

Carl Germann, assistant chief clerk; Ray Coleman, lease clerk; Cliff Norden, assistant engineer; and Henry Harvin, architectural engineer, were honored at a special Christmas-Retirement party held just before Christmas. F. R. Woolford, chief engineer (center), presented the quartet with appropriate gifts in behalf of their many friends and co-workers.



"BILLY" METZGER ENDS CAREER

William F. Metzger gave up his position as Western Pacific's No. 1 employee in years of service when he climbed down from the cab of a diesel locomotive at Oakland Pier on December 30. Accompanied by his charming wife, Euvetta, and Dan O. McKellips, WP's first engineer, who rode with Billy in the cab for part of his last run, the trio was warmly greeted by a group of well-wishing friends and relatives.

Before leaving Sacramento, Metzger was presented with a letter commending him on his years of service by Superintendent G. W. Curtis. At Oakland he received a beautiful wrist watch, presented by Engineer W. D. "Bud" Taber, on behalf of Metzger's fellow engineers and firemen.

Many stories could be told by this group of retired engineers, whose total WP service adds up to more than 250 years. On hand to greet Billy Metzger on his last run were, from left, Elmer Myers, B. of L. E. general chairman, now No. 1 man on the engineer's roster; Charley Ellis, Benny Huff, Dan McKellips, Metzger, and Jack Stapp.



Born in Janesville, Wisconsin, on January 8, 1889, Billy looks young for his 65 years. He began his 47½-year career in April, 1906, in the shop for the Alameda and San Joaquin Railroad, which ran 36 miles between Stockton and Tesla, and was later taken over by Western Pacific and is now part of the main line between Stockton and Carbona.

He began firing on a construction train in July, 1906, when Dan McKellips ran trains over track being layed through Livermore Valley. He was displaced by Fireman Jim Leverett and took a job hauling gravel from Carbona to Livermore, firing for Engineer Frank Cooke. He then took a local freight run, Oakland to Stockton, until passenger service was installed in Au-



Correspondent Helen Small photographed Billy at Oroville with his crew, Jack Wallis, fireman; Ralph Landon, conductor, and Brakemen Joe Helmick and Jack Latham, just before they left for Oakland.

gust, 1910, and fired the first passenger train out of Oakland to Oroville on August 22 for William Meyers, father of Elmer Meyers, B. of L. E. general chairman and now No. 1 man on the engineer's roster.

W. D. "Bud" Taber, engineer, presents Billy with a watch given by friends with whom he had worked for many years, as Mrs. Metzger looks on with admiration and H. C. Munson extends congratulations.



Norman Roberts, road foreman of engines, took this picture of Billy at the controls on his final trip.

Metzger was promoted to engineer in October, 1911. He was engineer of the *Exposition Flyer* when that train was inaugurated in 1939, and became engineer on the *California Zephyr* when it went into service in March, 1949.

Billy and his wife have been married for 31 years and now live at 2656 Sixty-eighth Avenue, Oakland. They have no children. He likes gardening and traveling, which will undoubtedly take up much of his now leisure time.

In a letter to his many friends, Billy said: "I gratefully acknowledge and appreciate the wonderful reception given me by Western Pacific employees at Oroville, Sacramento, Stockton, Oakland, and San Francisco when I made my last trip on the *California Zephyr* December 30, 1953, when I retired after 47½ years' service with the Western Pacific. I also wish to thank each of you for the beautiful gift presented to me at Oakland Pier."

When a girl says "No" to a proposal, she often expects to be held for further questioning.

DAN McKELLIPS RETURNS TO CAB

[EDITOR'S NOTE: The following letter was received from Dan O. McKellips relating the changes he noted when he rode the cab on Billy Metzger's last run.]

"I am writing a few lines to let you know just how an old-timer locomotive engineer feels after being off the road for 15 years.

Mr. Munson was so kind to issue a permit for me to ride the head end of the *Zephyr* with Billy Metzger at the throttle, and such a change there has been in railroading—I can hardly realize it.

Everything controlled by one man in Sacramento. The brakemen have no switches to throw and no flagging. On the front end there are, as before, two men in the cab, an engineer and a fireman. The engineer does not have to get out in storms to oil around. The fireman no water or oil to take which is a fine thing and a big difference in firing since I started railroading in 1884 at \$90. I had to put 10 to 12 cords of wood into the wood-burner and 10 to 12 tons of coal while I fired the coal-burner hogs. Those were the days before the Book of Rules were issued in 1891.

Well, I am so glad things have changed so and I hope to live a few more years to see other changes. But when you get up to 85 years, you cannot expect much more unless you figure on reaching the 100-year mark.

I do not know if this interests you or not, but you boys are so keen I thought you might pick out a little of this that would interest others."



Pictured above are three employees who began their careers with Western Pacific when the company first started operations at Sacramento. Their combined service totals 128½ years, during which no time was lost by these men because of personal injury. With Machine Foreman A. Johnson, left, now retired, Jack Stratton, machinist inspector, and Ed Gleason, chief mechanical officer, remain behind with Locomotive 94, also retired, but held for historical and exhibition purposes.

James M. Sutherland, janitor at Sacramento freight station, was given a retirement party by the office force last month and presented with a lounging robe and clock radio, in their behalf, by Chief Clerk Irwin.



MILEPOSTS

In Memoriam

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

Samuel M. Autra, carman helper, December 28, 1953.

Carl Bye, retired pile driver foreman, January 3, 1954.

Thomas F. Connolly, retired laborer, date unknown.

Charles DeLaCroix, retired dining-car steward, November 28, 1953.

William L. Holt, Sacramento Northern assistant roadmaster, January 9, 1954.

John F. Jeffrey, retired chief draftsman, December 19, 1953.

Leslie G. MacArthur, extra gang laborer, December 20, 1953.

Amos E. Nickols, retired locomotive engineer, January 5, 1954.

Joseph E. Ouellet, retired telegrapher, December 4, 1953.

Henry Petty, janitor, January 6, 1954.

Wilson A. Schollars, retired locomotive engineer, December 29, 1953.

Charles E. Smith, heavy duty operator (dumpton), December 19, 1953.

John F. Wallace, retired marine engineer, December 13, 1953.

Roy F. Wheelhouse, assistant stationmaster and yard clerk, December 14, 1953.

TEDDY'S LAST RUN

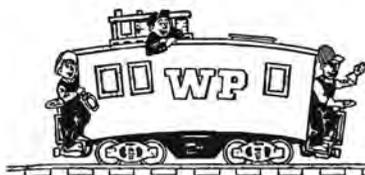
The "little engineer" of Rockaway Beach (suburb of San Francisco) reached the end of the line on January 7, the victim of the incurable leukemia which struck him down last June.

MILEPOSTS (November, 1953) readers will recall Teddy's desire to ride the *California Zephyr*, and the thrill he had when that opportunity came true last September. He also enjoyed seeing Western Pacific movies at his home on two occasions, and was happy as could be with his collection of numerous train photos and posters for his train room. Equipment for his Lionel train was also given Teddy by his Western Pacific friends, and the

little railroad grew to huge proportions.

According to his mother, Mrs. Martha Warwick, who was alone with him when the end came, Teddy died quietly and in no apparent pain. He had been losing ground to the blood cancer steadily for the past several weeks before he lapsed into a semi-coma. His last words, said Mrs. Warwick, were: "Gee, mom, I feel awful."

Mrs. Warwick expressed her deepest thanks to Western Pacific for its kindness toward Teddy, to the press for the messages of cheer and toy rail equipment sent her little boy by readers when his illness was first disclosed last August by the local press.



Caboosing

With this issue we would like to introduce Conductor J. B. PRICE, MILE-POSTS' correspondent at Salt Lake City. "J. B." is in WP train service, as is his younger brother, B. T. PRICE, and has volunteered to keep readers posted with the latest operating employee happenings at the far end of the eastern division.

CHARLES OWEN was required to relinquish this post because of time required for other matters, and in all fairness to the readers suggested that he be replaced. Charlie contributed a most interesting column whenever time permitted and we wish to thank him for his fine reports during the past year he served as correspondent.

SALT LAKE CITY

John C. Martin
J. P. Price

Salt Lake City is happy to report that all survived the holidays and we are all back to normal, except for paying the bills. of course.

Good old Mr. Stork paid a visit to the home of Trainmaster and Mrs. C. C. ELDRIDGE on December 15 and left a tiny daughter named Carol. Our heartiest congratulations!

Our former correspondent, CHARLES OWEN, is a grandpappy, daughter Carol having presented him with a fine baby granddaughter. Didn't know Chick was getting that old.

PAT SULLIVAN and B. T. PRICE spent a leisurely vacation at home, and R. L. HANSEN and C. F. MALSTROM enjoyed vacations during the Christmas holidays.

We're passing along a little news item which the gals and wives will probably be glad to hear, at least my wife thinks so. Liberace is coming to Salt Lake City in May; we can't say how, but we hope by *California Zephyr*.

STOCKTON

Virginia Rustan

Four of our employees who participated in the 20-UP CLUB fishing derby are still basking in the limelight. We're wondering if ERNIE MANCUSO, GEORGE HENYAN, ED HARDY, and JOHN HIGHTOWER are still feasting on their catches—along the lines of the Thanksgiving turkey.

Latest reports on Switchman ARCHIE NOURSE, who suffered a severe con-

FEBRUARY COVER

San Francisco Cub Scout Den No. 10, with Den Mother Mrs. Walter Dickinson, watch the Zephyrette go through the washer at WP's Oakland coach yard while on a recent tour. MILE-POSTS this month pays tribute to Boy Scout Week, February 7 to 13, in observance of the 44th birthday of this fine organization.



tusion to his neck when he fell from a car while on duty, are good.

EARL MILLER, clerk, is well on his way to recovery following recent surgery, and BOB TAYLOR, general agent, has returned to work sufficiently improved to carry on with his duties, all of which is good news. This also applies to Brakeman CHAMP B. BISHOP, who is back to work after several months of absence.

Congratulations to Switchman and Mrs. BERT BROWN upon the arrival of a son born November 30.

MARY LEACH, PBX operator, has been performing relief work at Stockton freight office for vacationers, her place being filled by Dona Dorado, daughter of HARVEY ROSS, assistant chief clerk. Which reminds us, BERNICE PARKS, interchange clerk, enjoyed a vacation with her husband, visiting relatives in Salt Lake City over the holidays.

An apology is due CHIEF CLERK MC-ATEE for a misprint in the January issue, wherein it stated that LAWRENCE DANIELS took over his position as "check clerk" while Mac enjoyed a vacation. Sorry it happened, Mac!

Our sincere sympathy is extended to the family of Brakeman A. R. COOK, who passed away recently after suffering a heart attack.

PORTOLA

Phyllis Laughlin

Dan Cupid paid a call to Porto's Hospital last month, but not as a patient. Instead he drew his bow and struck the hearts of two pretty nurses, DELORES GROTHE, SUE ROGERS, and one lone male, WILLIAM BELL, janitor. Delores exchanged marriage vows with



William Bell and Kathleen Rose Malley

Donald R. Rees, as did Sue and William Martin, both double-ring ceremonies, conducted by Reverend T. A. Litov in Portola Community Church. Kathleen Rose Malley became the bride of William Bell in the Assembly of God church at which Reverend Otto J. Bell, father of the bridegroom, performed the ceremony.

Participating in the weddings were: Mrs. HANNAH MONAHAN, nurse, her husband, Brakeman BUD MONAHAN; Mrs. Calvin Dorothy, wife of Engineer CALVIN DOROTHY; Mrs. Laura Nally, wife of T. F. NALLY, perishable department; Mrs. Merle Reed and husband, Brakeman JACK REED; and Mrs. Agnes Cloud, wife of BRAKEMAN CLOUD.

A son, the third, Jeffery Charles, was born to Mrs. Vrismo, wife of Brake-man JOHNNIE VRISMO; and the second daughter, named Janet Ann, was born to Mrs. Mary Jane Reynolds, wife of EDDIE REYNOLDS, brakeman.

Sixty-three clerks and their guests attended a Christmas party held at Civic Center Hall. Among the guests of honor were Trainmaster and Mrs. VIRGIL EDWARDS and Traffic Clerk and Mrs. LEO LAMPKA of Reno.

We're sorry to hear that CHARLIE RUSE is again back in the hospital and hope that when he leaves this time it will bring him back to work.

Friends of GEORGE McMICHAEL, retired carman, will be glad to know that he is out of Quincy Hospital and has gone to Oroville for the winter.

Sorry to learn that I. L. "IKE" JOHNSON, roundhouse stationary engineer, is in Portola Hospital and hope he gets back to work real soon.

The Hospital Staff held their annual Christmas dinner at the Log Cabin. About sixty employees and guests enjoyed the dinner and dance. Hosts were DOCTORS BROWN, BROSS, and PETERS. Guests of honor were Mr. and Mrs. E. Warren. He is one of the directors from Washo General Hospital in Reno. Joe Sheeley, dearly beloved retired Postmaster officiated as Santa Claus.

Quite a few winter vacationers. LEROY PRYOR, baggageman-janitor, and family off to Arkansas to visit their parents; W. J. NIXON, machinist helper, and C. C. HARVEY, machinist, East to visit family and friends. NELL BROWN and I. C. BALDWIN went to the Bay Area, and DON NASH, engineering inspector, spent New Year's in Seattle.

Tech. Sgt. Vernon Robyler arrived at Portola to spend his leave with his parents, Section Foreman and Mrs. SCHUETTER, after 19 months in Korea. While overseas Vernon received a Bronze Medal Citation for valor.

WINNEMUCCA

Doris Cavanagh

February is full of special dates. Boy Scouts who "Practice daily the Golden Rule" were founded in 1910. Edison, Lincoln, Washington, and Longfellow were born in the month of St. Valentine. Even the ground hog has his Candlemas.

For the Boy Scouts youth program, a one-day Humboldt County drive in charge of JACK HEWARD, finance chairman, netted \$1,243.65 to be used by the Nevada Area Council at Reno. During February, Scouts will serve as state, county and city officials for a day.

Conductor MARION "PIKE" MINOR at a December wedding gave his niece, Miss Patricia Mullinix in marriage to James Brandt, a Winnemucca youth stationed at Moffett Field.

Temporarily away from their cabs were Engineers RAY MOORE, ROY LOMAS, JACK MARRS, and Firemen FRED ELWELL, C. LEWIS, and E. H. DUNSTON.

Cashier HANK MENTABERRY is chairman of the Jaycee's special event committee.

JAMES DYCKHOFF bumped Time-keeper HOWARD BARRETT on Extra Gang 31. Foreman AL SCHUETTER, on vacation, was relieved by CHICK BACA.

Among the telegraphers, KENNETH QUINTANA worked third trick while DAYLE DAYTON relieved BILL STEPHENSON, who traveled to Albuquerque, New Mexico. Back in town was A. A. MOEGLIN, while OLLIE EVANS was away from the teletickers.

Section Foreman RUSTY RHODES of Venado turned his gang over to GRANT KAY during an allotted holiday and RUDY MENDEZ was in charge for Section Foreman CLYDE MILLER of Cholona.

Retired Engineer BILL SCHOLLARS died here December 29, 1953. He was firing on the Humboldt (now eastern) division before track laying had been completed between Salt Lake and Oakland. A son, James, survives.

Forty-five years ago, Winnemuccans witnessed a novel sight of mule cars running through the principal streets one day in February when Maney Bros. & Co., WP contractors, had gravel cars taken by C. W. Culton and his big team of mules from the SP line to scene of construction work across the Humboldt River.

Routed via the railroad bridge over a spur line were the steam shovel and engines by tedious method of laying, pulling up, and relaying the track sections. First excavation made by the shovel for the big cut and fill was near the Miller & Lux scales, where the principal part of the Winnemucca yard was to be located. At least two months would be required to make the cut and level the ground for terminal purposes.

OAKLAND

Hazel Petersen

Captain and Mrs. H. B. LAMPMAN and son, Billy, spent a short vacation visiting with friends and relatives in

Tal Kelly, Oakland city ticket office, and Grant Evans, trainmaster at Oakland, pictured while recently accompanying a Western Pacific special.



FEBRUARY, 1954



Keeping the tracks in first class condition is all part of a day's work for Joe Ojeda, Jesus Duenaz, and Salud Hernandez, members of Section Gang No. 3.

Los Angeles and vicinity, returning in time to spend Christmas with Mrs. Lampman's brother and sister-in-law at Salinas. While in Los Angeles, Harry visited the WP office there and was able to get seats on the Starlight through the efforts of BERNICE HOPKINS for which the captain is most grateful.

Retired locomotive engineer CHARLIE ELLIS is strutting around because of a fine granddaughter, Roberta, born January 2. Congratulations to Charlie and his daughter, Lucille Hough, mother of the newborn babe.

AD GEBALA, steno-clerk, just returned from vacation looking fine though looking a little the worse for loss of sleep. Doesn't affect his alertness and efficiency, however.

JEAN MCHARDY, interchange clerk, is recuperating nicely from her recent illness and expects to be back to work in the very near future.

Friends of COLIN ELDRIDGE here join the many others in expressing their congratulations on the birth of his new daughter, Carol Christy. With no sons as yet, his youngest daughter at least bears his initials, C. C.

GEORGE MIX, passenger traffic representative, received a card from FRANK DURANT to announce his 50th wedding anniversary on January 24 at Napa.



Frank retired from WP on May 15, 1940, after many years as rate clerk at San Francisco and chief clerk for the general agent at Sacramento. He reports he is in excellent health.

TIDEWATER SOUTHERN

Dora Monroe

Engineer FRANK EDGERTON is at present hospitalized, and we are all wishing him a rapid recovery.

Received a call from Retired Conductor JOE LEMONS, and was glad to hear that he is in fine shape.

Santa was mighty good to Agent ART TIBBETTS, Escalon, who is now enjoying a new television set.

Accompanying a local Scout troop on an overnight camping trip to Pinecrest was OSCAR CORREA, chief clerk. A good time was enjoyed by all, despite the lack of snow.

We are sorry to learn that complications have arisen which may prevent

Agent GEORGE LYON, Modesto, from returning to his job as soon as expected.

SACRAMENTO SHOPS

Ray Fender

MARCELLA KAHL, MILEPOSTS' correspondent on leave of absence, has added another son to her family, Peter Royce, born December 7. Marcella says his brothers are so proud of him they've forgotten all their dreams for a babysitter.

Painter BILL NICHOLS had a very serious ulcer operation, but is now doing nicely. Best wishes for a speedy recovery, Bill.

Painter HAROLD MEYERS is the proud owner of a new home and started out the New Year right by moving in during the first week of 1954.

HANS EVERS, car foreman, just returned from vacation. Said most of the time was spent at home watching TV.

Speaking of TV, we sure have a lot of carmen running around with square

eyes. AL HOFFMAN, GEORGE MCBRIDE, and JOE JIRAL all received TV's for Christmas. Even Car Foreman JEFF GIBSON broke down and put one in his home.

One of these days we might see a big sign in front of a produce market reading JIRAL'S fresh vegetables. Joe and his wife are selling all kinds and fruits.

KEDDIE

Elsie Hagen

JOE CLINTON returned home the first of the year after a vacation in Chicago and Council Bluffs, Iowa, over the holidays.

Another Chicago visitor was TOM GRIFFIN, brakeman.

Wilbur Stubblefield, son of Conductor BILL STUBBLEFIELD, completed his U. S. Navy training course with a good passing mark and has been assigned to a ship on the East Coast.

E. E. REDDICK, conductor, surprised all of us just before Christmas by returning from a trip to Colorado with a wife. They will make their home in Oroville.

Operator and Mrs. RAY BECKLEY spent the Christmas holidays in Illinois and Mrs. Gordon Gardner and daughter, wife and daughter of Crane Operator GORDON GARDNER, left for Provo during January to visit relatives.

Conductor CLYDE FISHER and wife spent Christmas in Keddie with their daughter, Mrs. Buddy Dellinger, and family.

Mrs. PETE HANLEY, wife of our agent, and the children spent Christmas in San Jose. Son, Robert, has joined the U. S. Navy and is taking boot training at San Diego.

ELKO

Rosalie Enke

We were sorry to learn of the death of WILSON A. SCHOLLARS in Winnemucca on December 29. He retired June 30, 1946, after 37 years of service.

Our deepest sympathy is also extended to Special Agent BOB and SHIRLEY STENOVICH, and to Division Engineer CHARLIE FORSETH on the recent losses in their families.

Agent J. F. "Mac" McELROY and his wife proved that perseverance pays off. After homesteading at the Stockmen's for approximately two and a half months, they won the beautiful new Ford station wagon which was given away at Christmas time.

Congratulations to our newlyweds, Night Chief PERRY L. HUCKABY and Telegrapher MAISIE LEGGATT!

PETE FRISELLA, signal maintainer at Shafter, spent a holiday vacation visiting relatives in St. Louis. Visiting in Salt Lake City over Christmas were GEORGE NAYLOR, chief dispatcher; Engineer SEYMOUR HARPER and Clerk NEVADA MICHELSON. Master Mechanic BILL PARRY took in the East-West game. Operator MARGARET THOMPSON had an enjoyable (?) vacation staying home to care for her son who had the mumps, and husband, Engineer BILL THOMPSON, who was a victim of pneumonia.

New arrival this month was a girl for Carman B. COGGINS and his wife, Peggy.

CHICAGO

Don Banks

"Christmas Party Big Success; Ends with Television raffle." We regret that all WP employees couldn't take part

in this spectacular event thought up by our own DELORES CHROZY. Three books of chances were sold at five cents a chance. Everyone, including JOHN REIGEL, anxiously participated. Lucky winner was FRED SWEENEY. The make of the set is unknown; size of screen about one inch. In case you haven't guessed, it was only a toy, but the raffle did wonders for our Employee's Fund, and a good laugh was had by all!

Bossman and Mrs. ARR LUND weren't with us for the party, sorry to say, for they were headed for California to soak up some sunny stuff, of which that state prides itself. Understand they had a royal sendoff by MARSHALL BOYD, LARRY WAIDELL (Port of San Francisco), GEORGE WENIG, JIM WARREN, and BILL McGRATH. Imagine the Lunds are still shaking rice out of their clothes.

RITA and BILL McGRATH just moved into their new home, which Bill contended was almost burglar-proof. Their youngest wildcat, 2, proceeded to call for a demonstration by locking them out during one of our rare cold waves. After 45 minutes in subzero temperatures, Bill managed to remove the glass from the bathroom window and got inside. His postmortem remarks are a bit salty.

The Chicago office takes its hat off to the clever teletype artist that sent us the picture Christmas card and your equally clever poet for his interpretation of "Twas the Night After Christmas." We've had numerous requests for both, but we could only oblige with the poem—the picture stopped us for lack of an artist.

GLADYS HESSION's patience paid off. She still had a week's vacation coming, so she put it to good use over the holi-

days. Gave her lots of time to fix up their new home in Libertyville.

High of 48 degrees today (early January). Forecasters predict it won't be long before we'll be enjoying California weather. Californians better make their reservations early; our resorts will be booked solidly by Floridans.

On behalf of "I cannot tell a lie" George and Honest Abe, we wish to take this opportunity to wish you all a happy Valentine's Day.

OROVILLE

Helen Small

Night Roundhouse Foreman FRANK COLEMAN has transferred to Sacramento as machine-shop foreman and JOE MAY is new night foreman here.

Retired Telegrapher L. L. WINTERS recently spent some time in the Oroville-Curran Hospital for surgery, is getting along fine and able to do his yard work.

J. M. McCracken, former conductor, passed away at his Richmond home on December 12, which news we were sorry to learn.

Engineer AL VRISMO and his wife are the proud grandparents of a boy born to the wife of their son, Brakeman JOHN VRISMO. A granddaughter was born on Christmas Day to the daughter, Mrs. Richard Wright, of Brake-man and Mrs. BEN BEARD.

Ruth H. McSweeney, widow of Trainmaster McSWEENEY, was married on December 11 at Reno to Albert J. Smith of Quincy.

Since the retirement of Carman JOE WEST, STANLEY KISTER is now second cook on the derrick.

Vacationers are Carmen MONTY

MILEPOSTS

WADE and W. S. QUARRY, and Carmen's Helper A. SANDERS.

Carman J. A. GARFIELD has returned to work after an auto accident in which he suffered a broken hand.

Locomotive Carpenter J. L. ELLIS has returned to work after being off about two months because of illness.

Trainmaster's Clerk HELEN R. SMALL spent the Christmas holidays with her brother at Long Beach and with a nephew at Lake Hughes, and just prior to the holidays Frankie Blalock of San Francisco was a guest in her home.

The carmen held their annual Christmas party at the Monday Club with about 85 in attendance. Master Mechanic and Mrs. L. M. MORRIS attended. Yard Clerk S. E. McVEAN and wife were pleasantly surprised by a visit from Mrs. McVean's father, Charles L. Newkirk of Grand Rapids.

Since this is Scout month, we find that Carman C. E. HEINEMAN is Scoutmaster of a troop of 12 boys. They recently spent a day hiking to Table Mountain. They have also been working on window displays for Scout Week. Carman GEORGE C. SPENCER works with a group of Sea Scouts and is First Mate. No doubt many other employees are active in this work of which we did not learn.

Retired Conductor "BABE" LAPOINT is visiting friends in Oroville from his home in Winnemucca.

NEW YORK CITY

Alan Hudson

The Annual Dinner of the Traffic Club of New York is being held at the Commodore Hotel on February 18, and we look forward to the attendance of Messrs. WHITMAN, ROPER, and BOYD.

FEBRUARY, 1954



"If he's a railroad man, marry him. That'll take care of our transportation problem."

Claire and RAY GREVE saw to it that daughter Carol's sibling need not be born to an apartment-occupying family when they recently took title to their Paramus manse and moved in. We hope to have the "sibling's" name for the next edition.

The Sartorial revolution which has affected men's styles recently hit our force with great impact after the recent holidays. Among some of the sights to be seen were, and are, a bright red corduroy waistcoat, a similar garment in a bright yellow check, a pink broadcloth tab collar shirt with a black knit tie combination. If the trend continues, perhaps we can look for a return to perukes! But we sure are colorful!

Tramp: "Has the doctor any old pants he could let me have?"

Lady: "No, they wouldn't fit you."

Tramp: "Are you sure?"

Lady: "Quite sure. I'm the doctor."

SACRAMENTO FREIGHT STATION

Nancy De Riso

Naval Lt. L. M. Nervig is home visiting his parents, Accountant and Mrs. L. O. NERVIG.

Welcome to BARBARA L. SHEFFIELD, who previously worked in the purchasing department in San Francisco and is now working with us on vacation relief. Also RICCO J. CERVETTI, train desk clerk, formerly of San Francisco.

JACK THRONE, husband of Stenographer-Clerk VIRGINIA "PEPPER" THRONE, is having excellent luck duck hunting



Karen Ann, 7, and Lynn Louise, 6, daughters of Car Desk Clerk and Mrs. William Gladney of Sacramento.

this year, bagging his limit; not only the very small but delicious Teal, but the larger Mallard and Sprig. Lucky also to have married a gal who really knows game cookery.

CHARLES F. BENINGHOFF is enjoying a wonderful vacation in and around Los Angeles.

Very disappointed was JOSEPH CONLEY, claim clerk, after driving to Parks Air Force Base to visit with his brother, Staff Sergeant Del Conley, whom he hadn't seen in seven years, only to find that Del had been confined to the base and was only able to visit for a few minutes.

Very best birthday wishes to RICHARD C. FINLEY, demurrage clerk; DAVID W. LEE, interchange clerk; JOSEPH BETTENCOURT, assistant cashier; and R. N. WITHROW, chief clerk.

WENDOVER

Esther Witt

Wendover Girl Scouts, Lone Troop No. 1, sold cookies just before the holiday season, to help finance their trip to camp during the summer months.

The girls also had a dinner party and dance just before Christmas, exchanged gifts and had a jolly good time, so reports Shirley Ann, daughter of Switchman and Telegrapher DAN and SHIRLEY LEE.

Everyone is looking forward to the assignment of vacations for 1954. Those on vacation at the close of 1953 were Brakemen R. L. HANSEN, H. J. LARSEN and J. T. McLAUGHLIN, and Conductors C. F. MALSTROM and T. M. JOHNSON. They all claimed it was an ideal way to spend the holidays.

Retired Conductor and Mrs. TOM FOX journeyed from Biloxi, Mississippi, to Pasadena to see the Rose Parade and Rose Bowl game over New Year's

Former Telegrapher LOUIS F. ELLIS, now located in Buffalo, New York, said to say hello to all his acquaintances.

BILLIE WOOD, former yardmaster at Wendover, now working in Oakland, was in Salt Lake for Christmas to see his 98-year-old mother. It was good to see and visit with him again.

We wish to take this opportunity to thank MARY FITZGERALD, a waitress in the local "beanery" for the wonderful dinner she cooked and served to the railroad employees who were on the job and away from home on Christmas. *A million thanks, Mary!*

SACRAMENTO NORTHERN

Milton Ziehn

On the evening of December 23, R. B. "BUSTER" WILLIAMS, conductor, suffered a heart attack and passed away at his home. Buster was one of the most popular and well-liked trainmen on the SN and a hard-working employee. One of the largest funerals in Sacramento testified to his many friends. He entered our service in 1941 as a street-car operator after attending Sacramento city schools.

R. T. KEARNEY entered Sutter Hospital during the holidays and the road back to the office will be delayed by a detour at home for a convalescent period. At least, boss, you got out of the family Christmas shopping!

JIM KELLY, retired brakeman, is at Weimar Sanatorium for observation.

Former President HARRY MITCHELL, now retired, paid us a welcome visit in his capacity as trustee under the new reorganization. It seems such a short time ago that he was saying to this correspondent: "Take a letter to . . ." He is occupying office space at 526 Mission Street.

SACRAMENTO STORE

Irene Burton

EDWARD HAWKINS, and his wife, Julia, are making a trip to Chicago where Ed will attend a reunion (this should be good) with the boys who were with him aboard ship during World War II. They will then proceed to Columbia, Tennessee, to visit friends and will end their trip in New Orleans for a visit with their daughter before returning home.

While talking with EDNA SPRATT, our nurse, we learned there were approximately 70 employees from Twenty-fourth Street who donated blood for

the WP employees and family blood bank. This was the second call made during the year.

The old flu bug hit a number of our folks recently. Among them were CHARLES REID, JULIUS FRICK, LAVON ROBINSON, GEORGIA CHINDAHL, and WILBURTA DOYLE.

SAN FRANCISCO

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

GORDON KNAPP, passenger traffic representative, has been appointed secretary for the Northern California Passenger Association for 1954. Congratulations, Gordon, we know you'll do a real fine job.

HARRY PERRINE, chief clerk, left on January 20 with his wife for a two-week vacation trip to Honolulu. Friends who were down to see them off had quite some difficulty finding him, as Harry was all but buried amongst a huge assortment of cases



"Can't you forget your work when you come home at night?"



Mrs. Anne Crowder, chief clerk, medical department, was honored at a coffee and cake party New Year's Eve day, celebrating her 30th anniversary with WP. Other members of the department are Mrs. Kathleen Murphy, secretary, Dr. Glenn F. Cushman, and Irene Hansen, stenoclerk, standing left to right.

carrying an assortment of photographic equipment, some of which were as big, if not bigger, than this little fellow. The Islands are full of color, Harry, especially the Wahines!

ROSALIE ENKE, formerly secretary at Elko, is now secretary to F. A. TEGELER, and we welcome her to our office.

It wasn't definitely on his Christmas list, but the nicest present received at the home of FRED BRANDES, traffic representative, was an eight-pound baby daughter, Rita Lee, who arrived at 1:00 p. m. December 25. Fred and his wife, Anne, have one son, Mark, 5.

The general agent's office presented JUNE NORGDARD with a train case as a going-away present when she left on December 31 to return to her "home town," Portland, Oregon.

DEAN DORSEY reports he is practically recovered from the 2:00 a. m. feeding. Mother and daughter are doing nicely and we are happy that Dean is on the road to recovery!

It's a spiteful world. Ask PAUL HARRIS, traffic representative. For many, many years Paul held on to his old faithful '36 Chevrolet, babied it, loved it, and treated it like an only child. But time marches on and Paul, a modern sort of fellow, finally parted with his cherished old carriage in lieu of a shiny '50 Buick. He felt badly in the thought that he would never see the old car again which, he understood, would soon be on some dealer's junk pile, but fate plays many a trick. Paul will have an opportunity to see the old Chev again, taking a leading part in John Wayne's newest movie featuring San Francisco in the 1930's!

A. P. MURPHY, agent, San Francisco, was one of the winning respondents to correctly answer a quiz question in the November 23 issue of *Railway Age* having to do with loading cars in accordance with car service rules, involving no empty mileage and return of the cars to the owner's rails after release at destination.



Kristine Anne Ingle, taken on her six months' anniversary, December 15, with mother Nancy, a former employee. Proud father Gordon Ingle, chief clerk, tax department, is the unseen man behind the lens.



Western Pacific's fine telegraph service is due, in part, to these members of the department: Carl Rath, manager-wire chief; George Gordon, clerk; Edmund V. Kowski and Gracie W. Gaynor, T&T operators; Don Baerd, printer mechanic and T&T operator, and Bill Manning, T&T operator, who handles the leased wire service.

RAILROAD SIGNALMEN ELECT NEW OFFICERS

At a regular monthly meeting, held December 11 at the Dante Club in Sacramento, R. W. Heard, signal inspector, and B. A. Robarge, signalman, were elected local chairman and chief signalman for Local Lodge 179, (WP and SP), Brotherhood of Railroad Signalmen of America.

Local 179 is the largest B.R.S. of A. local on the West Coast, with a total membership of 450. Cy Hodges is general chairman of the Lodge which includes the entire Western Pacific System and the Shasta, Sacramento and Salt Lake divisions of the Southern Pacific.

Members shown in the photo, taken by Maurice Notter, signal department, are, left to right, front row: Dave Thomson, W. K. Dakan, E. L. Wall, R. B. Russell, E. M. Reynolds and Cy Hodges. Back row: L. D. McClintock, Bert Stewart, Harry Simon, R. W. Heard, Guy Davis (SP), Barney Robarge, W. T. Gangler (SP), O. C. Lewis, R. B. Kunde, A. H. Schmitt, T. O. Cox (SP), Pat Caulfield, W. J. Walher, and P. L. Josseland.



SPORTS

WP BOWLING TOURNAMENT

The second annual WP Handicap Bowling Tournament, for men, will be held at the Alhambra Bowl in Sacramento at 3 p. m. on Saturday, March 20.

It is hoped to have teams entered from Salt Lake City, Elko, Oroville, Sacramento, Stockton, Oakland, and San Francisco, and teams from other localities who may be interested in entering the tournament are welcome to do so.

Teams will compete for cash prizes as well as trophies, and the team event

will be followed by a "sweepstakes event."

A small dinner dance for the bowlers and their guests will follow the tournament, and other employees who may wish to attend the tournament and dance are cordially invited.

Entry fees are \$3.00 per man, which should be sent to Frank Rauwolf, San Francisco, not later than March 1. Further detailed information may be obtained from Bill Smales, Elko; H. A. O'Rullian, Sacramento Shops; Tommy Kyle, Oakland; and Spen Lewis, San Francisco.

OROVILLE TEAM OUT IN FRONT

Western Pacific bowlers remained on top in the Sportsman's League at the Paradise Playdium in Oroville, according to latest reports January 15, holding a 7½ game win and one-half game loss record. (American Bowling Congress rules allow one-half point for each team bowling a tie game.)

Bob Shepard had a 534 high series for that night, and high single game

of 217 was rolled by Clayton Heineman. Team results were:

| | | | | |
|--------------------|-----|-----|-----|-----|
| Bob Shepard..... | 172 | 204 | 158 | 534 |
| Frank Rogers..... | 163 | 147 | 143 | 453 |
| Clayton Heineman | 170 | 121 | 217 | 508 |
| Richard Pattison.. | 147 | 164 | 135 | 446 |
| Charles Kennady.. | 164 | 180 | 139 | 483 |

TOTAL..... 816 816 792 2424

The old fellow and his dog stopped in at the local pub one night for a short one. "How about a drink for me and my dog, here?" he said to the bartender. "He's a talkin' dog, you know."

"Let's hear him talk," replied the bartender, "and I'll buy you both a drink."

The old fellow turned to his dog and asked, "What's that part on top of a house?"

The dog sat up on his hind legs and said: "Roof, roof!"

"You don't call that a talkin' dog, do you

mister?" said the bartender. "You'll have to do better than that."

Once again the old fellow turned to the dog and asked: "What's the name of the greatest baseball player in the world?"

The dog quickly sat up and barked: "Ruth, Ruth."

With that the bartender threw both the dog and the old man out the door. As the old fellow was picking himself up off the curb, the dog walked over to him and said: "Gee, I'm sorry, I guess I should have said DiMaggio!"

REPAIR TRACK NO. 2 LEADS EAST BAY BOWL

At the end of the first half, after fourteen weeks and 42 games in competition, Repair Track No. 2 is out in the lead with 29 wins and 13 losses. Freight Traffic and Hot Boxes are fighting it out for second place, closely followed by Repair Track No. 1 and the Switchmen.

Team standings and the ten high individual averages are:

| | WON | LOST | AVGE. | HIGH GAME | HIGH SERIES |
|-----------------------|-----|------|-------|-----------|-------------|
| Repair Track #2.... | 29 | 13 | 748 | 868 | 2469 |
| Freight Traffic..... | 25 | 17 | 691 | 822 | 2249 |
| Hot Boxes..... | 24 | 18 | 712 | 839 | 2298 |
| Repair Track #1.... | 22 | 20 | 707 | 781 | 2256 |
| Switchmen..... | 20 | 22 | 703 | 841 | 2309 |
| Zephyr Yard..... | 17½ | 24½ | 665 | 781 | 2229 |
| Passenger Traffic.... | 16 | 26 | 700 | 791 | 2222 |
| Freight Agents..... | 14½ | 27½ | 665 | 748 | 2190 |

* * *

| | GAMES | AVERAGE | HIGH GAME | HIGH SERIES |
|-----------------|-------|---------|-----------|-------------|
| J. Price..... | 42 | 171 | 224 | 633 |
| R. Gaddi..... | 18 | 168 | 204 | 540 |
| H. Furtney..... | 42 | 165 | 219 | 549 |
| T. Kyle..... | 42 | 164 | 212 | 553 |
| G. Dietz..... | 30 | 159 | 193 | 521 |
| C. Edmunds..... | 36 | 158 | 202 | 542 |
| S. Glatt..... | 30 | 157 | 202 | 516 |
| F. Rauwolf..... | 30 | 157 | 221 | 538 |
| H. Fly..... | 27 | 157 | 205 | 534 |
| M. Pierner..... | 42 | 152 | 197 | 536 |

STOCKTON HOLDS ANNUAL MEETING

The Stockton WP Credit Union held its annual membership meeting at the passenger depot on January 21 to elect officers for the coming year and other business. Results were not obtainable at the time MILEPOSTS went to press and will be announced in the March issue.

CREDIT UNION DECLARES FOUR PER CENT DIVIDEND

At its first annual meeting, held in the Sacramento passenger station on January 5, the WP Sacramento Employees Federal Credit Union declared a 4 per cent dividend on shares on deposit as of December 31, 1953.

Shareholders have the option of either withdrawing this dividend or having it credited to their account, and are requested to bring or mail their pass books to Secretary-Treasurer F. R. O'Leary, 1025 Nineteenth Street, for recording.

Elected to the Board of Directors at the same meeting for a two-year term of office were Frank James, F. R. O'Leary, Elaine Schmidt, E. L. Tomlinson and W. H. Warrell. Directors elected for a one-year term of office were J. A. Anderson, C. C. Bennett, W. A. Blue, A. E. de la Llata, O. C. Lewis and C. G. Mintle.

Appointed by the Board as Officers were J. A. Anderson, president; E. L. Tomlinson, vice president; F. R. O'Leary, secretary - treasurer; and Elaine Schmidt, clerk.

Also appointed were a Credit Committee, staffed by Irene E. Burton, E. E. Evers (two years), and June Bellew and C. W. Fosha (one year); a Supervisory Committee consisting of A. E. Fippen and M. E. Lindley (two years) and E. E. Ebbert (one year). An Educational Committee will be appointed at the next Board of Directors' meeting.

Since the time the Union was first formed about ten months ago, the number of shareholders (\$5 per share) has reached more than 300.

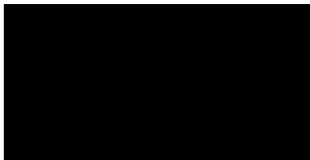
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RAILROAD LINES



Eastern Railroads contributed an estimated \$1 million to drought relief during 1953, according to Edgar V. Hill, chairman of their traffic executive association.

Railway Express marks 115th anniversary of industry's founding on March 4.

Fourth annual tour over Southern Pacific narrow-gauge line in Owens Valley, February 22, to be operated by California-Nevada Railroad Historical Society.

Delaware & Hudson orders General Railway Signal Company equipment for installation of traffic control systems at South Oneonta, N. Y., and between Ft. Edward, N. Y., and Whitehall.

Jersey Central will invest over \$2,250,000 in new rolling stock and facilities if proposed new passenger schedules are authorized by P. U. C.

New Haven installs tie pads under newly placed tie plates when laying rail to increase tie life approximately ten per cent.

Lackawanna to establish company magazine early this year under auspices of railroad's public relations department.

It would require 37 trains, each with 20 cars, each loaded with 50 tons of silver dollars, to carry the \$1,262,000,000 which the railroads paid last year in federal, state and local taxes.