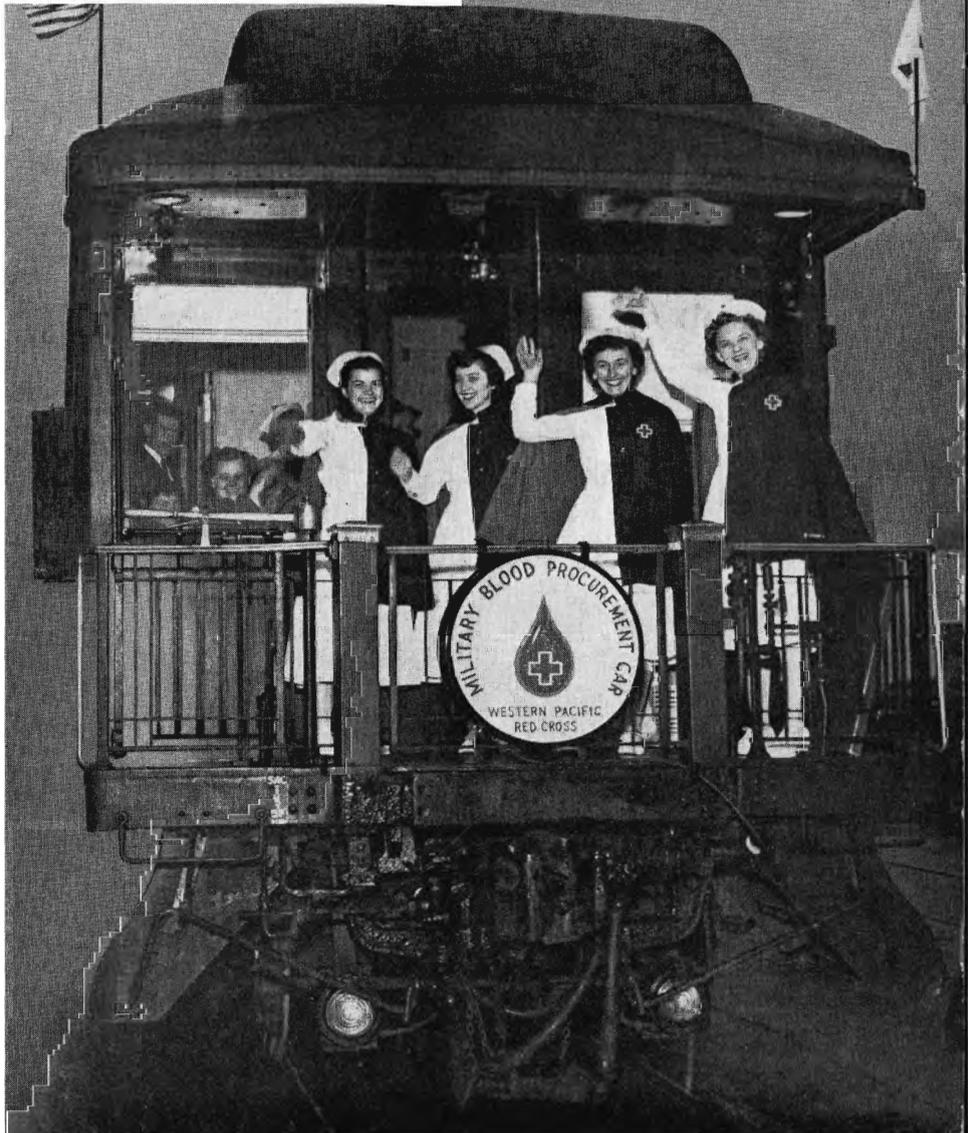


WESTERN PACIFIC
Mileposts

JANUARY 1951



WESTERN PACIFIC Mileposts



Vol. II, No. 6

JANUARY, 1951

Milepost No. 18

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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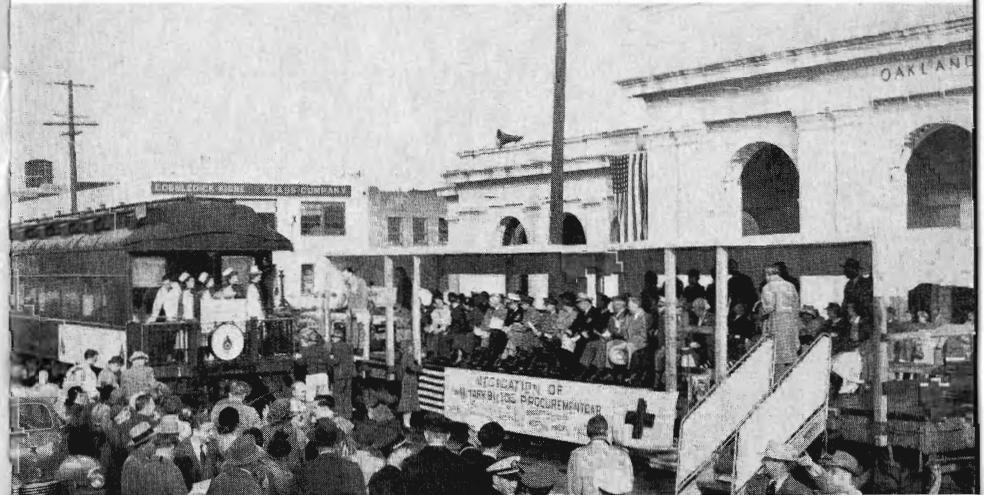
MILEPOSTS

Dedication of the "Charles O. Sweetwood"

One of the most impressive ceremonies yet to be held on this railroad took place Wednesday, January 10, when President Whitman, on behalf of the Western Pacific and its 5,000 employees, officially presented the key for business car 106, now converted to a blood bank on rails, to Raymond H. Barrows, vice-president and Pacific Area manager of the American Red Cross. Christened the "Charles O. Sweetwood," in honor of the first Western Pacific employee to lose his life in the Korean conflict, the car will be used for collecting blood donations for use by the Armed Forces from residents in cities and towns located on Western Pacific rails in California, Nevada and Utah, in most of which no other facilities exist.

Following the departure of the east-bound California Zephyr, the speakers and guests were seated on the flat car grandstand just before the arrival of the blood bank car, on the rear platform of which stood four Red Cross nurses in their white uniforms and colorful capes. The ceremonies then began with the U. S. Sixth Army Band playing "America," followed by an invocation delivered by Col. P. J. Ryan, chaplain, U. S. Army, and the introduction of the distinguished guests by master of ceremonies, Tol Avery. President Whitman was then called to the platform, in turn introducing Mrs. Bonnie Grover, James and William "Bud" Sweetwood, and Mrs. Claude Barnes, the mother, brothers and sister of Charles O. Sweetwood. With the

The dedication took place in front of Western Pacific's passenger station at Third and Washington Streets, Oakland, before a large group of onlookers.





President Whitman, Mrs. Grover, daughter and two sons, on the rear platform of the "Charles O. Sweetwood."

band and color guard standing at attention before the guests and other assembled persons in the large audience, president Whitman began:

"This is an occasion of mixed feelings. We feel happy to have the opportunity of service at this time, but sad indeed that world conditions have so soon again brought us to the point where these measures must be taken. Charles grew up in Elko, Nevada. When he finished school he went to work for Western Pacific as a carman's helper. By a strange coincidence, part of his job was to maintain this very car in the Elko railroad yards. In 1947, he enlisted in the Army and advanced to the grade of First Sergeant, Medical Corps, First Cavalry Division. In the spring of 1950, his Division was among the first to bear the brunt of the early fighting in Korea and acquitted itself with honors. Charles, however, lost his life at Taegu, on September 8 of last year. In dedicating this Military Blood Procurement Car to his memory, I have here a plaque which will be placed permanently in the lounge compartment of the car. It bears the like-

ness of Charles Sweetwood, and an inscription which I will ask his mother to now read."

While the Sixth Army Band softly played "The Battle Hymn of the Republic," Mrs. Grover slowly read the engraved inscription:

"To the memory of Charles O. Sweetwood, first Western Pacific employee to lose his life in the Korean campaign against world communism, this military blood procurement car is dedicated January 10, 1951."

Next to be introduced were three outstanding representatives of the Armed Forces—who know from firsthand experience the value of blood on America's far flung battle fronts in the past:

Major General Fred Irving, Deputy Commander, Sixth Army (representing Lt. Gen. A. C. Wedemeyer); Rear Admiral B. H. Rogers, Commandant, 12th Naval District; Brigadier General Donald R. Hutchinson, Acting Commanding General, Western Air Defense Force. Following their remarks, and before president Whitman was asked to return to the stand with Mr. Barrows, other Armed Force representatives, officials of the Alameda-Contra Costa Counties Medical Association and various members of the Red Cross, including San Joaquin County and Bay Area Red Cross chapters, were introduced.

In accepting the key from president Whitman, Mr. Barrows remarked:

"It is a proud moment indeed, for me to accept the custody of this key to the 'Charles O. Sweetwood' on behalf of the American Red Cross. To the best of my knowledge, this roving blood bank on rails, which will shortly begin a scheduled tour of dozens of cities, towns and hamlets along the Western

Pacific's main line and branch lines, is absolutely unique in the annals of American railroading. Of greater importance, it will insure the collection of many thousands of blood units for our wounded soldiers, sailors, and marines and airmen from scattered communities throughout a large area of California, Nevada and Utah, where blood donor facilities simply do not exist. Thousands of patriotic Americans living in these cities and towns will now, for the first time, be able to make a direct blood contribution towards the welfare of their fighting sons in the Korean conflict. In this respect, it is truly significant that the first donations to be made today in the 'Charles O. Sweetwood' car, are the late Sgt. Sweetwood's own mother, Mrs. Bonnie Grover, of Elko, Nevada, as well as her two surviving sons, James and Bud Sweetwood. On behalf of the Red Cross, I wish to also express our deep appreciation to all the doctors and to the various county and regional medical societies of California, Nevada and Utah, for their wholehearted cooperation in helping to secure thousands of additional blood donations throughout these three states. I would like to read to you a brief excerpt from a letter received in my office only this week, from Brigadier General James A. May, the Adjutant General of the State of Nevada. General May said in part: 'As a member of the Armed Forces during World War II, I have personally seen the value of blood when it comes to saving lives. I am this date asking the members of the Nevada National Guard to contribute blood as a unit to your "railroad blood-mobile" in order that the lives of the comrades might be saved.'

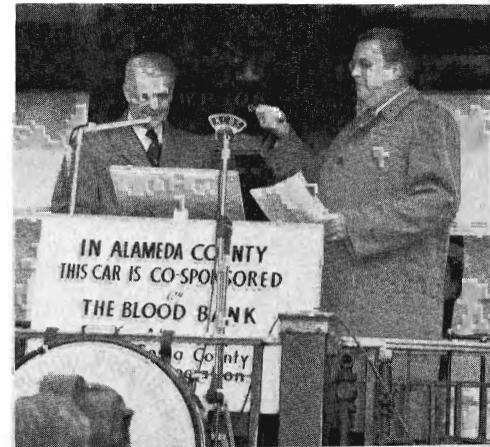
"Mr. Whitman, we of the American

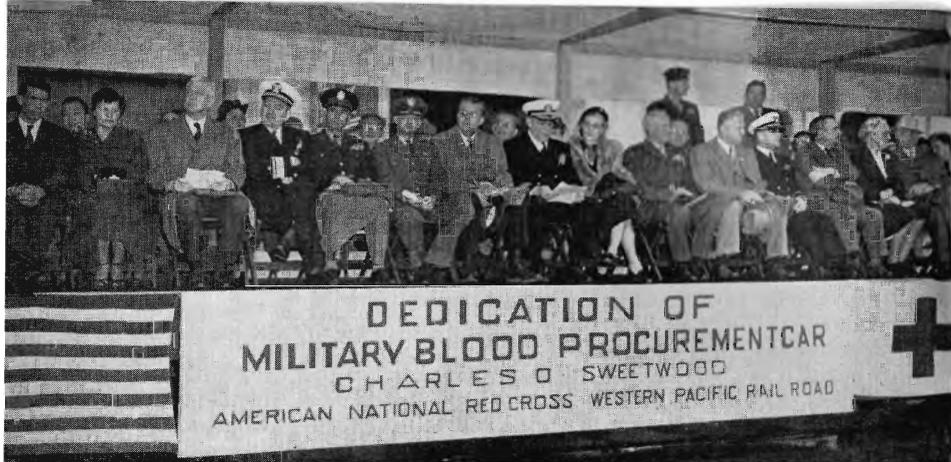
Red Cross and the millions of members it represents, are indeed grateful to you and to your Western Pacific associates for making this truly great humanitarian project possible. Since you have agreed to keep it rolling, we will do our part to see to it that the vital blood it collects on its far-flung journey, is speedily distributed to our fighting men."

As the band played "The Star Spangled Banner," the dedication and presentation of the Military Blood Procurement Car "Charles O. Sweetwood" came to a conclusion with the audience standing bareheaded at attention while the color guard and band marched away from the colorful setting.

Before the Red Cross had set up their registration table on the street in front of the blood bank car, Mrs. Grover, her two sons and daughter had crossed the platform and stepped inside the car where they were met by one of the Red Cross nurses. Following the usual routine of temperature and blood tests, Mrs. Grover then went forward

Raymond H. Barrows has accepted the key to the blood bank car on behalf of the American Red Cross.





Speakers and guests included, front row from left: Bud Sweetwood, WP carman, Elko; Mrs. Grover, Mr. Whitman, Rear Adm. Rodgers, Maj. Gen. Irving, Brig. Gen. Hutchinson, Mr. Barrows, Rear Adm. Cooley, Mrs. Whitman, Maj. Gen. Erskine, Mr. Munson, Rear Adm. Stika, Adm. Owen, Dr. Dorothy Allen, and Key System's president, F. W. Teasdel.

to one of the four rooms where she contributed the first blood donation to be received aboard the "Charles O. Sweetwood."

The introduction of guests present at the ceremonies included, for the railroad: Harry C. Munson, vice-president and general manager; Dr. Glenn Cushman, chief surgeon; C. L. Droit, secretary; R. E. Larson, treasurer; Joseph G. Wheeler, passenger traffic manager; and H. R. Brothers, local chairman,

Brotherhood of Railway Carmen. For the military: Rear Admiral T. R. Cooley, Deputy Commander Western Sea Frontier; Major General Graves B. Erskine, Commanding General, Department of the Pacific, Marine Corps; Rear Admiral J. E. Stika, Commander Western Area, U. S. Coast Guard. For the medical profession: Dr. Dorothy Allen, president; Mr. Roland Watterson, executive secretary; and representatives, Dr. David Singman, Dr. Edward Rankin and Mr. Charles Smiley, all of the Alameda - Contra Costa County Medical Association. For the Red Cross: Admiral J. P. Owen (USN retired), medical director and assistant manager, Pacific Area; Dr. W. Max Chapman, director of blood program, Pacific Area; Judge O. D. Hamlin, chairman, Oakland chapter; Professor Percy Barr of the University of California, chairman, Berkeley chapter; Mr. Warren Atherton, board member of San Joaquin County Chapter at



Mrs. Grover, mother of Charles, donates first pint of blood.

Stockton; Mrs. E. C. Lipman, chairman blood committee for Alameda County; Mrs. W. F. Holcomb, chairman mobile units for blood collection for Oakland chapter; Mrs. F. B. Whitman, member of Red Cross volunteer staff, Oakland chapter; and Mayor Clifford Rishell, of Oakland.

The "Charles O. Sweetwood" was moved from the location following the ceremonies to the Cobbledick-Kibbe spur at Third and Washington streets, where it remained the rest of the week for the convenience of blood donors. The following week was divided between San Leandro and Hayward. The car then went to Elko for a special program on January 24 in Charles Sweetwood's honor by his home town, following which the car will move to most of the communities on the Western Pacific line between Oakland and Salt Lake City. A schedule for the month of February is found below, and the Elko ceremonies will be included in the February issue of MILEPOSTS.

SCHEDULE FOR FEBRUARY

Jan. 29-Feb. 2	Salt Lake City, Union Depot
February 5 and 6	Tooele (Warner)
February 8-10	Winnemucca, WP station
February 13 and 14	Gerlach, WP station
February 15 and 16	Herlong
February 19-21	Reno, WP station
February 22 and 23	Portola, WP station
February 26 and 27	Quincy, QRR station

While on the line, the "Charles O. Sweetwood" will be staffed by a corps of four Red Cross nurses and business car porter, Louis Griffin. Various representatives of Western Pacific's medical department will assist along the line. The blood collected will be brought into Oakland daily on the California Zephyr on its way to the Armed Forces overseas.

(A story of Charles O. Sweetwood appeared in the October, 1950, issue of MILEPOSTS.)

MILEPOSTS

WP BONDS SOLD

Western Pacific was advised on January 10 that Division 4 of the Interstate Commerce Commission approved the sale of \$22 million First and Refunding Mortgage Bonds, to bear interest at 3½ per cent. Union Securities Corporation, and Glorie, Forgan & Co., both of New York, successfully bid the purchase at 99.64 per cent of the principal amount.

From the sale, a little more than \$16 million will be used to retire existing \$10 million of 4 per cent First Mortgage Bonds and \$6 million of 4½ per cent General Mortgage Income Bonds. The remaining \$6 million will be used to replenish the Company treasury for about two-thirds of the capital cost of recent improvements paid for out of income, and to apply toward funds required for extension of the CTC signal system through to Salt Lake City, a substantial rail relay and ballasting program, and other improvements included in the \$8 million estimated budget for 1951. It will also enable the Company to carry out its share in the defense program during 1951 and subsequent years.

Subject to approval of the Board of Directors on February 20, the budget, recapitulated below, will require more than \$7½ million in cash:

	TOTAL
Rail renewals	\$1,908,823
Ballast	296,050
Sidings and other tracks	1,019,324
Miscellaneous track improvements	246,446
Signals and communication system	2,162,089
Tools and equipment	426,088
Miscellaneous roadway items	747,457
Improvements to cars and locomotives	182,241
Terminal improvements	413,300
Industrial development	500,000
Other miscellaneous requirements	118,300
TOTAL ESTIMATED BUDGET FOR 1951	\$8,020,118

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of December, 1950:

35-YEAR PIN		
John P. Connelly.....	Roadmaster.....	Western Division
Alva C. Fisher.....	Head M. of W. Clerk.....	Western Division
30-YEAR PIN		
Amos W. Fuller.....	Locomotive Engineer.....	Western Division
20-YEAR PIN		
Chester R. Barry.....	Roadmaster.....	Western Division
Herbert W. Francis.....	Carman.....	Mechanical Dept.
Harry R. Laurence, Sr.....	Brakeman.....	Western Division
15-YEAR PIN		
Charles M. Beem.....	Yardmaster.....	Eastern Division
William E. Roth.....	Clerk.....	Western Division
Edmond A. Tibbedeaux.....	Locomotive Engineer.....	Western Division
Harold E. Yount.....	Conductor.....	Western Division
10-YEAR PIN		
Elizabeth Deatherage.....	Secretary.....	Law Department
Paul Glover.....	Switchman.....	Western Division
Joseph Hayes.....	Marine Fireman.....	Western Division
Flayd R. Hillyer.....	Car Clerk.....	Western Division
Stephen L. Leary.....	Locomotive Engineer.....	Western Division
Robert D. Monahan.....	Brakeman.....	Western Division
Ernest I. Phelan.....	Locomotive Engineer.....	Western Division
Jack A. Reed.....	Brakeman.....	Western Division

WP WILL REMEMBER

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

Now retired, after serving Western Pacific well, are:

John G. Anastasiou, laborer, Oroville shops.

George C. Brackenridge, signal helper, signal gang No. 6.

Oscar H. Bryan, assistant to general manager, San Francisco.

Samuel F. Christian, carpenter helper, Sacramento.

John J. Duggan, superintendent, Elko.

Howard W. Graham, brakeman, Stockton.

William B. Grant, carman, Sacramento.

John B. Harris, machinist helper, Sacramento.

Claude C. Johnson, brakeman, Stockton.

Vernon L. Jones, brakeman, Keddie.

Frederick A. Lamb, auditor of disbursements, San Francisco.

James O. Lane, government rate clerk, San Francisco.

Edward A. McCarthy, assistant traffic manager, Chicago.

Aurelio Volfi, blacksmith helper, Sacramento.

The conductor was perplexed. "Who on earth," he sputtered, "would want to steal a Pullman ladder?"

Just then the curtain parted and a little old lady poked her head through cautiously. "Conductor," she whispered, "you may use mine if you like. I won't need it until morning."

IN THE ARMED FORCES

In addition to the 19 persons previously listed in MILEPOSTS, the following Western Pacific employees are now serving in the Armed Forces:

FERRIN L. ALLEN, file clerk, Eastern Division.

CARL N. ANDREOZZI, ice laborer, Carlin.

WILLIAM C. BARRACKMAN, file clerk, San Francisco.

VARLEY M. BOYCE, signalman, Eastern Division.

ALLEN L. CHRISTENSEN, brakeman, Western Division.

JACK DITTY, clerk-payroll, San Francisco.

EVERETT E. ENGLAND, rate and bill clerk, San Francisco.

CHARLES F. FLYNN, machinist apprentice, Sacramento Shops.

THOMAS R. GREEN, brakeman, Western Division.

CHARLES T. HECKERS, student fireman, Portola.

ROBERT Z. LANGEVIN, signalman, Eastern Division.

LAWRENCE J. LEWIS, signalman, Eastern Division.

HENRY MCGEE, steno-clerk, San Francisco.

FRANK E. MCKINNON, steno-clerk, San Francisco.

ROBERT D. MONAHAN, brakeman, Western Division.

ARTHUR J. SCIOTTO, relief section foreman, Eastern Division.

MILEPOSTS will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.

In Memoriam

RODOLFO B. CHAVIRA, laborer on the Eastern Division, died on October 2, 1950. Mr. Chavira entered company service April 15, 1947, and is survived by his father, Frank Chavira, of Marfa, Texas.

ROBERT D. COPELAND, laborer on the Eastern Division, died on September 27, 1950. He entered company service on June 1 of the same year. He is survived by his widow, Mrs. Robert Copeland of San Pablo, California.

CYRUS G. GREGGAN, telegrapher, died November 2. Mr. Greggan began service with Western Pacific January 31, 1945. His heirs are not known.

The Eastern Division reports the death of laborer **TONY VESVICK** on October 20, 1950. Mr. Vesvick came to Western Pacific on July 28, 1934, and leaves a brother, Louis Vesvick, of Rock Springs, Wyoming.

Bill Hazlett Killed

William "Bill" Hazlett, former clerk at Portola, and the son of the late Bert Hazlett, general agent of Reno, was killed in an automobile accident while en route to Memphis, Tennessee, on December 9, reporting for duty as an apprentice seaman.



Survived by his mother, Mrs. Dell Hazlett, and brother, Phillip Hazlett, clerk at Portola, Bill will be sadly missed by his many friends and WP acquaintances.



Al receives a miniature model 1910 Maxwell (with apologies to Jack Benny) from C. E. McDonald, right, assisted by C. E. Elliott and G. W. Curtis.—Photo courtesy Ed Lindley, Supt. office, Sacramento.

EDWIN B. ALLISON RETIRES

When Edwin B. Allison retired from Western Pacific service on December 26, 1950, he left behind not only a host of friends along the entire WP system but an old pal of nearly twenty years—motor car “601.” “When you have cared for and driven a vehicle over 300,000 miles it becomes a part of you,” claims Al, “and though I have had eight motor cars, old ‘601’ is still my favorite.”

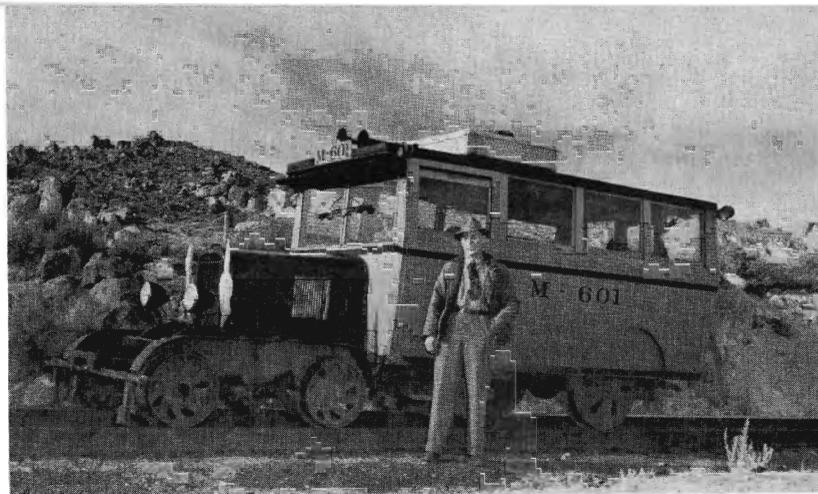
Born in Oil City, Pennsylvania, in 1885, Al began his railroad career with the Pennsy in that city and came out West in 1911. On September 16 of that year, Western Pacific had a new section foreman, and a year later he was promoted to the position of motorman, to pilot motor cars for the company officials on their inspection trips over the entire line, which job he has held until the date of retirement.

On December 22, a luncheon was given in honor of Mr. and Mrs. Allison and many of their friends were present to wish them happiness and success in

the busy days that lie ahead. The “busy” part consists of a lot of work the Mrs. has programmed for the near future. A handsome Philco combination radio and recorder player, with several albums of his favorite selections, was presented to Al on behalf of his many friends on the system by MC for the evening, Elton McDonald, assistant superintendent.

Interested in automobiles of any kind, Al’s hobby consists of owning and operating two old-time autos, a 1920 Franklin and a 1915 Model T Ford. However, his biggest thrill in the day now comes when he telephones roadway clerk, Ed Lindley, and casually tells him that he is just sitting down to a nine o’clock breakfast with all the trimmings.

Al’s cheery personality and his ability to tell a story—a real “rail-roader” of the latest edition—will be long remembered by his friends and co-workers on the entire WP system.



Al and the M-601.

“LAMENT OF THE M-601”

—Courtesy Ed Lindley

*For many, many years
I’ve roamed o’er the rail,
Carrying the Brass
Thru the rain and the hail;
With never a groan
Did I ever protest,
But kept on a-chugging,
Always doing my best.*

*Now I am sad and dreary,
My choke is filling up,
My clutch I fear is slipping,
And my gears are in a huff.
I hardly think I can take it,
It’ll be tough to lose my pal,
He kept me smoothly running,
I’ll miss my dear old Al;
He filled my tank, changed my oil,
And always kept me clean;
He always was a-fixin’,
To him I was his Queen.*

*I’ll miss his gentle handling,
And the loving care he did bestow,
The gentle touch of his gearshift hand
As down the track we’d go.
Soon there’ll be another—
And I hope he’ll understand,
That if I show some temper
He’ll be patient as he can.
Just show me some affection
And just a little care,
And with this consideration,
I’ll travel anywhere.*

—Cliff Norden, asst. engr.

Lovely blonde Lucille Norman, featured soprano with Gordon MacRae on the Summer Show Train, considers the Railroad Hour a proving-ground of talent. “The variety of roles a guest artist can sing on the show is truly a test,” she says. Tune in on NBC each Monday night.



Rescue on the North Line

It was a bitterly cold night and Mother Nature had already made her appearance with two feet of soft, fluffy, white snow flakes. She now threw in a biting wind that piled the drifts even deeper along the banks of the road leading from the home of Thomas Quaife, operator at Halls Flat. But, Tom, like the other residents of this little settlement, was used to these December blizzards and enjoyed the excuse to stay closer to his family around the glowing fire at home.

It would have been nothing more than that if baby Cheryl Anne had not suddenly become quite ill. Now the storm was forgotten, and plans for a quick trip to the doctor at Westwood precluded all other thoughts. A phone call to Albert Snook, SP operator at that station, brought encouragement. Al promised to meet the party half way as soon as he went off midnight duty. Tom got out his new truck and hastily fastened on a set of tire chains. His wife, Joyce, was busy preparing Cheryl for the strenuous ride ahead. They all piled into the cab of the truck and pulled away from the house for a trip they would not soon forget.

Protected by the car heater, they slithered and inched their way along the almost hidden road in low and second gear. Upon reaching open country, out of shelter of the woods, the drifts became deeper and the temperature dropped. Every two or three hundred yards Tom had to stop and chip ice from the windshield wiper. Just beyond the first grade crossing, between Poison Lake and Lodgepole, one of the chains slipped off only to

freeze firmly between the huge dual wheels. Try as he might and did, Tom could not dislodge the frozen chain and an hour later he climbed back into the cab discouraged and numb with cold. Nothing to do but wait for help, which at 3:00 a.m. seemed little short of watching for a miracle. With the car window inched down for air, the little group huddled together. Luckily there was plenty of gas to keep the engine running and the car heater seemed like a breath from Heaven.

After nearly three long hours of waiting a faint sound brought a surge of excitement to the Quaifes. Could that have been a train whistle? Listen! There it is again! It kept repeating. Tom climbed out of the truck and, to his amazement, saw the faint flash of what might be a locomotive headlight barely discernable through the swirling snow. Yelling to Joyce to turn on the truck headlights, Tom piled back into the truck and began flashing them on and off. Can they see us, thought the couple. There goes the whistle again. Now they're flashing their own headlight. They do see us!

It wasn't long after that Tom, Joyce and Cheryl were boarding Train 178, with conductor Ferguson, engineer Phillbeck and fireman Boynton aboard. The train crew expected the worst and sighed with relief when they brought out coats to wrap up the little family who had now spent nearly six long, freezing and unforgettable hours without aid, little knowing that they had been bogged down only a half mile from the railroad track.

Operator Snook had returned to

Westwood when the truck did not arrive and notified dispatcher Tom Halton, who told the crew to be on the lookout. Thanks to 178 and the crew, the Quaifes were quickly taken to Bieber where Cheryl, little the worse from the trying experience, was attended to by Doctor Mosher.

Jim: "Say, Joe, can you tell me why there are fewer railroad accidents than automobile accidents?"

Joe: "Well, it might be because the engineer isn't always huggin' the fireman!"

Western Pacific's ditcher, No. 16, a many-ton, steam-driven machine used to dig out slides, is shown hanging precariously on the brink of a 300-foot cliff above the Feather River six miles south of Pulga. Traveling south from Keddie at the head of a work train on December 14, the ditcher struck a slide and only telegraph wires saved it from careening into the river. Aboard were Phil Prentiss, trainmaster, and John O'Neil, pit man, both of whom were injured as they were hurled to the ground. Among those shown in the background are N. F. Roberts, road foreman, and C. R. Barry, roadmaster.

—Photo by Al Appelman, Oroville Mercury.



TO ALL EMPLOYEES AND OFFICERS

With the beginning of a new year I should like to express to you my personal appreciation and that of the general officers and the Board of Directors for the intelligent hard work and fine loyal cooperation on your part which has largely made possible the excellent performance of our railroad during the past year.

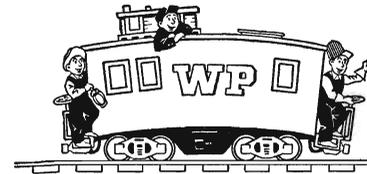
Worthy of particular mention is the improvement in our safety performance. While we were not successful in attaining our goal of "5 in '50" the reduction in personal injuries as a whole should be a source of pride and satisfaction to all of us. We have demonstrated our ability to work with far greater safety than in recent years and such a demonstration augurs well for our reaching our announced goal of a ratio of 4 for the year 1951.

May I wish for all of you and your families a very Happy New Year for 1951. Although the prospects for our nation in 1951 are clouded I am sure that with intensified efforts for loyal cooperation and hard work and intelligent action on the part of all we of the Western Pacific family can be counted on to do our part that this nation may be stronger and remain free.

Cordially,

F. B. Whitman

Present at the Drake Wilshire Hotel on December 20 for the Annual Dinner of the accounting department supervisors' staff were, standing: L. D. Michelson, Geo. Trimble, E. F. DeMotte, H. C. Wendt, E. R. Newgard, P. P. Ferguson, I. M. Ferguson, M. M. Christy, H. T. Bryant, J. H. Wade, D. J. Spowart, and J. P. Drury. Back row, seated: J. R. Strachan, V. W. Geddes, N. A. Schoepfle, J. A. Potter, J. Doud, H. Heagney, J. C. Marchand, E. W. Englebright, L. J. Gosney, F. B. Whitman, G. J. Welch, chairman, and H. C. Munson. Middle row: W. G. Levy, J. Murray, F. O. Bridges, W. A. Racine, G. Mesch, and F. W. Ahlert. Front row: C. E. Warner, A. F. Rintala, W. E. Vanskike, E. M. Dillon, J. F. Finley, T. A. Moran, C. H. Flaig, L. M. Brown, L. F. Avery, W. Brew, and J. A. Wragg.



Caboosing

(We are happy to start off our Caboosing column this month with a new correspondent, and welcome ALAN HUDSON and his news of our New York office as a regular contributor.)

New York

We're thinking of asking general office to engage a clerk each December just to open popular general agent JOHN CONGER'S Christmas cards. They're not all local, either, but come from all four compass points of the USA. Now, if this guy had political ambitions . . .!

With the Traffic Club Dinner season upon us, our redoubtable commercial agent, JOHN STILL, is in serious training by consuming great quantities of yogurt. "Ah have but one stomach to give for my company and yogurt gives the stomach a lining," says John, "but, where ah comes from, they-all call it 'clabber-milk'."

Each morning, chief clerk RAY GREVE and "Tonnage" ART POTVIN warm up for the day's toil by discussing the latest exploits of "Dagmar" the amazonish attraction of the Jerry Lester TV show. If you folks haven't yet heard this gal, you soon will!

Bossman PERL WHITE is polishing and sharpening up all that fancy fishing tackle and gear with an eye toward summer week-ends, and Candlewood Lake, in Connecticut, where he and Mrs. White have recently become part-time residents.

For the third consecutive year, "Cap and Gown" JOHN NOLAN, our erudite "Geefa," accepted an invitation from Rutgers University to address their transportation class on January 11. Subject—"The Strategic and Tactical Value of the American Railroads in National Defense."

Space limitations prohibit our outlining the sterling achievements of JOE MASON, the man who makes New England shippers WP conscious, and JACK EDWARDS, in charge of the million (or so it seems) New Yorkers who want reservations on "you-know-what" train. We'll take a course in precis writing to tell you about them next month.

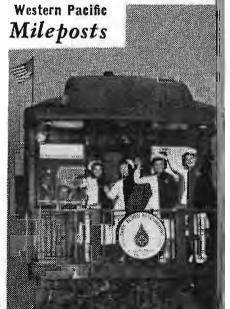
Elko

THEDA and ERNIE MUELLER spent part of their vacation with her sister, Leah Thraen, and family, at Fresno. The balance was taken up moving into their recently purchased home, to which they had been looking forward (during the past 52 weeks) with

Western Pacific
Mileposts

JANUARY COVER

Traveling with the military blood procurement care are Louis Griffin, business car porter, and four Red Cross nurses: Lois Cramer, Oakland; Vivian Rott, Stockton; Julia Rigutto, Portland; and Ann Zoll, San Francisco



visions of complete cessation from physical motion or mental disturbance. Hah!

Well on the road to recovery is CAROLINE WOLF, back to work after a 30-day leave for treatment of a throat infection, and a few days spent with her daughter, who was seriously ill and is now recovered following birth of a son.

BILL LYNCH, son of our new superintendent, was home from Camp Aterbury, Indiana, for the Christmas holidays.

JACK MURPHY, JOHNNY'S son, was able to spend Christmas at home through co-operation of his parents. Johnny and Sue met Jack's bus at Ely, bringing him to Elko and returning him to his base at Nellis Field, Las Vegas, at the expiration of his 72-hour leave.

FRANK CLAWSON and KEITH PETERSON, stationed at Lowry Field, Denver, were home for Christmas, as was FERRIN ALLEN, who has returned to Fort Riley, Kansas, although he expects to be transferred to Fort Benning, Georgia, soon and then to Germany for the balance of his training.

MARJORIE BALDWIN, secretary to division engineer FORSETH, will leave Elko soon to join her husband, supply sergeant Mills Baldwin, at Fort Lewis, Washington. ANN CHURCHFIELD, who has been relieving JACKIE REDANT as "steno" in the chief dispatcher's office, will take over Marjorie's position.

FRED EGELSTON hopes to get his printing equipment into operation soon in his new shop near home.

The clerks' annual Christmas party was held at the Stockmen's Hotel, and was well attended by officials from GO and others along the eastern division

who were attending a staff meeting at Elko.

The party for the employees of the second floor offices was held on the afternoon of December 23. After disposing of a delicious pot-luck lunch and distributing gifts under the tree, the merry-makers were given the balance of the afternoon to attend to last-minute details for Christmas at home. Our sincere thanks to the Puccinelli Company, the J. V. Moan Company, and Cox Jewelry Company for candy, cigarettes and cigars.

Elko County has led the nation many times with donations of money for worthy causes . . . so, let's adopt the slogan, "Blood and more blood," and become regu'ar donors when the "Charles O. Sweetwood," our converted superintendent's business car 106, stops at Elko periodically!

Keddie

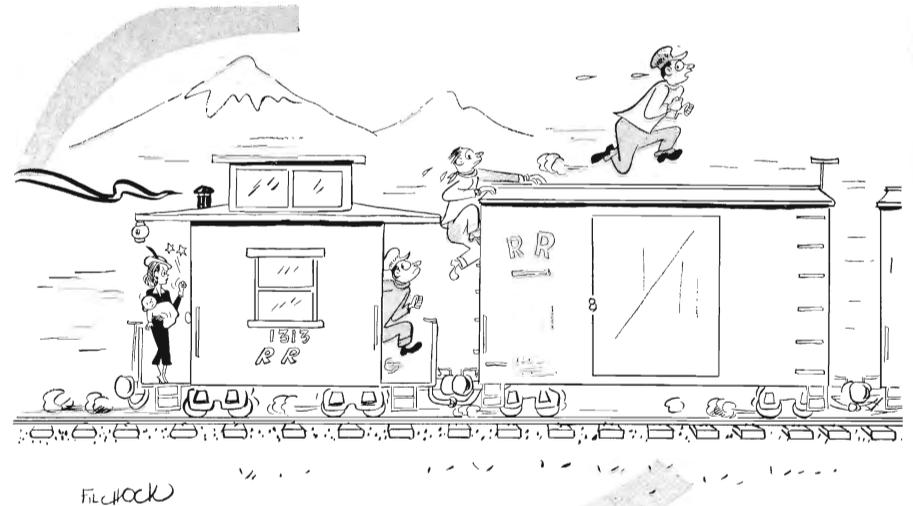
Conductor GLEN METZDORF was installed as Worthy Patron in the Eastern Star of Quincy last month. The installation was held in Veterans Hall.

Two parties were held at Keddie during the week before Christmas for all the children of railroad families. Just so the little tykes wouldn't get trampled on, the teen-agers had their party on Friday night, while the small fry took over on Saturday night.

JOHN MILLER, brakeman, has returned home from Industrial Hospital after an illness of two months, but has not yet been able to report back to work.

PHIL PRENTISS' many friends in Keddie wish him a very speedy recovery from injuries received in the recent ditcher accident in the Canyon.

NETTIE FOX, call clerk, has had the



cast removed from her ankle after two months, and is again learning to walk.

J. CONNORS of Winnemucca acted as relief yardmaster while JOE CLINTON was vacationing in the East.

ALTHEA EVANS, crew dispatcher from Stockton, spent the Christmas holidays here with her parents, Mr. and Mrs. GRANT EVANS, as did BONNIE LEE BARNHILL of the general office, who, with her mother, visited with friends and relatives.

After receiving dispatcher instructions at Elko for several weeks, JIM BROWN is back again on his old job as operator.

BILL CLEMENTS, dispatcher from Sacramento, spent one day in Keddie last month checking to see if the old gang was taking good care of things. Nice to see you again, Bill, after a long absence.

G. W. CURTIS' chief clerk, DAN IRWIN, was here during the week be-

fore the holidays gathering Christmas trees for the office force in Sacramento.

JOE CLINTON, relief yardmaster, spent several days in San Francisco before leaving to visit with relatives and friends in Chicago over the Christmas and New Year holidays.

Chicago

Christmas Cheer . . . Santa Claus arrived a little early in this fine city this year—December 5 to be exact—in the form of ARTHUR H. LUND, our new ATM. He brought a beautiful tree for the office and personally put on a combination Christmas-Get Acquainted party for all employees on December 19. One of the nicest things that ever happened to us. We know a distinguished visitor, Oscar W. Hardesty, TM for Centennial Flouring Mills of Seattle, will give an unbiased report of the very grand way Art "got acquainted," being Santa Claus to boot.

Hatchet Man . . . speaking of Christmas parties, a little package under the tree labeled for "GEORGE WASHINGTON" WENIG proved to be a rubber hatchet. Whereas George had given up trying to be heard over the roar of the teletype machines, he now merely bangs the hatchet on his desk pad and we all jump!

Webster, wake up . . . BOB RITCHIE, Minneapolis TR, recently put his heart and soul into a rather lengthy letter on various switching and demurrage charges, outlining to us here at Chicago the situation regarding a specific firm in the Twin City area. Bob's only trouble was that at one point where he discussed the "assessing of charges," he left out one pair of "ss's"! The new unabridged version of Webster's was sent to Bob by return mail.

No Jokes . . . No attempts will be made this month to burden you lucky people with humor that probably origi-



Turning over the keys to the WP agency in Reno, Ray "Hoppy" Davis, left, leaves things to the new manager, Martin Buckley, appointed January 1, relieving Ben Battles, now acting agent in Elko. A former telegrapher, Buckley is the youngest man (32) ever appointed to the position.

—Photo by Dick Bolt, WP operator

nated during the Spanish-American War. Our only thoughts are with the memory of that recent Christmas party and, as one of the single boys mentioned in passing (out?), wasn't it nice that we had the lovely feminine pulchritude of the Chicago office all to ourselves . . . wives please disregard!

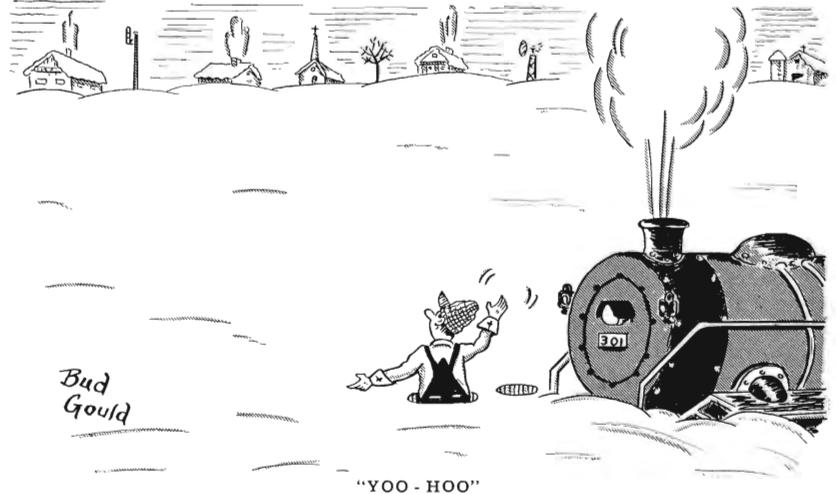
Oroville

A wonderful Christmas dinner, supervised by carman Joe West, "chief chef" for the wrecking crews, was enjoyed by nearly 300 WP employees and their families at El Medio Hall on December 22. Following dinner, carman R. S. Pattison MC'd a program of songs and dance numbers by the children with several acts furnished by Miss Etchart's Dance Studio. Bags of candy and oranges were distributed to the children, while their elders enjoyed dancing to The Mitchell Trio's music and relief clerk Kenneth Bleue accompanied himself on his guitar. The success of the committee members Tom Filson, W. W. Lang, T. J. Long, Joe West, R. S. Pattison, W. J. Funk, Verne Nelson, W. E. Ginter, Helen Small, Orson Shepard and Roy Barkstrom work in handling the party brought many questions as to "when do we have another party?"

Spending vacation in Elko and Salt Lake City with friends and relatives are carman JACK DUDLEY, his wife and little daughter, Patty.

Road foreman of engines N. F. ROBERTS and wife drove to Grass Valley to spend Christmas with Mrs. Roberts' parents.

Glad to hear carman C. E. HEINEMAN is improving from his bout with pneumonia. He has spent a week at the Oroville-Curran Hospital.



Brakeman and Mrs. E. A. GOFF of Portola announced the arrival of a daughter, Lynn Marie, on December 14. Trainmaster and Mrs. P. F. PRENTISS of Oroville became the proud grandparents, Mrs. Goff being their daughter Marilyn.

Telephone and telegraph maintainer G. J. WARE has purchased a new home in San Rafael, where he intends to move his family this month.

A gold watch, chain and charm were presented to carman FRANK SMITH by Local 679 Lodge honoring his retirement last October after 27 years' service with the company.

Congratulations and best wishes to fireman-engineer W. D. BURNS upon his marriage October 22 to Miss Betty L. Barney of Oakland. The wedding took place at Reno and the happy couple will make their home at Portola.

San Jose

The San Jose industrial scene has been enhanced by the addition of a fine new plant of the Jewel Tea Company. Appropriately, it is located exclusively on WP rails . . . and doing a very brisk business, too!

Among the many enthusiasts in this area for the California Zephyr, none excels in the quality and volume of his enthusiasm, our genial congressman, Jack Z. Anderson. He boosts the train at the slightest provocation, and if anyone doubts that Jack has a lot of friends, take a look at the last election results.

Several members of the local travel fraternity have been visibly strutting lately as they wore their "California Zephyr" ties. Judging from their remarks and obvious pleasure in wearing it, this Christmas remembrance was a real inspiration on the part of its origi-

nator, JOSEPH G. WHEELER, passenger traffic manager. According to Wheeler, the "most talked about" train inspired the "most talked about" necktie!

San Francisco

C. P. HOCTOR, traffic representative, San Francisco, was installed as president of the Northern California Passenger Association (consolidated Oakland and San Francisco passenger clubs), at the annual election held last month.

Several new faces have been seen around GO and we would like to welcome to the WP family: JOYCE SCHEUER, IBM operator, car service; LOIS ONORATO, stenographer, chief special agent's office; ROBERT F. GOLDEN, signal department; WILLIAM R. DAVIS and MRS. DOROTHY STOREY, clerks, pur-



Patricia Lou Moran, 7-pound daughter of Tim and Lou Jean Moran, poses for her picture about 1½ hours after birth. Her mother was a WP employee in the treasurer's department from 1942 to 1947, and dad is now paymaster. Patricia was born December 16, the day before her mother's birthday.

chasing; PHYLLIS ARMSTRONG, BILLIE BASSETT, DONALD ELLINGTON, JANE HOPKINS, ERNEST MALLORY, FREDERIC MARX, DANIEL MCKENZIE and JAMES SUMMERFIELD, all recent additions to auditor of revenues office and Mrs. BARBARA McCANDLESS, secretary to treasurer R. E. LARSON.

Diminutive MINETTE POPE staggered into the treasurer's office on December 17 practically hidden behind a huge diamond ring received the day previous from JOSEPH FLYNN, formerly of that department and now a member of S.F.'s "finest" . . . and it couldn't have happened to a nicer gal. Only sad thing is, the lucky (?) man is also engaged to . . . Uncle Sam's MP's and has to report to Fort Benning, Georgia, on January 23.

The signal department office force presented MRS. ELEANOR BUTLER with a layette at a surprise party last month just before she left company service. The new Butler arrived early this month.

CHARLIE HARPER, signal accountant, missed out on the Christmas party, having been on the sick list since December 8.

One of the nice things about the joint engineering-signal department's Christmas party is the attendance of their retired employees. Joining in the fun this year were TOM PHILLIPS, HOWARD SMITTEN, CLAUDE COMBS, DICK GLOSTER, "JEFF" JEFFREY and LELON WAGNER. Also retired signal engineer CARL ELLIS and that ever faithful JIMMIE GRACE, retired industrial commissioner, who says, "wouldn't miss it for the world!"

MARGIE GLATT has taken over the varityping machine work formerly done by ELEANOR BUTLER.

ANNE CROWDER, secretary - medical department, was presented with a big cake on January 2. The art work on the frosting read "Congratulations—27 years."

Sacramento Northern

WINNIE SCHNEIDER, recent State employee, was recently welcomed to the SN as steno - clerk. Her husband is building a home in Fair Oaks.

B&B carpenter helper, S. CHRISTIAN, retired November 30.

Richard David Wilkes arrived on November 27, the son of Mr. and Mrs. RICHARD WILKES, tipping the scales at 8 pounds 1 ounce. The mother, Chris-

tine, is on leave of absence from her clerk's desk.

Finishing up their vacations last month were roadmaster KELLY and T&E timekeeper JUANITA MCBAIN.

Jerry and Joan Fippin, son and daughter of AL FIPPIN, valuation engineer, and Sydna Parker, daughter of assistant valuation engineer MEL PARKER, are expert tap and ballet dancers and were in considerable demand during the holidays.

MILTON ZIEHN has moved into his new home in Town & Country Village section—high and dry on one of Sacramento's hills.



"Grandma Fooble has quite a chunk of stock in this line, I hear."

Los Angeles

Traffic representative W. B. COOK has been elected to the Board of Directors of the Citrus Belt Traffic Club in Southern California. Cook served as secretary during the past year.

VP&GM H. C. MUNSON's participation in the stage show added much to the merriment of the evening for the over 700 transportation folks present at the Traffic Managers' Conference dinner, the major annual local transportation function, held in Los Angeles last month.

Although MILEPOSTS' Chicago correspondent was undoubtedly aware of it, we were interested to note that he failed to make mention of the fact that as soon as his retirement was effective, E. A. MCCARTHY, retired ATM, made a bee-line for Southern California to take up residence. Welcome Mac, and please try not to get sunburned this winter.

Post Rose Bowl thought . . . well, it was a lovely day for the game anyway.

Wendover

Lots of new youngsters have arrived this month to welcome in the New Year. We received a card from Pat and JACK COMBS from Bryan, Texas, saying that Sandra Sue arrived November 16, weighing 7 pounds and 11 ounces. Jack was formerly a carman here for several years. PAT and FRED BROWN of Knolls, Utah, are the proud parents of a baby boy born December 21, Pat was formerly Pat Thompson, telegrapher. Last, but not least, HARLAN C. FORD has a new granddaughter, born December 12 in Salt Lake City. She is the third grandchild in "Boomer's" family this year, the other two are boys. Gramp should make a pretty good baby sitter—little babies, that is!

Brakeman K. J. "WIMPY" JONES passed away in Salt Lake City early this month and he will certainly be missed by all who knew him.

We received a nice Christmas card from former yard clerk, JACK HAMPTON. He, Dorothy, and Debby Jean are now living in Ogden.

Also received a card from our soldier boy JIMMIE DAVIS and his wife, Mary Lou, from Spokane, Washington, but with no return address. That's a good way not to have to answer any letters.

There's never a dull moment in the Snack Bar anymore since H. RAWLINGS became hotel manager. I find myself wondering if anyone, at any time, was able to out-wisecrack or in any way get the best of him in a conversation. No one here has, I'm sure, and I shall probably never live it down for having put this in writing.

Sacramento Store Department

ED ENSELE was on vacation last month which was spent in Siskiyou County.

Others who during last month took the remaining days of their vacations were CHARLES MARCHAND, EUGENE LAGOMARSINO, ROY FALQUIST, EDWARD HAWKINS and GEORGIA CHINDAHL. Seems like a mighty nice idea around Christmas time.

AL DABBS received the bid for purchase bill clerk, which desk was vacated by GLADYS MORTON.

IRENE BURTON received the bid for invoice clerk, and MARY LOU STOCKARD received the bid for the comptometer operator-clerk desk.

ANN FRENCH, who has just returned from a year's residence in Japan, is back again as steno-clerk for WP.

We heartily welcome to Western Pacific MARGARET WESTLAKE, our new requisition clerk, JAMES MILLER, pur-

Don't Be HALF Safe!

While final figures for the year 1950 are not yet available, it is unfortunately definite that the goal of "5 in '50" was not achieved. However, our injuries per million man hours will end up the year with a ratio of approximately 7.80, as against 10.27 for 1949, which is a substantial improvement.

The program to reduce the number of fatalities and personal injuries among our employees cannot receive too much attention, and it will be brought constantly to the attention of each employee by the management, supervisory officers and department heads throughout 1951. In a letter addressed to the heads of departments and supervisors, President Whitman

announced our goal for 1951—a ratio of 4.0. This is not too low a goal to reach if every employee will make it a practice to practice safety first, first, last and always.

Safety is more than a management problem and concerns the personal attention of each and every employee. It is a daily responsibility to strive toward accident prevention. Avoid the accident before it happens!

Figures for 1950 were:

	Through November	Year 1950 (*)
Western Division	11.69	12.64
Eastern Division	4.10	4.69
Mechanical Department..	5.96	5.46
Miscellaneous	1.04
Total.....	7.09	7.80

(*) Based on estimated man hours for December.

Caboosing . . .

(Continued from Page 22)

chase requisition clerk, and LAVON ROBINSON, comptometer operator-clerk.

Portola

Nice to see brakeman C. E. REAVIS back to work again after an illness that brought him home from the Oroville Curran hospital on December 6 in time for the Christmas holidays.

Another patient at the Oroville hospital was Mrs. C. G. Eckenroad, wife of conductor ECKENROAD, who suffered a broken leg in a fall on December 9.

Boys seemed to be the thing during December, with announcements of the following births: Stephen Anthony, December 1 to brakeman and Mrs. J. A. VRISMO; William John, December 11, to switchman and Mrs. WILLIAM BEDI-

ENT; Joseph Hygreen, December 20, to traveling carpenter and Mrs. J. R. SANDALL; and Robert Dean, December 22, to fireman RICHARD and Barbara APPLEGATE. However, brakeman and Mrs. E. A. GOFF upset the quintet by announcing the birth of Lynn Marie on December 14. Congratulations to all the proud parents!

(Continued on Page 29)



When you have occasion to visit Hillsboro, Oregon, drop in at Joe L. Washburn's home, 619 East Jackson Street. A WP brakeman, Joe retired after more than 37 years service. He sends his regards to all the gang along the line.

MP Christmas Parties

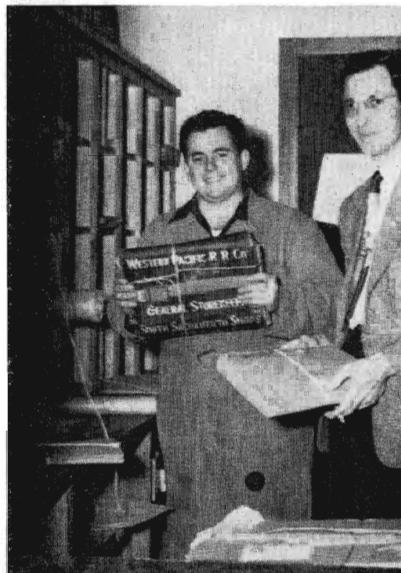


← OPPOSITE PAGE Employees of the Store Department and Chief Mechanical Officer at Sacramento enjoyed a gala Christmas Party December 23, attended by nearly 65 persons. (1) Exhibiting comical gifts left by Santa are: Bill Wolverton, Horace Latona, Marcella Kahl, Stan Heaney, Bill Mitchell, and Rod Rodriguez. Standing: Art De la Llata. (2) Enjoying a snack were Asst. CMO Ed Cuyler, retired SMP Bill O'Neill, retired Asst. SMP Ozzie Toomey, and CMO Ed Gleason. (3) Mech. Engr. Bill Wolverton exhibits gift left by Santa. (4) Party chairman, Madge Slaughtner, places gifts under tree. (5) Close harmony was provided by the Shop Quartette, draftsmen Joe LaMalfa and Bob Cunha, accountant Bill Mitchell, and chief clerk Hy O'Rullivan. (6) Jim Miller, Florence Pandrich, and Jim Quick help themselves to chow. (7) Snack time for Marshall Brown, Gene Lagomarsino, Louie Del Moro, John Bingham, Horace Latona, Marcella

↑ Kahl, Agnes Ash, Irene Burton (MP correspondent), Arthur Teixeira, and Bert Finchley. ABOVE (1 and 4) The traffic department's file room was gayly decorated and huge platters of salads, sandwiches and other refreshments were merrily enjoyed by all. (2) Dick McCarthy, West Coast representative of the Bro. Railway & Steamship Clerks was on hand at the accounting department festivities. (3) The Engineering Dept. luncheon was not entirely a stag party, as the picture shows. (5, 6, 8) President Whitman led the accounting department group in railroad and Christmas songs, and (7) Santa Claus (Frank Tufo) came down the chimney with presents for the kiddies of WP employees. Entertainment and long tables of food made the occasion a jolly one. Coffee was furnished with the compliments of Ken and Swan Swanson, new owners of the nearby Terminal Smokeshop.



Unable to join in the fun, members of the GO telegraph office took time out for this picture. From left: Ed Kowske, Jim Cotter, Chas. Freeman, Carl Rath, Bill Manning, Mary Trickett, Max Fregoso, G. A. Dalton, M. A. Paulson. In front: H. H. Garritt, and P. F. Werner, Gen. Chair., ORT.

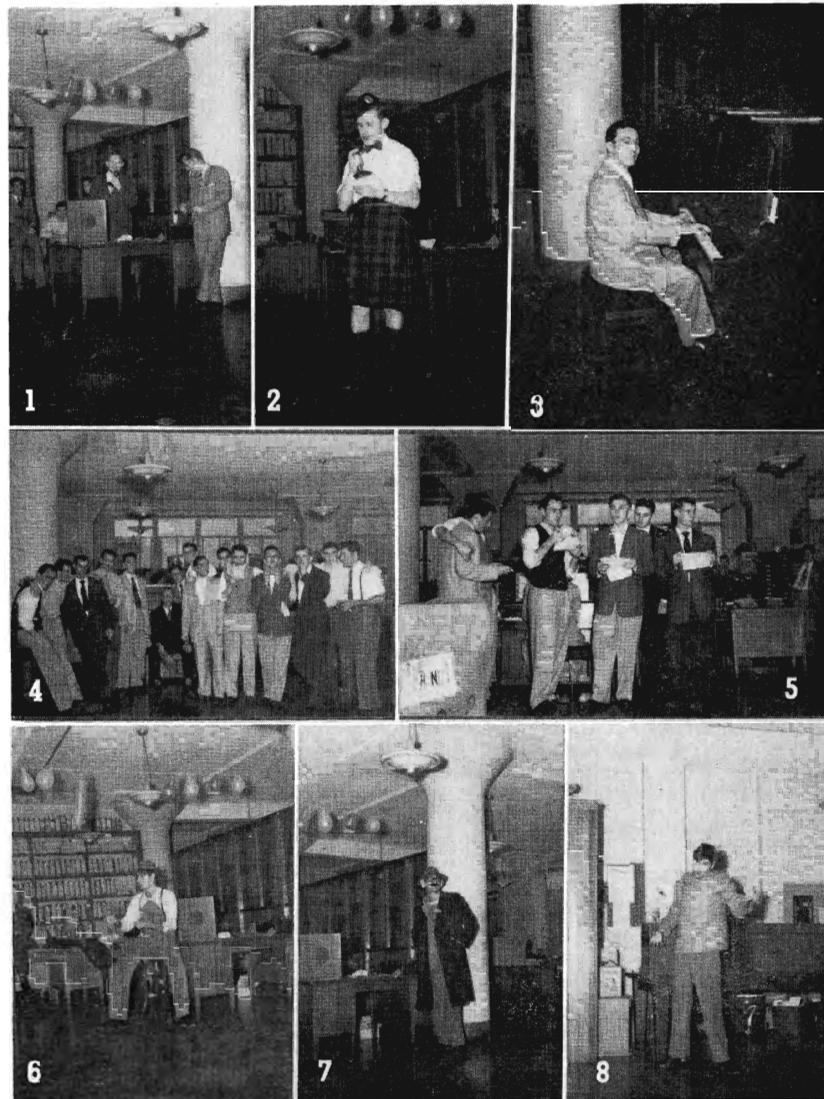


AT LEFT
The mail must go through, even at Christmas time, and Joe Boothroyd, mail room expeditor, gets a little help from Frank Hyatt, IBM punch operator.

OPPOSITE PAGE
Entertainment was not lacking at the Auditor of Revenues Christmas party, and activities included (1) Bill Levy, Asst. AR, extends best wishes by the "mike" as chairman George Welch stands by. (2) Jim "Scotty" Ferrol, favored the gang with "a wee bit o' Scotland." (3) Maestro of the keyboard for the occasion was Martin Goldman, who was fortunate enough (?) to be the accompanist for the non-Acapella choir (4) and the (5) Barber Shop sextette. (6, 7, 8) Harper Petersen kept the crowd in an uproar with his excellent pantomime acts—second Jerry Lewis.

Proud parent on meeting the new first grade teacher: "I am very happy to know you, Miss Smith; I am the father of the twins you are going to have next September."

Preacher: "Sonny, is your father home?"
Sonny: "No, sir, Pop hasn't been home since Christmas when Mom caught Santa Claus kissing the cook."





Trees, gifts and friendly get-togethers made the Christmas holidays especially enjoyable for these GO offices—(1) From left: Lillian Navone, Anne Crowder, A. D. Thatcher, (sitting) Alma Schroeder, Kathleen Murphy, Lois Onorato, Irene Florance, and W. F. Boebert, Chief Special Agent and Medical departments. (2) Dorothy Davidson, Jos. Wheeler, Ann Vukasovich, E. Gommer, A. L. Rountree, Blanche Dewey, Helen Davidson, R. T. Ott, Talbot Kelly, Patricia O'Malley, Jack Berschens, and (sitting) Harold Kline, passenger department. (3) J. C. Baird, Dora Buckingham, Dorothy Storey, J. C. Marchand, Gertrude Shout, Clyde Moll, Denise DuPre, Guy Nesmith, (front row) Bill Davis, Bob Pfeiffer, and G. H. Baker, purchasing department. (4) Jack Gore, W. C. Mittelberg (just a visitor), Nancy Ingle, Gertrude Verberg, W. E. Crawford, Frank Schmalenberger, Frank Whiting, Marian Franklin, in front of Dan Costello, Paul Harris, Tom Howard, Olga Cagna, in front of Harry Stark, John Coupin, Art Allen, Leo Baker, Herb Spencer, Les Stoltzman, and Chas. Ward, in the new general agent's office at 149 New Montgomery Street. Signal department employees, below, are: Bill Pearson, F. A. Tegeler, H. F. Perrine, J. W. Gavey, Fred Veal, Marge Glatt, Ann Osdobo, Eleanor White, Eleanor Butler, Frances Corbolotti, in back, Bob Golden, and Harry Flynn.



ANNUITY PAYMENTS AFFECTED

The Railroad Retirement Board is notifying widows, children and parents who are receiving monthly survivor annuities under the Railroad Retirement Act that several additional types of employment covered by the Social Security Act beginning January 1, 1951, will affect the payment of these benefits. As a result, beneficiaries who are working on jobs not previously covered by the Social Security Act, but which are now covered, must notify the Board of their employment.

Any person receiving monthly survivor benefits must notify the Board if he should work—

1. for an employer in the railroad industry; or
2. if any employment for pay amounting to \$25 or more a month which is taxable under the Social Security Act.

The Board reminds such beneficiaries that since no annuity can be paid for any month in which they work in the types of employment described above, they should report their employment as promptly as possible to the Railroad Retirement Board, 844 North Rush Street, Chicago 11, Illinois.

Caboosing . . .

(Continued from Page 23)

Of course we can't forget the grandpas, namely: PHIL PRENTISS, granddaughter Lynn Marie Goff; and Snap Appelgate, owner of the 33 Club at Portola and friend of many "rails," grandson Robert Dean.

Sorry to say goodbye to HAROLD G. and Mrs. CONDON, relief clerk No. 4, who resigned on December 22 to make their home in Los Angeles. Best of luck to you!

Brakeman ROBERT "BUD" MONAHAN left for Fort Ord on January 4 and

MILEPOSTS

especially sorry to see him go was his wife, Hannah, and daughter, Cindy. Also called by Uncle Sam was crew clerk ROBERT RONEY, who left January 22. Bob is the son of brakeman and Mrs. RONEY.

PHYLLIS ROCKWELL attended the East-West game in San Francisco and spent a few days in SF where she had formerly lived for 14 years.



The first clerk's Christmas party to be held in Portola was a huge success. Held at the Civic Building on December 19, a ham dinner was served to about 40 clerks and their guests. Earl Fonda, cashier, MC'd the affair, and the guests enjoyed dancing and opening presents passed out by Santa, crew clerk Everett Humphreys. The surprise of the evening was the first public announcement of the engagement of crew clerk Robert J. Mead and Miss Mary Holm, of Reno. Wedding bells will ring about February 1.



BENEFITS SPEEDED UP

Claimants for unemployment and sickness benefits under the Railroad Unemployment Insurance Act are now receiving their benefits faster than ever before, but the Railroad Retirement Board aims to speed payments still more. From January, 1948, through June, 1950, the time required to pay both types of benefits was cut considerably. The speed-up has been brought about through the combination of streamlined processing and adjudication methods within the Board, more extensive instruction of claims agents and countersigning agents, and a greater "know-how" on the part of employees of their responsibilities in claiming benefits.

The Board points out that in the early months of 1948 two-fifths of the unemployment claims and one-fifth of the sickness claims were certified to a Treasury disbursing office for payment within seven days after the end of the registration period. By June, 1950, three-fourths of all claims were certified within seven days.

The progress which has been made by the Board in providing quicker service is further pointed up by the fact that in May, 1950, 66 per cent of the sickness claims and 76 per cent of the unemployment claims were certified by the regional offices on the day they were received.

The ultimate goal which the Board has set is to process and certify for payment 90 per cent of all claims on the day received. Once this goal is reached, further speed-up must come through cutting still more the time required for claims to reach the regional office.

Unemployment claims agents can help to get unemployment claims to a regional office faster in two important ways: (1) by scheduling the final registration at, or soon after, the end of the registration period, and (2) by seeing that every claim is forwarded to the countersigning agent on the day the claimant completes his registration. Countersigning agents can help by completing action on claims and mailing them to the Board on the same day they receive them from claims agents.

For sickness claims, the claimant himself, and his doctor, can assure quicker payment by seeing that claims are filed more promptly.

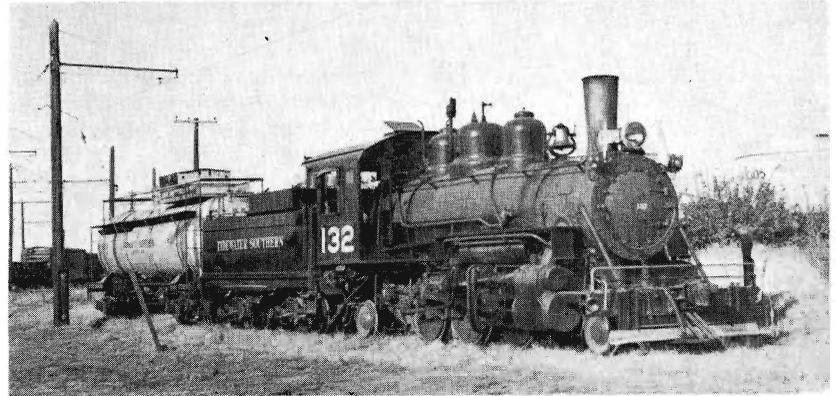
Generally speaking, in June, 1950, it took five to six days for a claim to reach a regional office of the Board, one or two days to process and certify it to a Treasury disbursing office for payment, and two business days for the disbursing office to issue and mail the check. The Board now gets checks in the hands of most claimants within ten days.

THE EGG AND I

A tourist was introduced to an Indian with a reputedly perfect memory. Skeptical, the tourist asked: "What did you have for breakfast on October 4, 1913?" The Indian answered, "Eggs." The man scoffed, "Everyone eats eggs for breakfast. He's a fraud."

Eight years later the traveler's train stopped again at the same station and he saw the same Indian lounging on the platform. The tourist went up to him and said jovially, "How!"

The Indian answered, "Scrambled."



During the heavy rush season last October, the Sacramento Northern felt the need for additional locomotives, so Tidewater Southern's steam engine 132 came to the rescue and made many much-needed trips on the Woodland branch and on the main line between Westgate and Chipps.

—Photo by Eldon W. Lucy, Bay Area Elec. Railroad Association

SPORTS

BOWLING

After fourteen weeks of bowling in the WP Bowling League of San Francisco, the California Zephyrs emerged winners for the first half, after one of the closest competitions in the history of the league. Although Freight Claims and the Engineers tied for second place, a three-game win in the final roll-off instead of two by the Oakland Carmen would have made a four-way tie for first place.

The teams finished the first half as follows:

TEAM	WON	LOST
California Zephyrs	25	17
Freight Claims	24	18
Engineers	24	18
Oakland Carmen	23	19
Traffickers	22	20
Feather River	19	23
Auditors	17	25
Freight Accounts	17	25

Plans are now under way for a lim-

ited number of bowlers to participate for Western Pacific in the SP Annual Bowling Tournament to be held at Ogden, Utah, over Washington's Birthday week-end. Additional space is being made available in the SP special cars for the WP team.

Thomas P. Brown, Jr., son of Western Pacific's retired publicity manager, was in the news again last month, but not because of his play on the tennis courts as one of the nation's ranking stars. Tom Jr. will henceforth be in the law courts, having joined the firm of Fahey, Castagnetto and Gallen, with offices both in San Francisco and Daly City.

Tom Sr. was in the office the other day looking and feeling fine, and sends his best regards to all his friends at WP.

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Railroad Lines

Plans for construction of 1,000 new freight cars and purchase of forty new switching locomotives, two new twin-unit dining cars and four new passenger locomotives were announced December 26 by Illinois Central's president, Wayne A. Johnston.

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Baltimore & Ohio's "Capitol Limited," "Columbian" and "Shenandoah" now have strata-dome cars operating between Chicago, Akron, Pittsburgh and Washington.

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Extensive track layout and signaling improvements were placed in regular operation December 4 by the New York Central to further improve its mainline freight service in the Rochester area.

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1,932 new locomotives were installed in service in the first ten months of 1950 by the Class I railroads—more than any corresponding period in the past 27 years.

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Missouri Pacific Lines plan to spend nearly \$7 million during 1951 on improvements to the property.

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When St. Albans, Vt., celebrated the 100th anniversary of the arrival of the first railroad train there, the Central Vermont Railroad established a precedent in naming as well as numbering its locomotives.

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Santa Fe began operation of a dome lounge car on their "Super Chief" January 28, featuring a "Turquoise" private dining room for sixteen persons beneath the glass vista dome.