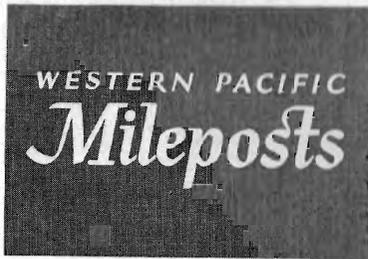


WESTERN PACIFIC
Mileposts
JANUARY 1952





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Milepost No. 30

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

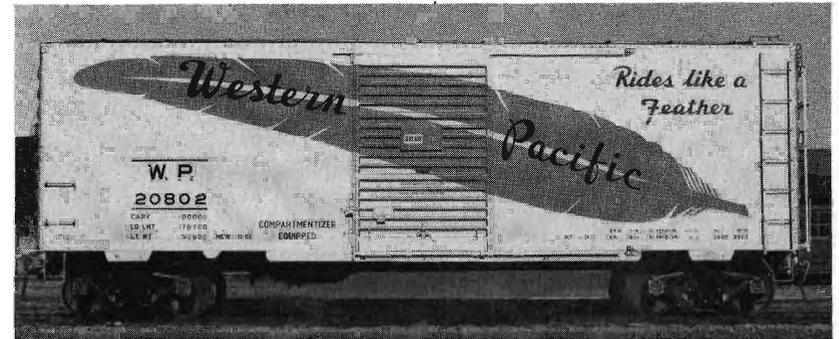
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CORRESPONDENTS: Jim Baker, Chicago; Nevada Michelson, Elko; Elsie Hagen, Keddie; Robert Munce, Jr., Los Angeles; Alan Hudson, New York; Hazel Petersen, Oakland; Al Coady, Oakland Terminal; Helen Small, Oroville; Phyllis Laughlin, Portola; Clarisse Doherty, Sacramento; Mary Nichols, Sacramento Mechanical Department; Milton Ziehn, Sacramento Northern; Marcela Kahl, Sacramento Shops; Irene Burton, Sacramento Store; Bob Gonsalves, J. C. Parker, Salt Lake City; Rita Connolly, Wm. Dutcher, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickers, Frank Tufo, San Francisco; Charles H. Myers, San Jose; Virginia Rustan, Stockton; Dora Monroe, Tidewater Southern; Shirley Lee, Wendover.



The silver car with a big orange feather is easily identified.

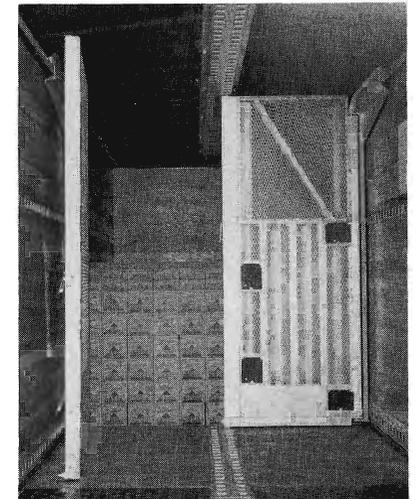
WP First to Use Compartmentizer Cars

Again, Western Pacific has come up with something new. This time it's a new-type boxcar, referred to as the Compartmentizer Car. A development of the Pullman - Standard Car Company and Western Pacific, the idea was first developed by B. M. Angel, vice-president of Stokley-Van Camp, Inc., food packers, who built an experimental unit four years ago and transferred to Pullman the exclusive manufacturing rights. Western Pacific, with an initial order for twenty of the cars, is the first railroad to put them into actual service, and played a large part in the final design of their construction. All cargoes which came West in the new cars arrived in perfect condition, and shippers who have since viewed them are most enthusiastic.

The Compartmentizer consists of a regular steel boxcar equipped with adjustable steel gates, two pairs to a car. Each gate is suspended from a trolley mechanism running the full length of the car and the gates are simply moved against the loaded cargo and locked, effectively preventing any

shifting in transit. Serving as bulkheads, the gates are secured to the ceiling, walls and floor, but can be fastened in any location at three-inch intervals to divide the car into three compartments.

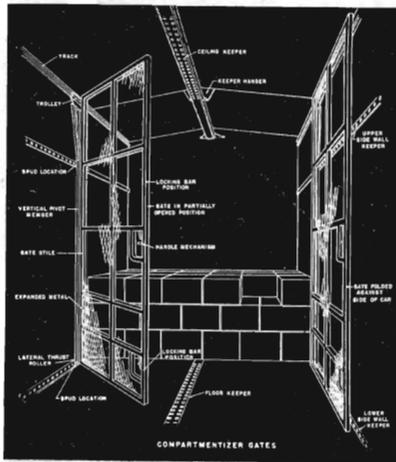
Adjustable gates are easily moved about and may be used for full or partly loaded cars.



Compartmentizer cars have the following added advantages:

1. The gates provide sealed-off compartments for less-than-carload lot shipments and part unload shipments, eliminating mixture of lading.
2. Cars with this equipment can be loaded and unloaded more rapidly.
3. Gates may be folded out of the way against side walls so as not to interfere with freight-handling equipment.
4. Dunnage is eliminated, a substantial saving to the shipper.
5. One man can easily handle the gates.
6. Gates are permanent installations, overcoming possible loss of any parts.
7. Division of mass weight forces effectively reduces crushing effect that may occur when lading

Drawing shows simplicity of equipment; easily handled by one man.



has a tendency to shift within the car.

Vice-president H. E. Poulterer cited one example where loading costs were reduced to \$2 from \$40 in a regular boxcar, a nice saving to any shipper. He further stated that claims for shipping damage, which now run into big money (from 1 to 2 per cent of gross revenues), will be greatly reduced by use of these cars.

The twenty cars are painted silver with a huge red feather running diagonally across the sides of the car from top to bottom and bearing the words "Western Pacific." Above the feather appears the slogan, "Rides Like a Feather."

Exhibition showings of the new cars were held for shippers at Chicago, Stockton, Sacramento, Oakland and San Jose during the month of December. The cars were then immediately placed in full service, and are being tested with a variety of cargoes.

SPECIAL FARES FOR MILITARY

Reduced furlough fares on the nation's railroads for military personnel traveling in uniform at their own expense have been extended to June 30, 1952, it was announced December 26 by Earl B. Padrick, chairman of the Interterritorial Military Committee, which represents all railroads in the East, South and West.

This action will continue the tax-exempt round-trip fares for military personnel on furlough at the rate of 2.025 cents per mile or less, good in coaches only, which means a saving of up to one cent per mile and includes regular stop-over and baggage privileges.

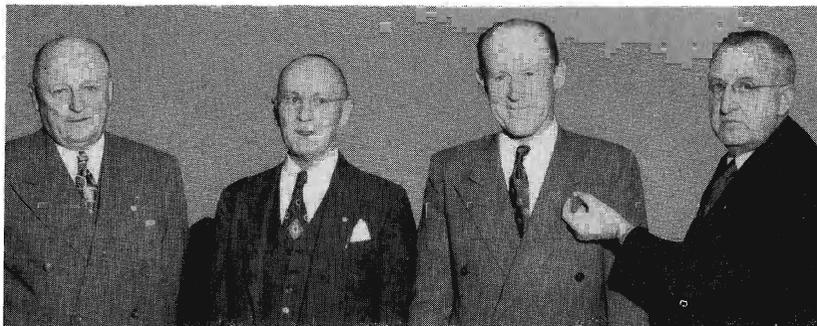
MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of December, 1951:

40-YEAR PINS		
Grover F. Barnard.....	Locomotive Engineer.....	Eastern Division
Joe A. Guffra.....	Locomotive Engineer.....	Western Division
Harry Jones.....	Locomotive Engineer.....	Western Division
Lewis W. Woods.....	Locomotive Engineer.....	Eastern Division
35-YEAR PINS		
Arthur W. Dryden.....	Conductor.....	Western Division
James K. Parkinson.....	Locomotive Engineer.....	Eastern Division
L. D. Reaves.....	Section Stockman.....	Store Department
Cornelius R. Thomas.....	Conductor.....	Eastern Division
30-YEAR PINS		
Hans H. Andersen.....	Section Foreman.....	Western Division
Walter H. Brown.....	Locomotive Engineer.....	Western Division
Merrill J. Butler.....	Clerk.....	Western Division
Roger J. Collins.....	Locomotive Engineer.....	Western Division
R. E. Danielson.....	Storekeeper.....	Store Department
Alexander DeCosta.....	Locomotive Engineer.....	Western Division
Dennis D. Flemming.....	Motor Car Maintainer.....	Western Division
Charles Luchesi.....	Section Foreman.....	Western Division
B. F. Maroney.....	Chief Clerk.....	Engineering Dept.
E. P. Peterson.....	Assistant Engineer.....	Engineering Dept.
V. Poncioni.....	Store Helper (Retired).....	Store Department
W. T. Richards.....	Engineer M. W. & S.....	Engineering Dept.
Frank Romero.....	Section Laborer.....	Eastern Division
William L. States.....	Conductor.....	Western Division
James Tsekuras.....	Section Foreman.....	Western Division
Raymond Withrow.....	Clerk.....	Western Division
25-YEAR PINS		
William H. Barnett.....	Locomotive Engineer.....	Western Division
Gustav A. Bergman.....	Marine Captain.....	Western Division
Homer G. Birdsall, Sr.....	Locomotive Engineer.....	Eastern Division
Joseph N. Dudley.....	Carman.....	Mechanical Dept.
David A. Fallon.....	Locomotive Engineer.....	Western Division
Frank Flores.....	Clerk.....	Western Division
Joseph F. Gilliam.....	Locomotive Engineer.....	Western Division
Robert L. Grubbs.....	Locomotive Engineer.....	Western Division
W. J. Hallam.....	Signal Inspector.....	Signal Department
Clarence H. Halverson.....	Switchman.....	Western Division
John P. Hamilton.....	Locomotive Engineer.....	Western Division
Raymond F. Helmick.....	Switchman.....	Western Division
Earl D. Herdman.....	Locomotive Engineer.....	Western Division
A. S. Kasper.....	Storekeeper.....	Store Department
Edward McGhauey.....	Locomotive Engineer.....	Western Division
Charles A. Nordholm.....	Locomotive Engineer.....	Western Division
Ivan F. O'Malley.....	Telegrapher.....	Western Division
George Pappas.....	Section Foreman.....	Western Division
John B. Pullen.....	Yardmaster.....	Western Division
Leo L. Sillmer.....	Assistant Agent.....	Western Division
John Taylor.....	Locomotive Engineer.....	Western Division
Herbert E. Vandervoort.....	Locomotive Engineer.....	Eastern Division
Hugh W. Van Hoorebeke.....	Locomotive Engineer.....	Western Division
Clyde E. Whitman.....	Locomotive Engineer.....	Western Division
Frank O. Williams.....	Switchman.....	Western Division
George F. Yarrington.....	Conductor.....	Western Division
20-YEAR PINS		
John R. Bancroft.....	Locomotive Engineer.....	Western Division
Harold T. Bashford.....	Locomotive Engineer.....	Western Division



From left, E. P. Petersen, assistant engineer; B. F. Maroney, chief clerk, engineering; and W. T. Richards, engineer MW&S, receive 30-year service pins from C. L. Droit, secretary, who wears a 40-year service pin, representing a combined service of more than 130 years.

James A. Boblett	Telegrapher	Western Division
Earl W. Bonham	Switchman	Western Division
Gerald E. Butler	Conductor	Western Division
Thomas E. Crosley	Conductor	Eastern Division
Charles M. Dustin	Conductor	Western Division
John C. Limit	Track Laborer	Western Division
Clarence F. Malstrom	Conductor	Eastern Division
George L. Merchant	Track Laborer	Western Division
Roland M. Morton	Locomotive Engineer	Eastern Division
V. A. Nelson	Store Helper	Store Department
Alvin Skootsky	Clerk	Western Division
Chauncy N. Snyder	Locomotive Engineer	Western Division
James R. Stockwell	Locomotive Engineer	Western Division
Al Tonkin	Motor Car Maintainer	Eastern Division
Allen H. Wilkinson	Section Foreman	Western Division
Floyd E. Wilson	Locomotive Engineer	Western Division

15-YEAR PINS

Harold Clausen	Locomotive Engineer	Eastern Division
David W. DeMartini	Clerk	Western Division
Verl H. Garvis	Boilermaker Helper	Mechanical Dept.
Julian C. Gwaltney	Locomotive Engineer	Western Division
Leonard E. Hensley	Telegrapher	Western Division
J. W. Jones	Second Cook	DC&H Dept.
Raleigh M. Judd	Locomotive Engineer	Eastern Division
Ralph E. Luzzadder	Locomotive Engineer	Western Division
Francis D. Nugent	Conductor	Eastern Division
R. D. Phinney	Section Stockman	Store Department
J. H. Pinkham	Store Helper	Store Department
T. Pinkham	Section Stockman	Store Department
N. Poncioni	Storekeeper	Store Department
Raymond H. Powell	Conductor	Western Division
Bernard T. Price	Conductor	Eastern Division
Arthur I. Reichenbach, Sr	Telegrapher	Western Division
Clifton M. Rockwell	Conductor	Eastern Division
Robert L. Small	Locomotive Engineer	Western Division
Lloyd B. Spencer	Conductor	Western Division
Andy E. Stene	Conductor	Western Division

10-YEAR PINS

Joseph J. Alheit	Telegrapher	Eastern Division
E. E. Ensele	Section Stockman	Store Department
Joseph S. Gillies	Fireman	Eastern Division
C. Lewis	Store Helper	Store Department
G. J. Lutjemier	Store Helper	Store Department
William A. Wiley	Yardman	Eastern 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:

James J. Canaga, switchman, Stockton.

Dario Gonzales, laborer, Burmester, Utah.

Charles Hansen, watchman, Spring Garden, California.

William P. Stith, laborer, Eastern Division.

William H. Wallace, switchman, San Jose.

* * *

A large group of WP railroaders gathered at the Villa De La Paix in Oakland on November 30 to honor and have dinner with J. T. Ganey, Harry Glatt, and O. X.



Owens, on their retirement from company service.

Bargeman Ganey, son of a family of Alameda pioneers, was born there on January

8, 1887, where he received his schooling. While quite young he worked for

a cigar manufacturer, following which he worked 18 years for an Alameda

bakery before entering service with Western Pacific on May 14, 1917.

Ganey was a deckhand on the old steamer *Edward T. Jeffrey*, later known

as the *Feather River*, and worked most of the time under Captain M. C. Silva,

now retired. He served three years with the U.S. Navy in World War I

as a seaman in the commissary department. Upon his retirement on January

31, 1952, Ganey will be made an

honorary life member of the Inland Boatmen's Union of the Pacific, of which he is a charter member. He owns a home in San Francisco and wants to spend much of his time during retirement visiting Golden Gate Park, the Zoo and the Aquarium, something which time has given him little opportunity to do.

Harry B. Glatt was born in Eureka on December 11, 1893. He served for several years as a radio operator for

United Wireless Company, later known as the Marconi Telegraph Company

and RCA, both on shore stations and at sea. He entered service as a time-

keeper on WP's Western Division May 30, 1916, served 18 months as a radio

operator for the U.S. Navy during World War I, and returned to WP as

a roadway clerk at Keddie in July, 1919. He later worked as roadmaster's

clerk in Oakland and retired as chief clerk in the terminal superintendent's

office at that location. A daughter, Doris Browne, worked ten years in the

WP agency office in Oakland, and a son, Sheldon, a traffic representative at

Oakland, is married to Marge Glatt of WP's signal department in San Fran-

cisco. During retirement, Harry hopes to do some traveling, watch over his

two grandsons, and may dabble around in real estate. His home is in Sheffield

Village, Castro Valley, near Hayward.

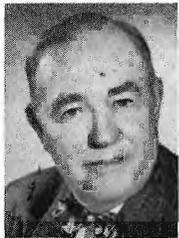
O. X. "Ox" Owen is a Southerner, born November 18, 1886, at Stone

Mountain Georgia. He became a rail-roader in 1905 and worked for the

Southern until 1908, and then spent three years with the Southern Pacific.

In 1913 and 1914 he worked for the Atlanta Joint Terminals and, again, the Southern, then joined Western Pacific in 1916. After a two-year stay, he returned to the AJT in 1918 and in 1921 rejoined the Southern Pacific. "Ox" then returned to Western Pacific in 1922 where he remained until his retirement on November 30, 1951. He intends to enjoy life, do a little preaching, hunting, fishing and traveling, provided he can get his wife's permission for a few days off. He was washing clothes and the car the day after his retirement.

Edwin R. Jennings, passenger traffic representative at San Francisco, retired November 30, 1951, after 31 years and 9 months' service with Western



Pacific. Ed was born in Little Rock, Arkansas, on November 20, 1886, and served in various positions for the Missouri Pacific from September 1908 to March

1920, but resigned to enter service with WP and live in California. On December 1, 1920, he was promoted and transferred from city passenger agent at San Francisco to district passenger agent at Salt Lake City, where he remained until February 1, 1939. He then returned to San Francisco as special passenger representative, in which position he remained until his retirement. Ed is a widower. His son, E. "Chet" Jennings served as a major with the 8th Air Force in England during World War II and won the Distinguished Flying Cross, Presidential Citation and

other medals after 58 combat flights over Germany as a Mustang fighter pilot. Ed's principal hobbies are automobiles, motoring, hunting and fishing and he plans to remain in Northern California and enjoy those hobbies to a greater extent.

Thirty-six years of railroading came to an end last month for Forrest G. Kerns, carman at WP shops in Sacramento. A native of Washington County, Kansas, Kerns has lived in California since 1909. During his service with the company he served as a section foreman, laborer on a pile-driver gang and with a signal crew, and transferred to the shops in 1926 as a steel and iron carman. Although he started as a boilermaker with the Frisco, Chicago and Rock Island, Kerns also worked for the SP and built private roads for lumber companies and wineries in California before joining Western Pacific. He once narrowly escaped death when he was almost blown to bits after setting off a blast to clear a boulder from the tracks, and recalls working day and night for several days clearing slides when he was a section foreman at Cresta back in 1915. "A section foreman received \$70 a month in those days," Forrest recalls, "and we worked ten hours a day, seven days a week." Retiring because of failing health, Kerns' plans include a long rest and a trip to the Middle West, with more time for his hobby of making hunting knives for which he designs unusual handles. He is a father of five sons: Elwin, a plastering contractor; Virgil, section foreman at Coonsman; Hubert, a machinist; Belvin, a dragline operator; and Lyle, who is in the Navy.

Harry J. Sutherland, tax commissioner, retired December 31, 1951, after heading that department for WP and its affiliated companies for 23 years.

Born in a small western New York State town, he moved to Rockford, Illinois, at an early age and went to



Employee friends presented Sutherland with a new gun, hunting jacket and cap on the eve of his retirement.

work for the Rockford Gas & Electric Co. In 1904, after one year, he joined the Rockford & Interurban Railway Co., receiving a twenty-dollar gold piece twice a month for a 10-hour-a-day job, 365 days a year. After two years he transferred to the Auditing Department as a bookkeeper and payroll clerk. He recalls that City Line trainmen then received \$.16 per hour, Interurban Service trainmen \$.18 per hour, for a 12-hour day.

Five years later he entered the Oregon Shortline in Salt Lake City and on September 1, 1910, went to work for the Southern Pacific at San Francisco. He joined the Oakland and Antioch in November, 1912, and in 1920 became auditor of disbursements and acted as secretary and treasurer for the then San Francisco - Sacramento Railroad. When WP took over that company, Sutherland took a position with the State Board of Equalization, but returned to WP as tax commissioner in October, 1928.

Sutherland is married and has one son by a previous marriage. He played

tennis until 45, then changed to golf, and has been an ardent hunter all his life. He is a member of Orinda Country Club, Transportation Club of San Francisco, Taxation Section of the State Chamber of Commerce, National Tax Association, California Association of County Assessors, and the Commonwealth Club.

He has no definite future plans.

W. H. Sanford retired last September, after a career in railroad service that began on the Coast Division of the Southern Pacific in December, 1907. After joining Western Pacific on January 1, 1914, he served as a ditcher engineer operating ditchers and shovels. He learned to make his home on any siding or spur between Oakland and Salt Lake City, and recalls many long hours without sleep when it was necessary to clear the road of rock or snow slides to keep the trains rolling. A daughter, Patricia, is executive committee member of the Honor Society of Oroville High School, and son, Bill, is Student Body President of the College of Pacific at Stockton. His plans for retirement include making improvements on his home in Sanford Oaks, Oroville, and keeping up several cottages. Mrs. Sanford is employed with the school library at Oroville.

Two WP supervisors whose combined railroad experience totals nearly 75 years, were honored at a retirement party recently by more than 100 officers and fellow employees from Sacramento, Oroville, and Stockton. Car Foreman Arthur B. McNabb retired December 31, and Manuel Silva, boilershop foreman, wrote "finis" to his rail career December 1.

McNabb was born on December 8, 1887, and began his rail career with the D&RGW at Helper, Utah. He remained with that road until 1922 when he took employment with the Utah Railroad at Hiawatha, Utah, as general car foreman. He began his WP service on March 10, 1924, and worked continuously until his retirement.

Silva was born in Boston, Massa-



Arthur McNabb, Shop Superintendent Dave Sarsbach, and Manuel Silva at retirement party. Photo by Hy O'Rullian.

chusetts, on November 7, 1886, began railroading in 1919 as a boilermaker for the SP and came to Western Pacific on September 2, 1914.

In a letter dated December 20, addressed to his fellow workers, McNabb said: "It's a wonderful feeling to be retiring from a company with a grand pension plan like the Western Pacific's. This plan does not cost the employee a cent from his earnings—all it requires is loyal and steady service. Did you know that this company is one of the very few railroad companies in the United States offering this plan to its employees? It's a goal worth working toward for you young fellows

starting out. . . I want to thank everyone for the grand party given both Manuel Silva and me—it was an event I shall never forget."

Josephine Vagnison, better known to all her many friends at WP as "Miss V," retired from her position as industry clerk on January 4, 1952, after 29 years and 7 months' service.

Before coming to Western Pacific's industrial department, Miss V worked a short while for the Northwestern Pacific and for the Ocean Shore Railroad.

On the eve of her retirement, she remarked: "It will always be nice to look back on the many pleasant years I enjoyed while working for Western Pacific, and I will long remember the wonderful group of employees who were so kind to me during my association with the company. Right now I plan to take a nice vacation trip and enjoy some rest and sunshine, but it will always be a pleasure to drop in and see my friends from time to time."

The Nevada Northern Railway announced the retirement of Harry J. Beem, as vice president and general manager, effective January 1. He will be succeeded by H. M. Peterson.

Mr. Beem retired after 49 years of railroad service, which began on the Illinois Central at Chicago in 1902. He later held the position of superintendent on the Western Pacific at Elko and Sacramento, and came to the Nevada Northern on January 1, 1937.

Mr. Peterson has been with the Nevada Northern since January 16, 1937, was appointed trainmaster on May 1, 1943, and superintendent on September 1, 1951, and prior to that time worked several years for WP.



Gus Borgeson, retired extra gang laborer, died October 13, 1951. Mr. Borgeson entered Western Pacific service July 10, 1941.

Edwin S. Gregg, switchman on the western division, died December 17, 1951. He entered service of the company in November of last year. Mr. Gregg is survived by his widow, Mrs. Eva May Gregg, of Stockton.

James Hanlon, lineman for the Sacramento Northern, died December 7, 1951. His service with the company began in December, 1915. He is survived by a sister, Mrs. Marie J. Dodge, of Beverly Hills, California.

Ralph W. Henderson, retired carman, died November 9, 1951. He joined Western Pacific August 11, 1943.

William R. Hudson, fireman, died December 13, 1951. He first entered WP service November 3, 1951. Mr. Hudson leaves a widow, Mrs. Lottie Hudson, of Stockton, California.

Alfred L. Johnson, carpenter on the western division, died October 16, 1951. He joined Western Pacific in June of last year. He is survived by his daughter, Mrs. Dorris Downey, and his two sons, Alfred L. and Eugene Johnson, all residing in Fresno, California.

Henry Klein, foreman, died December 4, 1951. He first worked for the company November 7, 1925, and retired in March of 1951.

Benjamin B. Marlin, bridge tender for the Sacramento Northern, died October 7, 1951. He last worked for the company on June 15, 1946, after a service of 24 years.

Gordon A. Marshall, retired brake-

man for the Sacramento Northern, died November 20, 1951. He joined the company in August, 1942, and retired March 31, 1951. Mr. Marshall is survived by his brother, J. A. Marshall, of Magna, Utah.

Edward A. Parker, locomotive engineer, died December 10, 1951. He joined Western Pacific September 14, 1916, and retired from service June 1, 1950. A native of Missouri, he worked on the Burlington from 1903 to 1916 when he moved to Oroville. Following his retirement he worked in his orange grove and hobby shop, and was a member of the Thermalito Community Club, Butte County Citrus Association and the Brotherhood of Locomotive Firemen and Enginemen. He leaves his wife, Grace; a son, 1st Lt. E. A. Parker, Jr.; a daughter, Mrs. Frances Weldon, of Gerlach, Nevada; a sister, Mrs. G. A. Fritz, of Oroville; and six grandchildren.

Western Pacific employees were saddened to learn of the death of Paul Werner, telegraph-teletype operator at general office, on January 7.

Paul was born in San Francisco on September 15, 1890, and began working as a telegrapher for the Southern Pacific, Western Union and local brokerage houses at an early age. He worked a short while for Western Pacific in the 1920's and returned to the company to begin continued service on September 13, 1930, as a telegrapher, working all along the line on the Western Division.

(Continued on Page 13)

"THE PUBLIC LOOKS AT RAILROADS"

Flattering, or otherwise, it is always interesting and should be beneficial to learn how we are regarded by the public.

For the past eleven years, Opinion Research Corporation, of Princeton, New Jersey, has conducted an annual poll of a representative nation-wide cross section of the voting public entitled "The Public Looks at Railroads." Following is their summary of the results:

1. Slightly less than half the public (45 per cent) today say they would favor government operation of the railroads in the event of a full-scale war.

Opinion on this issue has not changed significantly since last year, and it is about the same as it was in 1941, four months before Pearl Harbor.

Of those who voted for government operation in wartime, seven out of every eight say they would favor *private* operation in *peacetime*.

As in 1950, the feeling that the *government can prevent strikes* is the factor that weighs most heavily in the thinking of those who approve of government operation in wartime.

2. The railroads are chosen by a wide margin over truck lines, airlines, and river and canal boats as the transportation system most important to national defense.
3. As in 1950, only about half the public feel that the railroads will be able to handle the extra traffic created by defense production.

A *shortage of equipment* is regarded as the main obstacle in coping with the increased traffic.

4. Slightly more than a third of the public (37 per cent) are aware of the recent increase in freight rates.

About three out of four of those who know that rates were increased think this increase was necessary and three out of five believe that it will have only a little effect on retail prices.

5. The public's appraisal of railroad service is about the same as last year.

Three-fifths (61 per cent) of the public believe the railroads are doing the best they can to give good service (1950, 58 per cent). One person in five (21 per cent) says he has heard some complaint about passenger service on the railroads recently (last year, 20 per cent).

6. A large majority of the people continue to favor compulsory arbitration of labor disputes on the railroads.

The idea of submitting such disputes to a government appointed board, with acceptance of its decisions mandatory, is approved by 72 per cent (1950, 71 per cent).

7. The number of people who have listened to the *Railroad Hour* has grown further since 1950.

This year, 41 per cent say they have listened and are able to support their claim with reasonably accurate descriptions of the program. This is an increase of 8 per cent over 1950 and 18 per cent over 1949.

Western Pacific's Blood Procurement Car Begins Second Year of Service

Telegrams of congratulations from General Matthew Ridgway, commander of United Nations forces in the Far East, and E. Roland Harriman, president of the American Red Cross, marked the beginning of the second year of operations for the "Charles O. Sweetwood," Western Pacific's military blood donor railroad car at Salt Lake City, January 14.

General Ridgway's telegram to President Whitman read:

"Congratulations and good wishes on this occasion marking the beginning of the railway mobile unit's second year of operation. This selfless public service, together with the generous response of the donors, have made an immeasurable contribution to the well-being of the sick and injured."

In his telegram to President Whitman, ARC President Harriman said:

"The American Red Cross salutes the Western Pacific Railroad for its distinguished public service of the past year in providing a military blood procurement car so that many people otherwise deprived of this opportunity may donate their blood to our Armed Forces. The pioneer spirit and imagination with which this project was conceived and carried out has been an inspiration to us all.

"The many national tributes your

organization has received for this humanitarian service are richly deserved. The record of accomplishment speaks for itself. Please accept our congratulations and best wishes for your continued success as you inaugurate your second year of service."

Named for the first Western Pacific employee to lose his life in the Korean fighting, the "Charles O. Sweetwood," since its presentation to the Red Cross by the company in January, 1951, has traveled 10,000 miles and collected 13,736 pints of blood for the armed forces.

(Continued from Page 11)

Werner also served as general chairman for the Order of Railroad Telegraphers since his appointment to that position on January 11, 1942.

He is survived by his wife.

The 1952 Boy Scout Week, marking the 42nd anniversary of Scouting in America, will be celebrated throughout the United States and its territories during the week of February 6-12.

"Is Bob a confirmed bachelor?"

"He is now that he sent his picture to a lonely hearts club and they sent it back with a note saying, 'we're not that lonely.'"

IN THE GOOD OLD DAYS



BACK in 1937 and 1938 a Western Pacific soccer team won the State Championship two years running.

FRONT row, left to right, are Monte Latino and Dickie Stadler, forwards; Vic Nagulko, fullback; Bage Rose and Joe Riola, forwards; Jiggs Traversi and Carl Jenson, halfbacks.

BACK row, left to right, are Tom Miller, manager; Red Mahlin, fullback; Denny Gordon, forward; Carl Walters, goal keeper; Bill Dale and Forrest Drake, forwards; George Carson, property man; and Ed Berde, trainer.

LATINO, Stadler, Mahlin and Drake are still employed at Sacramento Shops; Miller and Berde are retired; and the others are employed elsewhere.

EMPLOYEES JOIN TOASTMASTERS CLUB

One of the newest Toastmasters Clubs in the country was recently organized in Sacramento, and received its Charter in an impressive Charter Presentation and Officer Installation program at the El Rancho Hotel in Sacramento. Of the twenty-five members so far in the Club, fifteen are Western Pacific employees from Sacramento Shops. Other members are business men from various concerns in that city.

Fundamental purposes of the Club are to aid members to master the difficult art of public speaking, to train them for leadership, and for chairmanship in meetings of all kinds, to teach them to appear effectively before any audience, and to correlate toastmaster's training with job training. The effects of this training on WP employees enrolled is already noticeable.

Employees holding offices in this

Club are Car Foreman F. Ross Kelleher, president; Personnel Record Clerk James R. Quick, vice president; Chief Clerk Hyrum A. O'Rullian, secretary; Shop Patrolman Andrew A. Crist, treasurer; Blacksmith Foreman J. Ellis Asbury, sergeant at arms.

Other WP members are: Edward T. Cuyler, assistant chief mechanical officer; David R. Sarbach, superintendent of shops; Walter C. Spann, sheet metal and pipe shop foreman; Richard F. Carter, general electrical supervisor; William B. Wolverton, mechanical engineer; A. Joseph Stout, car foreman; L. William Breiner, special trainee; Charles W. Jerauld, secretary to chief mechanical officer; Robert C. Madsen, special mechanical assistant; Monte J. Latino, painter.

Any Western Pacific employee wishing an opportunity to better himself is encouraged to join this organization.

Newly installed officers of the Fort Sutter Toastmasters Club, pictured with guest speakers as they look over their new charter are, seated, Hy O'Rullian, secretary; F. Ross Kelleher, president; James R. Quick, vice-president. Standing, Andrew A. Crist, treasurer; E. E. Gleason, chief mechanical officer; and Mayor Bert Geisreiter.





Dear Editor:

My wife and I will never forget the most pleasant trip by *California Zephyr*, Sacramento to Chicago, made December 7. Went to New York via one route and returned to Chicago via another. Did not see any train possessing all the refinements and accommodations of the *California Zephyr*. A truly superb train. Will return on it in January.

Howard Waight
2915 - 24th Street
Sacramento, California

The customer is always right, Howard!

Enjoyed your article on Reno in the November issue, as I was local agent there for several years. This fine article, however, states that Reno is situated in Washoe Valley. I bet you got letters. Reno is situated in Truckee Valley and the level area south and east of the city is known as the Truckee Meadows. Washoe Valley is crossed by the Carson Highway about 18 miles south of Reno. It is a scenic gem with its own history. It is famous for its Washoe Lake, Bowers Mansion and Slide Mountain. It is supposed to be the birthplace of the famous Washoe zephyrs described by Mark Twain in his "Roughing It." It still has its zephyrs—they are about as fast as our own!

Kindest regards—Merry Christmas.

Chas. Gibson
Retired Agent

Will you settle for Washoe County?

Since I have been receiving MILEPOSTS I have become very interested in it and learn many new facts about the Western Pacific every time a new issue comes. In the future I hope that you will continue to publish MILEPOSTS and keep up the good work on it. I would appreciate it very much if you would send me a Western Pacific calendar for 1952.

Donald E. Kaegebein
Hammond, Indiana

We're happy to know you enjoy the magazine, Donald, and regret that Western Pacific does not issue a calendar.

I'm writing in regards to our MILEPOSTS. We have not received one for the months of October, November and December. Maybe it went to some other address. If you have these numbers would like very much to get them. Mr. Edgerton is one of your conductors on the *California Zephyr* and both he and I have enjoyed the MILEPOSTS.

Mrs. W. D. Edgerton
1622 Webster Street
Oakland 12, California

Your copies were returned in error by the post office marked "unknown at this address." However, we have mailed you the missing copies, and future issues will continue to be sent to the above address.

In reading our MILEPOST No. 29 for December, I saw a nice letter from

"our Ernie" up at Trowbridge. Well, I was one of the boys (age 56) that went up to hunt pheasants. Done pretty well. My wife had fried chicken and pie with all the trimmin's, so Ernie and the two of us had a nice lunch in mid-day. Speaking of this little "yardmaster and agent" at Trowbridge: he is one swell little man, and goes out of his way to be nice to anyone working on the WP. May 1952 be good to E. Whitlock!

J. H. Haines (switchman)
1559 So. American Street
Stockton, California

We quite agree, Ernie is one swell fellow, and we know he will enjoy reading this nice letter. We also wish to thank Ernie for remembering us with an especially nice Christmas card.

As I was one of the old-timers on the eastern division of WP, having nearly thirty years of service, I would like very much to have MILEPOSTS come to me here in Florida. I entered service as a brakeman, March 15, 1909, was promoted to conductor, May 5, 1909, assigned to passenger service as conductor on December 5, 1912, and retired November 24, 1938. I have been living at my present address ever since my retirement and have found this a very good country for elderly retired old rails to live in and expect to make this my home for the remainder of my days. My wife and I are both in fairly good health and are really enjoying this wonderful climate. We have a nice little home, can pick our own fruit off the trees in our yard, and have fresh vegetables in the garden the whole year round. Yes, this is the country where retired folks live for the pure delight of living. I hope you can send

MILEPOSTS and whatever the subscription is, just send me the bill.

Odie Scofield
Route 1, Box 86
New Port Richey, Florida

Glad to add your name to our mailing list, Odie, and the only subscription fee is your nice letter. Have also sent you a few back issues. Best wishes from the whole gang.

On November 8 we mailed you pictures and an article for use in MILEPOSTS. The subject was the opening of the new Washington agency. We note that the above appears in the November issue on page 25, but with incorrect information. We are not located in the Shoreham Building, but rather in the Wyatt Building, still partially under construction and designed to be one of the finest in Washington.

John P. Conger
General Agent
Washington, D. C.

Shown below is an artist's drawing of the Wyatt Building, Washington's newest, located on 14th Street between New York Avenue and H Street. WP offices are located in Suite 427.



Don't Be HALF Safe!

By Walter C. Brunberg

Once again we start a New Year—with a new chance to work safely. Before you read further, dismiss the idea from your mind that safety is a disagreeable *task*; it isn't! It requires little, if any, additional time to plan a safe way to do a job which you know will be completed without an accident. The only thing you have to do is to train yourself to automatically consider doing a job the safe way *before* you begin—much as you consider eating, sleeping, working or playing. Make it a part of your daily life.

The purpose of safety is to forestall and eliminate that last critical moment when it is too late. There's a right and

safe way to do everything, and the man that never has an accident makes his plans accordingly. We are constantly reminded of safety first, perhaps so much so that we think of it as something of a chore, something that we, as human beings, may even learn to resent. We all like to take the easy way out, but when you stop to think of it, nearly all accidents occur because of that very reason. There is no short cut to safety first—and you seldom get a second chance.

Think it over; are you going to have an accident this year? Not if you practice Safety EVERY Day in '52!

Switchman D. W. Goodmann shows the wrong and right way to cross a track in front of equipment, a common hazard to railroad workers in yard operation. Safety rules involved are 2023, "Don't step on top of a rail, frog, or switch," and 2024, "When crossing a track, keep far enough away from the ends of cars or engines to be safe in case of their sudden movement. Do not walk alongside or abreast of another person." Goodmann has gone for more than 11 years without a reportable accident.

WRONG WAY



RIGHT WAY



MILEPOSTS

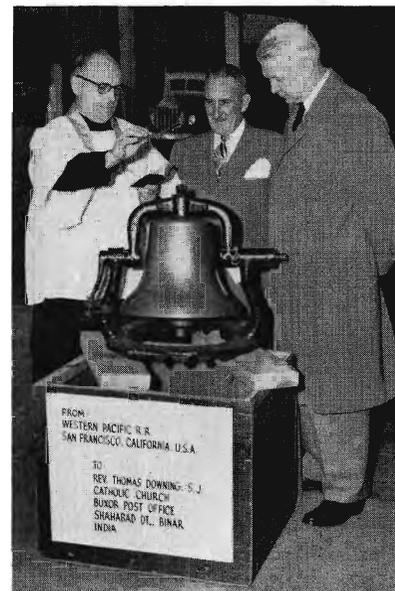
WP Bell to Ring in India

When Western Pacific's old locomotive 302, built in 1918, was taken from the run between Elko and Salt Lake City to be set aside for scrap last year, little did anyone think that its bell would some day be calling a congregation to church in far-off India.

It all came about when an American missionary, the Rev. Thomas Downing, S.J. (Society of Jesuits), wrote Western Pacific last August asking for a locomotive bell for a new church being built in an outlying village in Shahabad District, Binar Province, India. Details for handling the shipment were concluded last month with the Mechanical and Store Departments, and on December 20 Western Pacific cabled Reverend Downing: "Your locomotive bell will be on its way very soon. Merry Christmas."

Three days later Reverend Downing again wrote Western Pacific acknowledging receipt of the cable. Part of the letter read: "It buoyed our spirits tremendously to know you had remembered us and that you were so thoughtful as to send Christmas greetings. Each time the people hear the bell ring, it will remind them of the thoughtfulness and the friendliness of the American people and the kindness of Western Pacific."

On January 8, Father John Lipman, local director for Jesuit Missions, blessed the bell at San Francisco, and the 200-pound brass bell, cleaned and freshly painted, was crated and shipped off to the banks of the Ganges.



Before the bell from old locomotive 302 was crated and shipped to India, it received the blessing of Father John Lipman, local director for Jesuit Missions, shown above with James J. Hickey, general passenger agent, and President Whitman at Western Pacific's Eighth and Brannan Streets outgoing freight shed in San Francisco.

Would you be so kind as to print the following message in your next issue of MILEPOSTS?

"We wish to thank all the employees at Elko who were so kind at the loss of our mother. The Shaw family."

Reed Shaw
Dispatcher
Elko, Nevada

MILEPOSTS

MR. SMITH GOES TO PASADENA

Fortunate, indeed, were WP Conductor-Brakeman and Mrs. Austin J. Smith, of Stockton, who were presented with round-trip tickets to and from Los Angeles, a room at the Biltmore Hotel, grandstand seats for the beautiful Pasadena Rosebowl parade, and 25-yard-line tickets for the Rosebowl Game between Stanford and Illinois on New Year's Day.

When asked if they had a good time, their answer was an emphatic yes, which accounts for the happy smiles on their faces while crossing San Francisco Bay en route home. Their only disappointment was in Stanford's failing to win the game. While staying at the Biltmore, Illinois' headquarters, Mrs. Smith was nearly the center of attraction while proudly sporting Stanford's familiar red and white colors.

Austin has been in Western Pacific train service since July 17, 1925, and is at present in freight service on the Terminus turn.

EMPLOYEE ACTIVITIES FOR 1952 ANNOUNCED

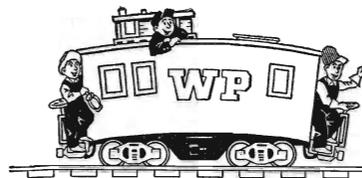
The first of a series of system-wide social and athletic events for employees of Western Pacific, Sacramento Northern and Tidewater Southern, their families and friends, during 1952, will take place at Sacramento on March 8, in the form of an informal dinner dance. Dinner will be served at 8 p. m. and dancing to a twelve-piece orchestra will begin at 9.

The affair will be held in the Governor's Hall at the State Fairgrounds, and any employee wishing to attend will be able to secure tickets for \$10 per couple, further details of which will soon be announced in bulletins.

Other events now being planned include picnics and similar dances to be held at Elko, Portola, Stockton and the Bay Area, and a system-wide tennis tournament scheduled for May 17 and 18. A system-wide golf tournament is also planned for employees this spring, and details will be issued at a later date.

"It's not often that Lady Luck smiles on you," remarked the Smiths following their return from Southern California, "and we sure enjoyed every minute of our trip. We were sorry others couldn't share in our good fortune, too."

He had just given his wife a beautiful new skunk coat. "I can't see," she remarked, "how such a nice coat could come from such a foul-smelling beast." "Well," remarked the husband, "I don't care about thanks, but I do insist upon respect."



Caboosing

Wendover

We have a couple of new arrivals to greet the New Year, little Miss Joan Blanchard, daughter of Switchman GEORGE and JUNE BLANCHARD, who arrived in November, and little Miss Lorrta Kay Martinez, daughter of Hostler Helper TONY and ALMA MARTINEZ, who arrived October 24. What nicer way to start the New Year?

Switchman HERB WORTHY's wife, LORRAINE, has started to work in the restaurant here. Welcome to the gang, Lorraine!

Engineer CECIL TRUMBO tells us his daughter, Nadine, is leaving soon for Alaska to join her husband, who is stationed in the Air Force there. Also, his son, PFC Dale Trumbo, came home from Lowrey Air Force Base, Denver, to spend Christmas, and to marry Joan Hawkes. Must have been a busy and happy time at the Trumbo household.

We are glad to hear that Mrs. JOE HERNANDEZ is home from the hospital in San Francisco and wish her our very best.

Vacationing over the holidays were Engineers FRANK NELSON, OTTO KELLEY, R. F. HOWELL, W. F. SEICKMAN and R. F. AIELLO. Don't know what they did, but you can be sure a good time was had by all.

Sacramento

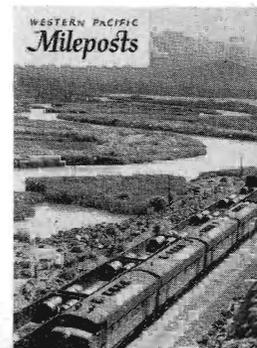
WELCOME 1952! The Old Year (like an old soldier) did not die—it just

faded away. Everyone has settled down to a quiet existence now that the excitement of the holidays is over.

Somehow we overlooked WINNIE SCHNEIDER, SN maintenance of way timekeeper, when welcoming the SN force to our offices in the November MILEPOSTS. We certainly didn't mean to do so, Winnie, and hope you will excuse our oversight.

On December 22, the spotlight was focused on FRANCIS (FRANK) R. O'LEARY, assistant T&E timekeeper, and LOIS RITA KENNEY (furloughed clerk) when they were united in marriage at the All Hallows Catholic Church in Sacramento. The groom was attended by JOSEPH A. ANDERSON, assistant chief clerk, as best man, and the bride by her younger sister, Barbara. Approximately one hundred guests attended a reception in the home of the bride's parents, Mr. and

JANUARY COVER
Denzel Allen, free lance railroad photographer, caught WP freight X-913-A heading east at Milepost 552, two miles west of Preble, Nevada, where it met westbound WP X-911-A. In Paired Track territory, near track is WP, far track SP.



Mrs. W. T. Kenney. The newlyweds journeyed to Mexico on their honeymoon and returned to their new home at 5831 North Haven Way, New Highlands. At one of the "surprise" parties given by friends and co-workers, groom Frank was presented with a lawn mower, but it's rumored that bride Lois will be chief engineer.

FRED KRUGER, secretary to Superintendent CURTIS, spent his first Christmas after two years back in Hollywood and Santa Monica, where he joined the studio festivities at MGM and 20th Century Fox, wishing his old friends a Merry Christmas and Happy New Year.

VAN DAVISON, first assistant T&E timekeeper, and wife, Florence, enjoyed life at the Bakersfield Inn attending a convention held by the California State Pigeon Race Organization this month. (Van, you still looking for that winner?)

CLARISSE DOHERTY, stenographer, enjoyed a week's vacation in Mountain View, San Francisco and San Jose, visiting friends and relatives January 2-9.

MARIAN SELDERS, PBX operator, and husband, BILL, baggageman-janitor, spent a week of their vacation at home January 14-21 and the next week visiting with friends at Portland and Reno.

Welcome—GLADYS MORTON, assistant file clerk, and IRVINE DINKEL, baggageman-janitor, division office, Sacramento.

Birthday greetings to—

GRAYCE JOSSERAND, stenographer-clerk, January 3

D. F. McCUTCHEON, wire chief manager, January 9

EILEEN FROST, transportation clerk, January 13

WALT WARRELL, head B&B clerk, January 17

MILDRED WINGATE, assistant accountant, January 25

OLGA OLSEN, discharge check clerk, January 25

Thought for the day: *Politeness is to do and say the kindest thing in the kindest way!*

Chicago

Among noted personalities who boarded the famed California Zephyr in Chicago last month were no others than the Honorable Mayor and Mrs. Elmer Robinson of San Francisco and the Honorable Mayor Rishell of Oakland, all en route home after visiting points in the East. While in Chicago, Mrs. Robinson enjoyed a Loop shopping tour escorted by Lieutenant Ryan of Mayor Kennelly's special police force.

R. B. Ritchie, Jr., son of BOB RITCHIE, traffic representative, Minneapolis, entered the Armed Forces on December 4, 1951.

After traveling between various scattered points in Chicago while inspecting and supervising the loading of our new compartmentizer cars, LEO DELVENTHAL, transportation inspector from E. T. GALLAGHER's office, says that he prefers the Cable Car City any time to the congestion of the sprawling Windy City.

Upon returning recently from a trip up Wisconsin way, GA GEORGE WENIG found a large placard on his desk reading "Welcome back—compartmentizer kid." Of course, how it got there, no one knows. However, genial KEN RANK, chief clerk, managed to be very busy when George walked in and found the placard. Though humorous, the display

was a way of saying—congratulations, Mr. Wenig, a job well done in assigning, dispatching and policing our new cars in their initial loadings.

We should have put a placard on KEN's desk, too, as he was up to his ears in this work. But he kept at his desk so much we didn't get a chance to be "of assistance."

Take note, you former Chicagoans. On December 18 we were assured of a white Christmas with 15 inches of snow on the ground and more predicted. During December, more than 33 inches of snow fell on our fair city and winter, so they say, didn't arrive until the 21st! Normal snowfall here for the SEASON is about 33 inches.

We extend our deepest sympathy to GEORGE WENIG on the passing of his father, G. K. Wenig, Sr., on December 18. What a privilege was yours, to have had your dad with you these many years, George! The memories of your close companionship and his affection for you will really be your greatest treasures.

Keddie

Vacationists last month were Engineer R. L. SMALL and wife, who spent theirs in San Francisco and Sacramento; Engineer JACK SHANNON and family visited Sacramento and Reno, and L. C. GILBERT, brakeman, and wife spent an enjoyable time in Sacramento.

JACKIE GIST, who worked in the roadmaster's office the last six months, has moved to Stockton.

AL EVANS and family spent Thanksgiving in Keddie with his folks and Trainmaster GRANT EVANS and family.

BERT ELLIOTT, assistant division engineer at Elko and formerly roadmaster assistant here, was in Keddie for sev-

eral days while en route to the Bay Area on vacation.

PFC Cecil Bates, brother of Cy Bates, night clerk and call boy, received the combat infantryman badge, symbol of close-quarter fighting with the enemy, according to a report from Korea.

The Feather River Shrine Club, of Quincy, attended the ceremonial held by the Islam Shrine Clubs of Northern California at Sacramento. Members from Keddie included Conductors ELMER PARTAIN, ANDY STENE, CLYDE FISHER, M. A. PARKS, and GLEN METZDORF; Yardmaster CHARLEY SELF, Brakeman ROBERT STROUP and Engineer R. L. SMALL. They were accompanied by their wives and all reported a wonderful time.

PFC Donald Allen, son of Fireman LESTER and Mrs. BOONE, recently returned from Korea and was married to Miss Irene Steffan of Quincy. Following a thirty-day furlough he will report to Fort Ord. Allen served fifteen months with a 4.2 mortar unit overseas.

Yardmaster JOE CLINTON is vacationing and spending the holidays in Chicago; Engineer TIM HANLON spent a couple of days with his family in Stockton and brought them a couple of Christmas trees; and Mrs. Tom Barry wife of OPERATOR BARRY, spent a couple of weeks in Galveston, Texas, with her daughter.

Engineer DAVE WAKEMAN and wife have moved to Stockton and purchased a home there.

Engineer OLE JOHNSON spent several days in the hospital with pneumonia but is back home again and feeling much better.

Two Christmas parties, donated by the people of Keddie, were held in the

Community Hall this year, one for the little tots and one for the teen-agers. Everyone had a most wonderful time.

Oakland

Locomotive Carpenter ROY NELSON: It looks like it might be wedding bells soon. Seen folk dancing quite a bit lately, and always with the same girl (cute little bundle of life she is). Roy may find there is more to this folk dancing than people say. Anyway, our best of luck to you both.

Switchman JOHN L. NICHOLS: Exchanged "I do's" December 17 at the First Presbyterian Church in Oakland, followed by a breakfast at El Curtola Restaurant. Best man and matron of honor were DOMINIC and IDA GOODMAN. Our very best wishes to you both and may you enjoy many, many long years of happiness. The newlyweds are at home to friends at 2256A East 17th Street, Oakland. Mrs. Nichols is cashier at Swan's Department Store in Oakland.

ED COONS has been ill for the past few weeks. Maybe the "Bonnie Braids" doll daughter of comic strip's Dick Tracy, which he won recently, helped to cheer him up at Christmas. Hope you are soon back on the job, Ed—after all, who's going to do the work?

The Holiday Season for Car Inspector R. STRATFORD was spent in Southern California. While he told us the Rose Bowl game was the important thing, we're wondering if it wasn't the Rose Bowl "Queen" who drew him down there. Hope she's blonde and will be ever so lovely.

"DOGGIE" BROTHERS, car inspector, is a real Santa Claus, according to the children of the Eagles Aerie in Albany.

LOUIS LOPEZ, dining car department,

recently moved into a new home in San Lorenzo. Which explains why he goes around holding his back—too much floor polishing!

HEINE HENRICH, stationmaster, vacationed in December, and undoubtedly spent the time baby-sitting his beautiful granddaughter. If only she were twins, Heine, you could have twice the fun!

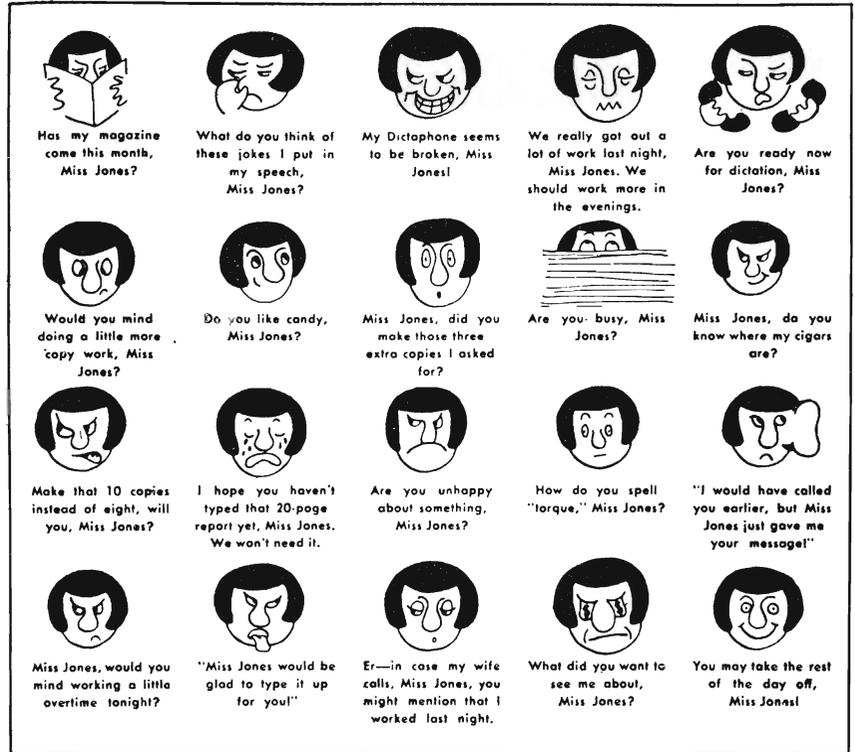
RUBY GUSTAFSON, stationery department, spent her vacation in Los Angeles, where she did all her Christmas shopping. Bet she didn't buy any stationery for presents!

BILL GOOD, roundhouse foreman, visited his brother, BOB, from the coach yards, who is suffering from a heart condition, of which we were sorry to learn.

AGENT MCELROY, Fruitvale, announced some visitors to the Bay Area recently. His brother, FRED, agent at Elko, and the Mrs. came down for a short visit to get away from the cold there, as did the BILL HOWELLS, who also visited Mrs. Howells' nephew in Veterans Hospital in Oakland, where he will soon undergo a serious operation. We wish him a very speedy recovery.

JACK STAHLNECKER, agent at Pleasanton, is beginning to look like a grandfather, according to his son, ELWOOD. Many of you may remember the young couple's very large wedding about a year ago. If it's a boy, maybe he can carry on in his grandfather's footsteps.

LEONARD SHAW, temporary employee, left for Canada and his home for the holidays. Upon return to the States he will continue his education and we hope he gets straight "A's".



Our Secretary, Miss Jones

For the man who can read pictures, there's a whole encyclopedia on human relations in these 20 pertinent cartoons by Nadine Hall, from the *Westinghouse News*.

(Above cartoon loaned MILEPOSTS by The Bear Facts, Dow Chemical Co. publication)

HENRY STAPP, assistant superintendent, has gone on a long-earned vacation, the first since 1949. Plans are to visit his brother and friends in Southern California and then spend a few days visiting in Sacramento.

WILLIAM F. ANGER replaces LEONARD SHAW in the assistant superintendent's office. Bill received BA and Masters

degrees while attending Yale University, served in the Navy as yeoman to Captain E. T. Neale, better known to his friends, including Ian Ferguson, special assistant to general manager, as "Greeseey" Neale. Bill last worked for the Corps of Engineers, U. S. Army, San Francisco, is married, and plans to make Oakland his home.

Oroville

GEORGE CLARK, general chairman of SUNA, called on members in Oroville recently and stopped for a chat in TRAINMASTER PRENTISS's office.

As many Western Pacific employees as possible turned out December 4 to contribute blood donations to the Red Cross Blood Bank visiting here.

The California Zephyr picked up many Shriners and wives at Portola, Keddie, Oroville and Marysville for the homecoming ceremonies held at Sacramento on December 8 and 9.

Road Foreman of Engines M. W. HAMMON, eastern division, called at Oroville recently between trains.

Also had a visit from retired Roadmaster N. L. RICHARDS, Elko.

Retired Conductor V. H. "TONY" MORRILL fell at his home last month, injuring his left elbow. After a trip to San Francisco for further examination, he returned home and is getting along okay.

R. R. BEEBE and W. J. SMITH, freight claim department, accompanied the WP instruction car 110 to Oroville December 5, 6 and 7 for the purpose of showing a film on careful car handling in the interest of loss and damage prevention. They reported a very good attendance.

FRED FRYE has purchased a fifteen-passenger Chevrolet super-bus for use in transportation of WP employees between Oroville depot and the yard. A remarkable improvement over the old style bus formerly in service.

Retired Conductor MARK WINDUS spent a couple days visiting in Oroville. He makes his home in Long Beach for the winter, but plans to go to Mexico for about two months early

this year. He has a station wagon all set up for travel and spent the last summer and fall traveling in Northwest Canada.

Yard Clerk S. V. McVEAN and Telephone & Telegrapher Supervisor J. F. STONE had a siege of plural pneumonia, but are now okay.

Yardmaster T. J. LONG and wife have had two sons home on leave from the U. S. Navy. Dan, apprentice seaman, was stationed at Camp Elliott and following leave will be assigned to duty in Korean waters. William W. is in the Navy's Air Arm and has been attending storekeeper's school in Jacksonville, Florida. He received his boot training in San Diego.

JAMES E. CANNON, yeoman apprentice, USN, was one of the 2,350-man crew that arrived back in the States the first week in December after battleship duty in the Korean war zone. After his leave Jim will report to Norfolk, Virginia, for further duties.

Engineer H. E. RANDALL has returned to the hospital in San Francisco to submit to further surgery. To him go our best wishes for a speedy recovery.

Car Foreman E. C. EAGER, who left Oroville to take over duties at Sacramento with the retirement of Car Foreman A. B. McNABB, was presented with a beautiful TV lamp and clock as a going-away gift by the members of the car department. The shop foreman and clerks presented him with a fine Elks ring. We will miss Ed, and with him go our best wishes.

Mr. and Mrs. E. T. BRALEY (he is retired telegraph-telephone employee) went to Portola to spend the Christmas holidays, and Mr. and Mrs. W. C. "WHITEY" DASELER are vacationing in Mexico with their son and his wife.

Sacramento Shops

Wish more of you could have been here with us in Sacramento to enjoy our "bang-up" retirement party for Boiler Foreman MANUEL SILVA and Car Foreman A. B. McNABB. Nearly 100 railroaders, some traveling from Elko, were on hand to extend their best wishes to both Manuel and Mac. The "old-timers," we understand, outstayed the "young-uns," reminiscing about those good ol' days.

Former Boilermaker FRED BIESER has replaced Manuel as Boiler Foreman, and E. C. EAGER, car and wrecking foreman, Oroville, spent the last two weeks of December with Mac before taking over duties in the car department. We're all happy to welcome Ed into our midst, and know he'll keep up Mac's fine production record.

RUDOLPH—oops, excuse me, I mean ROSS KELLEHER, car foreman, has become a grandpappy again. His daughter-in-law presented him with an 8½-pound granddaughter and Ross is strutting around as proudly as the young father.

We're "prettying" ourselves up here at the Shops, with new concrete roadways over much of the area. Even the "rip" under the shed has been blacktopped, making for greater safety and convenience for all.

Machinist Foreman ANDY JOHNSON is working with several bandaged fingers these days. In an unfortunate accident his pet dog strangled on a piece of food and clamped down on Andy's hand as he was trying to dislodge the offending particle.

Saw the new compartmentizer cars while several were being shown to shippers at Sacramento. They make a striking car, with the orange feather

running from one end to the other on an all-silver background. One can't easily miss this new WP box car in a freight train.

Nineteen hundred fifty two has already begun, but all of us working at the Shops want to take this opportunity to wish everyone on the WP a new, happy and prosperous year.

San Francisco

CARL FLAIG, cashier, and family enjoyed a white Christmas with his folks at Lake Tahoe. His three children kept Dad busy with the finer art of tobogganning, and aside from a few black and blue marks, he survived.

The beauty of Lake Tahoe was also enjoyed by KEN PLUMMER, JR., supervisor, perishable service, over the holiday, and no doubt he added to his knowledge of refrigeration for perishable shipments.

JOHN H. COUPIN, general agent, won a prize Hereford bull last month at the Livestockmen's Convention at Fresno. Now he doesn't know whether to enter the livestock business or treat his many friends to a barbecue!

Two WP basketball aces, HORACE LOHMEYER and BOB KLING, auditor of revenues department, presented engagement rings to Claudette Deming and Marion Bolger on Christmas Eve.

Mrs. Eva Lindsay, wife of CHARLES LINDSAY, AR Department, presented her husband with an eight-pound son, Steven John, on December 14. The family now includes two boys and two girls.

December 22, 1952, will be the first wedding anniversary for JIM McGOVERN, AR, and Beverly Silva, who were married at Old St. Mary's Church last month.



"This beats WALKING clear up to the engine."

WALTER ARGO, retired chief clerk, agents accounts, suffered a near-fatal stroke in the early part of December and is resting quietly at St. Joseph's Hospital.

Retired Conductor EDDIE FLOOD dropped in general office to say hello to old friends the day after Christmas. Eddie began railroading with the WP during construction days in 1909 and retired from service in December, 1940. He gave up ranching last year and is living with a friend in Oakland temporarily.

Another visitor at San Francisco was Lt. Commander HENRY TELLER, executive officer on the USS Tortuga, on military leave from the freight claim department, who dropped in to say hello while on shore leave for Christmas. Hank spent most of the past six months on duty in Korean waters, looks none the worse for wear, but would like to be back at his desk again. We hope soon, Hank!

Using a popular phrase in vogue during his younger days, Sid Henricksen, secretary to President Whitman, stated that his Christmas literally was the "cat's pajamas." We saw 'em in the stores, too, my friend!

FRANKLIN LOUIE, draftsman, spent 12 days in the hospital over Christmas for removal of a kidney stone, but came back to work on January 3 fit as a fiddle.

JOYCE McMILLIN, auditor of revenues department, became the bride of James Williams II at a simple service held at the First Presbyterian Church in San Leandro on December 30. WP friends who attended the wedding were NANCY and BILL GAHAN, and JIM MILLS and son.

MRS. ELAINE WHELCHER, on leave from the auditor of revenues department, announced the birth of a daughter, Mary Ann, on New Year's Eve. Weight 6 pounds 13 ounces.

We extend our deepest sympathy to JOHN G. SANDSTROM, chief clerk, auditor of revenues department, on the loss of his mother on January 5 at Eureka.

Sixty-two employees and department heads attended the Accounting



Richard Ramirez, auditor of revenues department, and Esilda Orellana announced their engagement December 28 at a party held at the Hawaiian Club in San Francisco.

Department's annual staff dinner at the Leopard Cafe on December 19. F. E. Wayne, West Coast manager for Philip Morris, furnished cigarettes.

In October last, J. Edward Fleishell was one of the 37 per cent of the candidates who passed the California Bar examinations. Since he's the husband of BONNIE FLEISHELL, traffic department, latter's joy was great. Now that Ed is hanging out his shingle in the Humboldt Bank Building, Bonnie is really walking on air!

Stockton

Stockton yard office employees received a most appreciated Christmas greeting from the Hobbs-Parsons Company in the form of apples, bananas, and oranges. Needless to say, they were enjoyed by all!

EDNA SCOTT, telegrapher, has returned to work after a two-week vacation, enjoying a much-needed rest.

Stockton terminal force was deeply shocked to learn that J. P. "JIM" KENNEDY, former clerk at Stockton Yard, passed away sometime early last year in New Orleans.

Sincere sympathy is extended to the families of Switchman C. GREGG, who recently passed away due to an explosion and fire in his home; and Fireman W. R. HUDSON, who suffered a heart attack.

GENE TRACE, claim clerk, received a telegram from a New York radio station, in acknowledgment of a song he wrote and sent in. They also asked if he would be interested in making a trip to New York for an interview. The name of the song is "In Other Words, I Love You." Congratulations, Gene; we sincerely hope you go places with this encouragement!

L. J. "BALDY" HUGHES, retired switchman, is really enjoying life. Aside from spending some of his time working in the yard and helping the Mrs., he stays up to wee hours of the morning watching TV.

GENE MACOMBER, traffic representative, and Mrs. Macomber, spent a week visiting friends in Los Angeles last month.

Los Angeles

General Agent WILKENS became a grandfather again on December 8. John Wilkens of Asbury Rapid Transit, Los Angeles, the youngest son of D. C., is the father. Total grandchildren now four, two boys and two girls.

Traffic Representative W. B. COOK has been elected second vice-president of the Citrus Belt Traffic Club in Southern California.

Chief Clerk FRANK SELL just can't stand these hot sunny Christmas days we have, so he spent his vacation enjoying a white Christmas with his family in Montana. HORRORS, imagine snow and not even being able to take a swim in the ocean on this day!

Our new freight film "Destination, America," is receiving a terrific reception in Southern California. Several showings each month are boosting ever higher public appreciation of the fine service rendered by WP.

Pacific Railway Club staged its annual Christmas party at the Elks' Club here under the able direction of President "WILTY" MITTELBERG. Children and parents enjoyed a wonderful show with refreshments and presents for the tots.

Sacramento Store

A. L. VIZINA, storekeeper at Elko, was a recent visitor, as was our General Purchasing Agent, JOSEPH C. MARCHAND.

LUCIUS REAVES spent Christmas in Los Angeles visiting friends and relatives.

LEWIS FERNANDEZ spent the remainder of his vacation at home. He claims that the weather being what it was, he had a grand time just reading.

EUGENE LAGOMARSINO, likewise due to the weather, spent the last few days of his vacation at home. Lucky folks, not having to get out in the cold each day.

ED and JULIA HAWKINS left recently for an extended trip east and south. First stop was Kansas City, thence to St. Louis for a visit with friends. Christmas was spent at Tchula, Mississippi, with their daughter and son-in-law, and New Year's was spent in New Orleans, Julia's birthplace. The return trip was made via El Paso with a visit into Juarez.

Speaking of the weather, Sacramento now has something that it can brag about and, BOB MUNCE, it's not smog! Ours is known as "inverted

Pacific Railway Club

Harold O. McLain, president of The Railways Ice Company of Chicago, will be guest speaker at the February 7 meeting of the Pacific Railway Club, to be held at the Elks Temple in Los Angeles. According to Walter Mittelberg, president of the club, the subject of Mr. McLain's talk is "The Land We Live In."

A graduate of the University of Michigan with an A. B. degree, and a graduate of Columbia Law School, New York, with a Doctor of Jurisprudence degree, McLain for some years practiced law with the firm of Chapman and Cutler in Chicago. For many years he was vice-president and a director of the eight insurance companies forming the Corroon & Reynolds fleet of companies in New York City, for two years he was president of the Executives' Club of Chicago with a membership of 2,000, and he has just completed a two-year term as president of the National Association of Ice Industries.

Mr. McLain has spoken before more than 300 different types of audiences, and averages about 50 addresses annually.

"Insignificant," said the victim;

"Infection," said the doc.

"Incredible," sighed the mourners;

"In peace," says the granite block.

fog" and believe you me anyone wanting some can have it cheap!

We hope you all had a very Merry Christmas and that your New Year will be glad and happy.

SPORTS



The San Francisco Recreation Basketball Tournament for 1951-1952 got under way January 7, with Western Pacific's team entered in

Class D-II.

Schedule to be played by Western Pacific is as follows:

Jan. 7—WP vs. Commandery—Lowell High
 Jan. 21—WP vs. Meyberg Co.—Lowell High
 Jan. 28—WP vs. C-Z Club—Lowell High
 Feb. 4—WP vs. McKeon—Roosevelt High
 Feb. 11—WP vs. California—Lowell High
 Feb. 14—WP vs. Fairbanks—Lowell High

All games are scheduled for 8:30 p. m. with the exception of the game with California De Molay, which begins at 7:30 p. m.

Members of the WP team are: Reg Dunkley and John Dullea, freight traffic; Al Beban (business manager), Wayne Beban, Bob Fulton, Bob Hanson, Clive Holm, Pete Holtzen, Bob Kling, Bob Kostner, Dick Meister, Jim Mills, Bob Smith and John Summerfield, auditor of revenues department; Bob Ditty, switchman; Wayne Lanser and John Suseoff (coach), Eighth and Brannan.

Winners of the four divisions in Class D will enter the semifinals, with the two winners playing a two-out-of-three-game series for winner and runner-up trophies.

WP WINS FIRST GAME

Western Pacific's basketball team overcame a six-point lead in the fourth quarter of its game with California De Molay and gained a one-point victory, with the scoreboard reading 25 to 24 when the final horn was sounded.

The Stags kegglers, led by machinist Al Stadler, recently won the first half championship of the Western Pacific Bowling League in Sacramento, taking 26 of 36 games in the split schedule. Stadler, who led his team to the title, holds high individual average of 175, high individual game of 242 and high series of 619.

Other members of the first-place team are Andy Crist, George Carson, Mickey Napoli and Jim Musillani.

Second place in the league was won by Bert Finchley's K of C team, while third place went to last year's champions, the Wreckers.

Team standings and "Big Ten" averages follow:

TEAM	WON	LOST
Stags	26	10
K. of C.	22	14
Wreckers	20	16
Zephyrs	19	17
SUNA	11	25
Pin Smashers	10	26

"BIG TEN"	AVERAGE
Al Stadler	175
Mick Napoli	165
Hy O'Rullian	164
C. E. McDonald	163
Roe Campbell	161
Bert Finchley	159
A. Mouradian	159
L. Lafoon	158
M. Maggi	157
Bud Kimball	152

Jerry: "How do you teach a girl to swim?"
Hal: "Easy. First you put your arm around her waist; then take her left hand—"
Jerry: "But this girl is my sister."
Hal: "Aw, just shove her off the pier."

Mr.: "I'm not arguing with you."
Mrs.: "No, but you were listening in a very unpleasant manner."

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Railroad Lines

Richmond, Fredericksburg & Potomac to install four-indication type E coded continuous cab signal and speed control equipment on diesel-electric locomotives.

A special commemorative stamp marking the 125th anniversary of the granting of a charter to the Baltimore & Ohio Railroad in 1827 will be issued by the Post Office Department February 28.

Denver & Rio Grande Western sponsors a television program on the International News Service round-up each Monday.

Brotherhood of Locomotive Firemen & Enginemen's Magazine celebrated its 75th anniversary with the December 1951 issue.

Intercity freight volume moved by trucks in the third quarter, amounting to 43,634,745 tons, was 1.8 per cent below that handled in the corresponding 1950 period, American Trucking Associations reported December 7.

Of 62.6 billion passenger miles racked up by passenger carriers in 1950, railroads had to their credit 32.5 billion, or 51.9 per cent, of the total traffic.

Diesels continue to replace steam in Morocco, Algeria and Tunisia.

Gulf, Mobile & Ohio building 200 pulpwood cars at cost of approximately \$1,125,000.

Minneapolis, St. Paul & Sault Ste. Marie orders fifty 70-ton ballast cars.