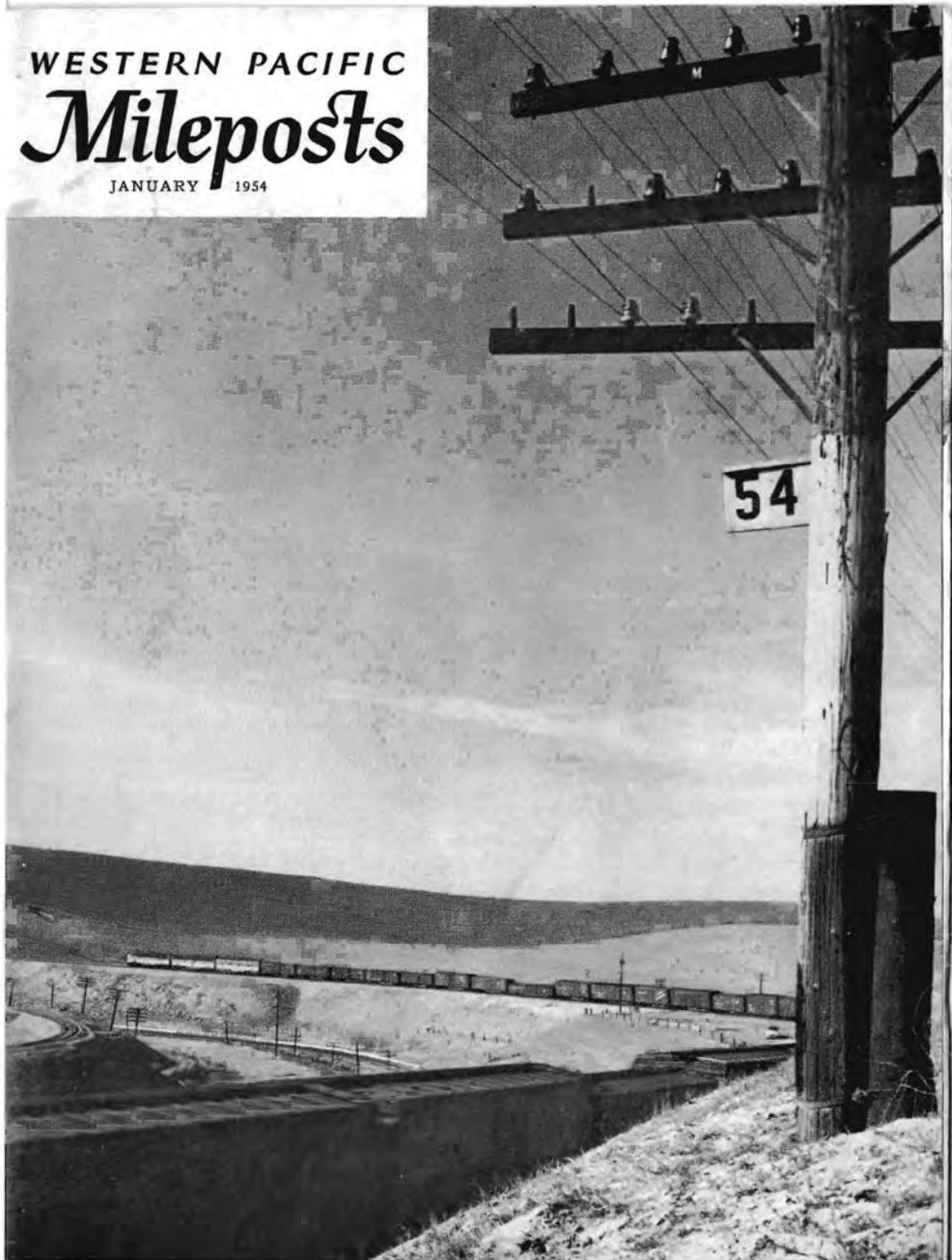


WESTERN PACIFIC
Mileposts
JANUARY 1954



WESTERN PACIFIC Mileposts

Vol. V, No. 6

JANUARY, 1954

*Milepost No. 54

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

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

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* Milepost 54: A Western Pacific 1st GFS (California Freight Special) rolls through Altamont Pass bound for Oakland with a trainload of general merchandise and manufactured goods rushed from the Chicago and St. Louis gateways.

PROGRESS At The Ford Plant



Engineering "news" was made last month when Western Pacific's main track on the San Jose branch was cut, three large diameter culverts installed, and the line restored to service, all in an elapsed time of 14 hours.

The job was just one of the many engineering problems being overcome daily during construction of the Ford Motor Company's assembly plant at Milpitas and the new 500-car yard to serve it. Latest engineering department report on the entire project is—right on schedule!

Improvement, realignment and enlargement of existing drainage facilities

were important features of the culvert job, the increased capacity over existing natural drainage being necessary because of the additional run-off from pavement and buildings in the developed areas. The triple Multi-Plate Pipe-Arch, more than eight feet in diameter, is to carry the Berryessa Creek and Arroyo De Los Coches, the principal waterways of the area, under the tracks. Berryessa Creek is, in addition, carried under Landess Road by a similar system, and other small drainage culverts, as well as yard drainage, will be required.

A 14-inch water line from Hetch

Because of the need for additional drainage facilities to carry off heavy seasonal rains and run-off from the surrounding hills, Western Pacific built this big approximately 2½-mile long drainage ditch.





Taken from just inside the Ford property line, this view shows the huge switching yard under construction by Western Pacific at the north end of the Ford assembly plant. It's a long, long way to the other end.

Hetchy will be connected this month, and the sewer system will be completed by March 1.

Grading of the entire yard has been completed with a four-inch layer of sub-ballast, and track laying is 35 per cent completed in the yard and 100 per cent within the Ford plant. Construction material being used in the new assembly plant is being brought in on the track leading into the south end of the building. At the present time, steel erection of the huge assembly plant is more than 40 per cent completed and equipment and ma-

chinery to be installed by Ford is expected to arrive in April.

The Ford building will cover forty acres, with provisions for large future expansion. Western Pacific's immediate construction calls for a yard with 500-car capacity, plus storage, repair, engine and caboose tracks, as well as interchange with the Southern Pacific. Provision in the design was also made for future expansion to a 100-car capacity yard when traffic requires.

At the present rate of progress the plant will be ready for the assembly of cars about September 1, in time for the 1955 models.

From Western Pacific's side of the Ford property line, huge assembly plant under construction looks small.



ARM CHAIR RAILROADING



Wilbur Hardy



Frank Buckholtz

To most people, and to housewives in particular, HO simply means mush. But to a certain group of individuals, numbering in the many thousands and located in most parts of the world, HO (half "O")

means nothing more than a reduced carbon copy of a full-scale operating railroad. It would be difficult to estimate the number of miles of railroad track that are laid in living rooms, basements, and attics of several continents. Robert Montgomery at one time had so much trackage he cut holes in his walls so trains could run from room to room. Individuals have spent small-sized fortunes on their railroad layouts, and though many owners get their railroads into operation only at Christmas time, the real "zorch" operators have permanent installations.

One rather unique layout is owned and operated right in our own backyard and, so far as is known, it is the only operation of its kind on the Western Pacific. Built on a small scale about two years ago in one end of a WP bunk car set out behind the old Keddie station, the layout has grown to such an extent that it now occupies nearly one-half of the entire car. In fact, Frank Buckholtz (canyon

motor-car patrol) and Wilbur C. Hardy (motor-car maintainer) had to reconstruct their sleeping quarters into a one above the other bunk-bed arrangement at the opposite end of the car in order to provide operating room for their miniature Western Pacific railroad.

When viewing the layout, it is difficult to conceive how they might ever enlarge the operation, but hardly a week-end or vacation goes by when Frank isn't rearranging the maze of electrical wiring, planning new track construction, adding new equipment, or installing some new gadget for a bigger and better railroad.

Buckholtz, with WP since 1936, does most of the wiring and construction, and he is assisted by Hardy, a WP employee since 1935, who might be called the operating manager. Both enjoy nothing more than showing off their fascinating hobby and when they aren't out on the line a visit to their bunk car between working hours will give you an hour or more of real enjoyment and you'll probably leave the car shaking your head in a state of bewilderment.

So pull up a chair—there's the two long whistles and the signal's clear!

(Photos on Pages 6 and 7.)



Considering the limited space in which they have to work, this little railroad is an operating dream. These photos, taken from each end of the layout, show the complete operation. Two years ago it consisted of two trains, a "Casey Jones" engine, a freight, a "goat" and a section house. Now rolling around the tracks and switching back and forth are 11 trains, including a Budd "Zephyrette," two California Zephyr trains, motor car, diesel switcher, two steam switchers, Mallets, Mikes, articulated locomotives, all WP models. There are two main lines, three sidings, seven yard tracks, a roundhouse, turntable, ice house, two crossovers, 27 switches, waterfalls, lake, channel and locks. Electrically operated on DC, 12 volts, aided by a compressor converted from a refrigerator motor, the trains whistle, smoke pours from the engine and roundhouse stacks, headlights shine, and the boats pass through electrically operated locks. Eight rheostats and two panel control boards operate main line and yard tracks with the flick of a switch.

A little of the detail may be seen in these two close-up pictures, again taken from each end of the layout. Above, may be seen the waterfall in the rear under which the main line has been tunneled. A de luxe hotel may be seen surrounded by palm trees on the opposite side of the picture, while three ships and a submarine (under water) await their turn to pass through the locks. A long freight is passing through the tunnel and another train is backed along the dock. One of the crossovers may be seen just in front of the hotel. Below, the "Zephyrette" is just leaving a passing track to follow one of the California Zephyrs, which, in turn, is running behind a freight leaving the picture at the lower left corner. An array of various steam power is shown on the turntable and in front of the roundhouse, which were run out for the picture. The white object just below the roundhouse is a snow plow, and a tiny motorcar stands just before its house alongside the two tanks. An amazing array of electrical wiring runs beneath the entire table.





E. E. Gleason, chief mechanical officer; William J. Berkhart, superintendent of schools; C. P. Sheetz, teacher, Sacramento Junior College, panel members.

The Teachers Brought the Apples

Once each year the tables are turned and the teachers return to school, not to the little red schoolhouse on the hill, but to the plants of the butcher, the baker, the candlestick maker—and to Western Pacific Railroad. They come prepared to look and to listen and they return to their schoolrooms with volumes of knowledge for their students.

As part of the 1953 Annual Business Education Day program, WP played host to those who teach our children at Oakland, San Francisco, and Sacramento during October and November. On October 21, the Oakland teachers rode the California *Zephyr* to Niles and returned to the Oakland coach yard for luncheon, a visit through the premises and a showing of "Destination, America," which followed a panel discussion conducted by WP officials.

A similar program was held at the Sacramento Shops on November 24, and on November 6 at San Francisco WP joined with SP and Santa Fe as hosts for the day, conducted tours, served luncheon, and talked shop.

Sacramento teachers assemble for a trip through Sacramento Shops.



The electrically operated wheel lift fascinated teachers at Oakland . . .

. . . and they enjoyed a lunch served from Western Pacific's commissary.



John Nolan was moderator for panel discussions at San Francisco.





THEY'RE TALKING ABOUT IT YET



The usual stillness that comes after dark in the picturesque little mountain town of Greenville received a rude awakening on the evening of November 6. Not at all alarming, though quite unusual, the cause for all this commotion was 108 representatives of the U. S. Forest Service, California Division of Forestry, and Western Pacific Railroad. Swarming down on the Hideaway Lodge, a unique and rustic restaurant that would appeal to most any big-city diner, the boys were prepared for a large evening of fun.

Before "putting away" a real man-sized sizzling hot steak dinner, ample

time was allowed for pre-dinner refreshments and the chance to shake hands with a lot of acquaintances seen only once each year. The three to four hours of fun got under way following introductions by Emcee C. L. Peckinpah, administration assistant for the U. S. Forest Service at Quincy, highlighted by the presentation of various forms of "Oscars" for work performed "beyond the call of duty." Typical of these awards was the "Burning Permit Award" presented by Roadmaster Chet Barry to Johnny Murray, Greenville District Fire Chief, who led all other fire chiefs for this distinction (?)

Erwin Bosworth, Plumas Forest range manager, earned the coveted "Wrangler of the Year" award for his daring horsemanship and overtime hostler services, here presented by Plumas Fire Chief Rupe Asplund.



We're sorry we couldn't get all of the 108 assembled guests in the picture.

through the unanimous vote of all WP section crews in the Feather River Canyon. Special Agent E. L. "Mac" McCann, who possibly has received in the past the most "unique" citations of all, received the "Big E" award from Link Peckinpah. Said Link, upon presentation: "You are awarded this flashy blue ribbon topped by an elaborate rosette for Excellency of Effort for your fine job in arranging these dinners down through the past ten years. This, despite the fact that some admirers think the 'E' stands for error!"

Seriously, according to Chief Special Agent Boebert, WP was inadvertently responsible for only five small fires in the canyon during 1953, believed to be the best record in the history of the company. Much credit for this fine record is due to WP train and engine crews who were particularly careful in handling burning fuses, lighted cigarettes and matches, and cooperated

with members of the Forest Service by reporting any sign of fire or other incidents which might have been serious.

The evening was over and Greenville once again returned to peace and quiet.

A little "gag" for "Mac" and his collection.



LAW STAFF INCREASED

Newest member of Western Pacific's law department is H. Cushman Dow, recently an attorney for the San Francisco law firm of Pillsbury, Madison, and Sutro. His appointment as attorney for the railroad became effective October 15, 1953.



"Cush" is a native of Hackensack, New Jersey. Following his departure from that city in 1920 at the age of one, when his family moved

to Boston, he received his high school education at Danbury, Connecticut, and then attended Admiral Faragut Naval Academy in New Jersey. Having enrolled in Naval ROTC while attending Yale University from 1937 to 1941, he was called into active service in June, 1941, and later served aboard the *USS Cleveland* and *USS Atlanta* during World War II. It was while in the service that he met Betty Burrow, daughter of his commanding officer, and they were married in May, 1942.

After leaving the service in February, 1946, as Lieut. Commander, Cush immediately entered Harvard Law School and after concluding his legal education in June, 1948, came to San Francisco to begin his practice. During the last two years of his employment with Pillsbury, Madison, and Sutro, Cush was assigned almost exclusively to handling legal matters for the Pacific Telephone and Telegraph Company, even to the point where he had his permanent office in the phone company's building.

Although once an enthusiastic tennis addict, this sport has given away to tournament bridge, principally because of insufficient spare time, much of which is now required for attention to his two children, Jimmy, 3½, and Valerie, 9 months, and in making improvements to his home in Palo Alto, as desired by Mrs. Dow from time to time.

He has a rather unique hobby and, like all members of The Phoenix Society (fire chasers) of San Francisco, he is a sucker for the sound of a fire engine siren. "It gets in the blood like railroading," claims Cush. "I have a call system whereby I am notified of any three-alarm fires, and many are the times I have piled out of a warm bed in the middle of the night at the sound of an alarm." Aided by fire line badges given the members by the Fire Commission, the "fire chasers" often assist the firemen and serve the Red Cross Disaster Committee by advising them of needs for food, clothing, shelter and first aid. They also work hand in hand with Civil Defense units.

The San Francisco chapter of The Phoenix Society, one of many in the United States, is limited to twenty-six members and, according to Cush, there is a long waiting list.

Two hunters of the same camp met on a forest trail. "Hey, Joe," shouted Frank, "have the other guys gotten back to camp?"

"Sure," replied Joe, "the whole bunch returned about an hour ago."

"Gee, that's good," sighed Frank, "then I just shot a deer!"

DEPENDENT HOSPITAL INSURANCE HIGHLIGHTS

For those who have availed themselves of Western Pacific's Group Dependent Hospital Insurance Plan, here's how the Plan paid off in average benefits for 607 claimants during the first year it has been available:

CLASS OF CLAIM	NO. OF CLAIMS	PAID BY INSURANCE CO.			PAID BY PATIENTS		
		TOTAL	HOSPITAL	DOCTOR	TOTAL	HOSPITAL	DOCTOR
Under \$300	504	\$ 94.56	\$ 55.61	\$ 38.95	\$ 23.75	\$ 7.11	\$ 16.64
\$300-\$600	88	408.66	238.97	169.69	97.83	37.74	60.09
Over \$600	15	870.96	675.73	195.23	278.75	171.24	107.51
Average all claims	607	\$159.28	\$ 97.52	\$ 61.76	\$ 40.79	\$ 15.61	\$ 25.18

SACRAMENTO NORTHERN REORGANIZATION

The following is a reprint of President Rex T. Kearney's self-explanatory letter addressed to Sacramento Northern Railroaders on November 30.

To Sacramento Northern Railroaders:

"Sacramento Northern Railway has instituted proceedings in the United States District Court at San Francisco to accomplish a long-needed corporate reorganization.

"It is with the thought that if this should come to your attention without any explanation, it might cause you some concern as to the future of the railroad and the stability of your job that I am writing you this letter.

"This reorganization is purely a

matter of corporate finance between the Sacramento Northern and its parent company, the Western Pacific. It will have no effect whatever upon the operation of the Sacramento Northern or the jobs of its employees. On the contrary, it will strengthen our position and permit us to operate as a successful short-line carrier."

Sincerely yours,
REX T. KEARNEY

On December 22, Federal Judge Louis E. Goodman in San Francisco, appointed as trustees to supervise the reorganization, Harry A. Mitchell, Mayor of Atherton, former president of Western Pacific, and Sacramento Northern, and Richard E. Guggenahme, a San Francisco attorney.

Paul Jenner sez:

"Don't Be HALF Safe!"

"Nineteen hundred and fifty-three is gone—the holidays are over—now we are settling down and resuming the routine of daily work. Will this daily routine of yours be a safe routine? Have you thought about safety when making all those New Year's resolutions? If you haven't, then it would be wise to take a minute and think about it now.

"I could give you all kinds of figures and statistics about our safety record for the past year. If I did, you probably wouldn't read this article because statistics are a dull business and a very uninteresting. I'm not even going to tell you how many accidents, reportable and non-reportable, we had because if I did you would probably be so startled that you'd fall off your chair and that would be another accident. Let's just say that it was not good and that 1954 offers a challenge and opportunity to all of us to become more safety minded.

"Let's put it this way: I'm not trying to sell you anything, I'm not offering any prizes, nor running any contests, nor comparing one department against another. . . . I'm just trying to tell you to stay safe. If you follow good safety practices for the coming year while performing your every-day duties, your reward will be in the condition of your own body. Also, as a Western Pacific railroader you're essential to the smooth operation of the road and you can't very well perform your duties from a hospital bed. Be safe, think safety, practice safety, and after a while it will become automatic.



"Our records indicate that most of the accidents during 1953 were under the control of the individual—in other words, the individual could have prevented the accident. Of course, there are accidents beyond the control of anyone, usually referred to as Acts of God, but it has been proven over a period of many years that 87 out of every 100 accidents could have been prevented. Let's make 1954 a SAFE year—for you, for your fellow workers, your family, and the railroad.

"I'm not a poet, fellows, but we might put it this way:

Just take a minute and think a while.

Are you practicing safety for every mile?

New Year's resolutions are not much good

Unless they accomplish what they should.

Are you striving to keep the record clear?

Round the clock safe practice in high gear?

Yes, please don't be a statistic this year.

MILEPOSTS



IN GOLD

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

40-YEAR PINS

C. O. Coats	Locomotive Engineer	Eastern Division
C. R. Folline	Locomotive Engineer	Western Division
Roy B. Gorham	Locomotive Engineer	Eastern Division
Alfred Vrismo	Locomotive Engineer	Western Division

35-YEAR PIN

Donald S. Brown	Locomotive Engineer	Western Division
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30-YEAR PINS

Phelan E. Cronan	Locomotive Engineer	Western Division
Mrs. Anne H. Crowder	Secretary, Medical Department	San Francisco
William J. Ferguson	Car Wrecking Foreman	Mechanical Dept.
Rollo F. Howell	Locomotive Engineer	Eastern Division
Louis O. Nervig	Clerk	Western Division
*Malcolm W. Roper	Vice President-Traffic	San Francisco
*Mrs. Alma Schroeder	Chief Clerk, Chief Special Agent's Dept.	San Francisco

(*Received pins in December)

25-YEAR PINS

Leonard F. Avery	Chief Clerk, Aud. of Rev. Dept.	San Francisco
Mrs. Pearl Cunha	Clerk, Transportation Department	San Francisco
Jose Hernandez	Track Laborer	Western Division
Jose Quintero	Hostler Helper	Mechanical Dept.
Charles L. Rowell	Switchman	Western Division
Willard Walters	Car Foreman	Mechanical Dept.

20-YEAR PINS

William J. Brockman	Section Foreman	Eastern Division
Peter Citron	Foreign Freight Agent	San Francisco
Laurel J. Fisher	Section Foreman	Western Division
Glen Fletcher	B & B Carpenter	Western Division
Gerald S. Scott	Machinist	Mechanical Dept.

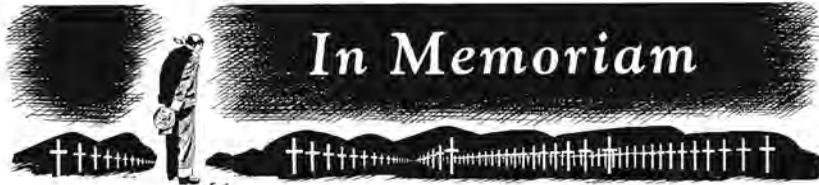
15-YEAR PINS

Frank G. Lindee	Traffic Representative	Stockton
Selmer O. Ostby	Laborer	Mechanical Dept.
Alphonse A. Schuetter	Extra Gang Foreman	Eastern Division
Jean Teaverbaugh	Patrolman	Chf. Sp. Agt. Dept.
George J. Welch	Asst. Auditor of Revenues	San Francisco

10-YEAR PINS

Oscar D. Atkinson	Locomotive Fireman	Western Division
John L. Berschens	Ticket Clerk, Passenger Dept.	San Francisco
Howard F. Brecht	Assistant Roadmaster	Western Division
Charles E. Brockett	Store Helper	Store Department
Fred L. Farlow	Switchman	Western Division
William M. Fosdick	Clerk	Western Division
Mrs. Marion Franklin	Clerk, Traffic Department	San Francisco
Paul E. Griffiths	Brakeman	Eastern Division
Elsie E. Hart	Telegrapher	Eastern Division
Don V. Housenn	Locomotive Fireman	Western Division
Levi L. Joseph, Jr.	Marine Fireman	Western Division
Demetrios G. Michaels	Clerk	Eastern Division

(Continued on Page 16)



In Memoriam

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

Edward H. Burdick, retired carman, November 2, 1953.

Ralph L. Clark, retired Alameda Belt Line switchman, October 6, 1953.

Ancel R. Cook, brakeman, December 1, 1953.

Martin M. Diaz, hostler helper, October 27, 1953.

Alma G. Folline, kitchen helper, October 18, 1953.

Silvester Gonzalez, carman, December 10, 1953.

Joseph Guerin, retired clerk, November 19, 1953.

Guy M. Haskell, retired engineer, December 13, 1953.

Albert B. Howard, retired laborer, November 7, 1953.

Robert W. Kennedy, retired machinist helper, date unknown.

George V. Lutgen, retired brakeman, November 16, 1953.

Jesus C. Magana, section laborer, November 19, 1953.

Harry J. Miller, retired carman, December 6, 1953.

William V. Philpott, clerk, November 6, 1953.

Ernest Spillard, retired carman, November 10, 1953.

Eugene Sullivan, retired roadmaster, December 3, 1953.

William G. Turner, retired section laborer, November 2, 1953.

Charles H. White, retired switchman, date unknown.

Lester B. Yarrington, retired shop laborer, December 3, 1953.

MILEPOSTS IN GOLD

(Continued from Page 15)

Madeline G. Miller.....	Clerk.....	Western Division
Adam Morandin.....	Clerk.....	Western Division
Lela E. Owen.....	Clerk.....	Eastern Division
Tommie W. Parker.....	Locomotive Fireman.....	Eastern Division
Sam Prest.....	Laborer.....	Mechanical Dept.
Thomas P. Ramirez.....	Section Laborer.....	Western Division
Jacqueline M. Redant.....	Clerk.....	Eastern Division
Joseph W. Rogers.....	Switchman.....	Western Division
Leslie D. Rowland.....	Locomotive Fireman.....	Western Division
Shelton L. Sorenson.....	Locomotive Fireman.....	Eastern Division
Mrs. Elsie Stevens.....	Clerk, Aud. Rev. Dept.....	San Francisco
Oscar J. Streeter.....	Clerk.....	Eastern Division
Daniel A. Tatomer.....	Brakeman.....	Eastern Division
Albert B. Townsend.....	Brakeman.....	Western Division
Dixie M. Wingfield.....	Locomotive Fireman.....	Eastern Division
Esther A. Witt.....	Clerk.....	Eastern Division
Floyd A. Yokum.....	Signal Maintainer.....	Signal Department

WP WILL REMEMBER

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

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

Harvey E. Barlow, check clerk, Stockton.

**Harvey Chase*, switchman, San Jose.

Raymond W. Coleman, lease clerk, San Francisco.

Carl L. Germann, assistant chief clerk, San Francisco.

Daniel A. Irwin, agent-telegrapher, Niles.

**Georg Makatas*, track worker, Oroville.

**Vern L. Marley*, brakeman, Keddie.

George L. Mihas, track laborer, Oroville.

Will H. Miller, patrolman, Stockton.

Harrison C. Powers, stationary engineer, Oroville.

**Elmer L. Wade*, hostler helper, Oroville.

* Left service prior to retirement.

IN THE NEWS

R. L. Gohmert, freight claim agent, has been elected chairman for the Pacific Coast Claim Conference. The election was announced following the semi-annual meeting held in San Francisco in November.

During the session, primary consideration was given to the study of loss and damage prevention methods along educational lines. Problems associated with the safe handling of furniture, grain, frozen foods, coal and coke, explosives and inflammables, canned goods, etc., came in for extensive consideration.

Steps were also taken to join the University of California College of Agriculture, Agricultural Experiment-

tal Station at Davis, in conducting the Second Annual Fruit and Vegetable Short Course to be held on that campus during April, 1954.

R. L. Runge, general agent at Fresno, was elected president of the Fresno Transportation Club at a dinner meeting in November.

"The valley region is recognized as one of the greatest agricultural producing sections in the entire United States," said Brigadier General Robert H. Wulie, retired, the director of the Port of San Francisco. "We, in San Francisco, look for an even greater development of this fertile area in the years to come."

**MECHANICAL
DEPARTMENT**

SACRAMENTO



Mrs. Munson; H. C. Munson; E. E. Gleason; Mrs. Gleason; and Dave Sarbach.



Mrs. Sarbach; E. T. Cuyler; Mrs. Cuyler; H. J. Madison; and Mrs. Madison.

**STORE
DEPARTMENT**

DECEMBER, 1953



G. W. Spiva, blacksmith helper; W. S. Callaway, friend of Spiva's; G. H. Hoover, store helper, and wife; T. K. Kocotis, carman, and wife.



H. A. O'Rullian, Emcee; Mrs. Tomlinson, wife of carman; Cliff Bennett, blacksmith; June Belew, shop clerk, lead the community singing.



Songs by these third place winners of a recent National contest for Barber Shop Quartette singing was a highlight of the entertainment.



Jess Galati, carman, and wife; friend and Anton Czekalla, carman; Mrs. Meier; Fred Meier, carman.

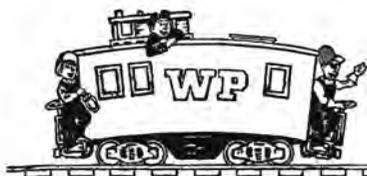


J. A. Edwards, roundhouse foreman, wife and daughter; Mrs. Roger; W. E. Roger, carman helper.



Mrs. Short; H. B. Short, carman; J. E. Boden, machinist; and sister; Mrs. Hall; J. B. Hall, machinist.





Caboosing

CHICAGO

Don Banks

To start the New Year off right, here's wishing everyone a very Happy and Prosperous New Year!

Nineteen hundred and fifty-four certainly seems to catch one of our fellow taxpayers in a prosperous light, for BILL McGRATH has moved his family into a brand-new home. Temporarily located in Evergreen Park after his return from San Francisco, he is now within our city limits again. He is still far enough out though that he will have to keep his mule pack intact for transportation to and from the office, as the CTA hasn't pioneered far enough south as yet.

Also among the movers are the TOM HESSIONS, who have located in the beautiful suburb of Libertyville. They'll both be in need of transfusions now that they're amongst the *blue bloods*, for as you've probably heard, Adlai Stevenson and the Cuneos are two of its inhabitants. But we're sure Tom and Glad will be able to hold their own.

Along with the new title for BOSSMAN LUND came a new amount of travel. He's on the go constantly, and Mrs. "L" should have found little trouble in finding ideas for his Christmas presents, for he could use anything from a leather tie case to collapsible slippers.

The FRED ROBBINS have added a new

member to their household—a German shepherd by the name of *Dawn Von Fleit, II*. In case there's any doubt, it's a dog—not a new form of D. P. Although only five months old, somewhere along the line he must have read "Mein Kampf," for in his Hitler-like fashion he is every bit the master. Things keep disappearing one by one. Undoubtedly, stock piling for the time the "master race" takes over.

JAKE EPHRAIM looks none the worse for wear from his Florida-Havana trip. He returned with a healthy tan and a carload of rum. They quoted him such a good rate—and being a railroad man—he just couldn't resist!

ANN WEBER's youngsters are now taking piano-accordion lessons. She was very puzzled why they were taught such sad music all the time because after each number the boys were in tears. Come to find out, it wasn't the music—they just hadn't mastered the technique of squeezing the thing without getting their stomachs pinched.

JANUARY COVER

We didn't plan it, it just so happened that this, our 54th issue of MILEPOSTS, was timed just right to usher in the New Year. MILEPOSTS will have no better opportunity to wish each and every one of its readers Health, Wealth, and Happiness all during 1954.



GERRY COFFEY also struck oil and built a beautiful home in Lombard. If you are at all familiar with the district, I'm sure you'll agree it's one of the most beautiful. Gerry's one objection is the lighting system. It seems the area is so heavily wooded that the street lights aren't too effective, so he's become rather efficient in the Braille System in feeling his way home after he gets off the train.

If I survive another thirty days in this fair (cough) windy city, you'll be hearing from me again.

ELKO

Rosalie Enke

New around Elko depot is TOM GRAVES, who relieved Agent J. F. "Mac" McELROY while Mac was on vacation. Tom has now bid in the car distributor job at Elko and will take over when CECIL DUCK leaves for his new position as agent at Winnemucca.

Also leaving Elko is BILL HENDRICKS, who is transferring to a new signal department job in Sacramento.

We were sorry to hear that Roundhouse Employee BOB HANSEN's son is stricken with polio in San Diego, where he is in the service. We all hope he recovers quickly. Bob also ran into some bad luck while traveling between Winnemucca and Jungo to repair some equipment. He swerved his car to avoid hitting a coyote and in doing so he went over a 15-foot embankment. Aside from numerous cuts and bruises, he got through in good shape.

Dispatcher BOB WAGNER must have a rough time of it at home. With the arrival of Ruby Jean last month, he is surrounded by women with three daughters, no sons.

MAX SALAZ, yard clerk, is keeping



Charlotte Reser, daughter of Conductor Kirby Reser, was chosen Elko's Winter Queen, and officially opened the beginning of the Christmas season by turning on the lights for the street decorations during a December evening ceremony. Photo courtesy Elko Daily Free Press.

things a little more balanced in his household. Vincent Paul's arrival made it one girl, one boy.

Wilma, five-year-old daughter of LINO MICHELI, perishable inspector, underwent an emergency appendectomy recently and we hope she is well on her way to full recovery.

Numerous changes came about in the clerical departments when ANDY NORGAARD returned from an extra gang timekeeping job, and JACK STREETER returned from a GI leave. Andy is now working in the timekeeping department, while Jack is working in the freight office.

PORTOLA

Phyllis Laughlin

Two young arrivals to make this issue of MILEPOSTS are Kevin Clay, son of Switchman and Mrs. MILTON McNALLY, who made his appearance on October 29, and Teri Kathleen, who arrived at the home of Brakeman and Mrs. JAMES CLIFFORD on November 5.

Good-bye to GEORGE SHARP, brakeman, who left the company on a disability retirement, after eleven years with Western Pacific. George and Mrs. Sharp plan to make their future home in Florida.

Congratulations and best wishes to Mrs. Myrtle Higgins and Brakeman GLASS C. ROGERS on their marriage



Western Pacific switchmen at Portola held their first annual Thanksgiving Day dinner for their families and friends. About 84 attended, including Superintendent and Mrs. Lynch, and daughter Melva Ann, from Elko, and heads of the various departments at Portola. Members of the serving committee, below, are: Bob Sweker, Leroy McNally, Mrs. McNally, the Weaver sisters, Ben Noah, Mrs. Switzer, John Switzer, and Bill Bedient.



in Reno on October 14. They will make their future home in Salt Lake City.

Welcome to our new employees: JOSEPH C. ONEY, third telegrapher; FREDERICK COULTER, crew clerk; and JOHN RILEA, relief clerk No. 4; DAVE FULTON, electrician, whose home terminal is Oakland; HUGH KAIL, electrician helper; H. E. SPROLL and R. C. GALLMEISTER, carmen; FRANK VIGNON, roundhouse laborer; and J. E. WITHROW, relief laborer.

Belated November birthday greetings to PAUL ELIESON, B&B supervisor; MRS. AVA MOORE, telegrapher; NICK LAUGHLIN, brakeman; and PAT SULLIVAN, B&B foreman.

Friends of SI PERKINS, agent at Niles, will be sorry to learn that he is in Portola Hospital. We hope he will soon be on the way toward recovery. LOY HIBBS, special agent, is back to work again after surgery, and Conductor ARCHIE FERGUSON has returned to work

after a siege in the hospital. We also wish a speedy recovery to FREEMAN STEPHENS, brakeman, who is on the sick list.

It was very nice to see GRACIE GAYNOR, telegrapher, and ALTHEA EVANS, service bureau, who momentarily stopped here while en route from San Francisco to Reno.

MRS. ETHYL OWENS, roadmaster's clerk at Winnemucca, spent a week-end in Portola, and it was nice to meet her for the first time after having worked with her through the PBX board for the past three years.

Pheasant and duck hunters had an excellent season, according to Trainmaster V. H. EDWARDS and the rest of our hunters, including EVERT HUMPHREYS and PHILIP OELS, crew clerks; JOE M. REED, relief clerk; DICK APPLEGATE, fireman; and PAT SULLIVAN, B&B foreman, and others.

Mrs. Mable Denlinger, sister of Yardmaster C. M. BEEM, is spending the winter at the Beem residence. Mrs. R. B. Luce, sister of FLOYD MILLER, SR., conductor, has moved to Portola to make her home.

Don Ray, son of Engineer KEITH, and ERMAN RAY, a Chico State College student, was one of the thirty players invited to Mexico City to play football. Although Chico lost the game, the boys had a wonderful trip which included a bullfight and various other entertainment.

STOCKTON

Virginia Rustan

R. R. TAYLOR, general agent, is well on the way to complete recovery and we hope he will soon be back to work, following injuries sustained in the auto accident mentioned in the last issue.

FRANK LINDEE, traffic representative, who was injured with Bob, is also on the mend and back on the job.

MERYLE REIGNER, rate clerk, who recently underwent surgery, is recuperating at home and from latest reports is doing fine. C. WARTER is relief clerk.

Welcome back to GLADYS EVANS, who transferred from Oakland. Could it be possible that you missed your old friends, Gladys? Hope so!

LAWRENCE DANIELS is taking the place of Check Clerk McATEE, while Mac enjoys a "destination unknown" vacation.

STANLEY DINKEL, general agent at Seattle, was a recent visitor here.

Roundhouse Clerk JIM HIGHTOWER's wife presented him with a baby daughter on November 27. Name: Lynne Carol. Congratulations, Jim!

Understand Switchman BURL HAMILTON has been swinging a mean brush—paint, that is—and is doing a fine job redecorating his home.

BARBARA MOFFITT, transit clerk, spent the final week of her vacation house cleaning in readiness for Christmas.

The first annual dinner party, commemorating a memorable trip to the New Orleans Mardi Gras last February, was held at the home of Engineer and Mrs. O. E. LYLES, November 15. Most of the group who made the trip were present to renew memories, enjoy cocktails, smorgasbord, and a buffet dinner, and compare a large assortment of colored pictures taken on the trip. The house was decorated with miniature freight trains loaded with peppermints.

Taking a December vacation, Relief Clerk and Mrs. STILES MARTIN spent their time in Los Angeles and Phoenix visiting relatives, then on for a few

days in Mexico. Son, Larry, journeyed to Seattle to visit with other relatives.

Engineer I. V. FINLEY is proudly announcing the arrival of an 8-pound granddaughter, born at Anchorage, Alaska, on December 5. Daughter Nancy's husband is serving in the Armed Forces stationed there. Congratulations!

OAKLAND

Hazel Petersen

Retired Engineer and Mrs. BENNIE HUFF write from Windsor, Canada, that they enjoyed an excellent trip to Chicago on the California *Zephyr*. Bennie states the horns on the Canadian National sound so much like the moose call that the cow moose come down to the railroad and on several occasions have been killed. They plan to visit Emporia, Kansas; Moline, Illinois, and then return home in time for New Year's—maybe.

Switchman RUSS DOOLAN and wife vacationed in Reedsport, Oregon, and enjoyed many feasts of venison.

We wish a speedy recovery to JEAN McHARDY, interchange clerk, who was rushed to St. Joseph's for an emergency operation. He is getting along nicely.

GLADYS EVANS decided Stockton suits her much better than Oakland and returned to her old job in the valley town. ALBERT VALLE has taken her job as expense clerk at Oakland freight station. Welcome, Albert.

HARRY E. JOHNSON is the new car desk clerk, 4 p. m. to 12 midnight, at San Francisco agency. That boy really gets around.

JIM DILLON, agent, received a Christmas card from Lt. Col. ROBERT G. YOUNGBLOOD, on military leave from

San Francisco agency. Bob is stationed in Germany, where he expects to be for at least another year. He is in charge of a Transportation Traffic Regulation Group and would be glad to hear from any of his old friends at the following address: Hdqtrs. 8th Transp. Traffic Reg. Group, APO 403, care Postmaster, New York, N. Y. Happy New Year, Bob!

The coach yard has a new relief clerk in the person of HILGER WALKER, who is soon to be married. Welcome and congratulations, Hilger.

Interchange Clerk and Mrs. ART ROKE plan to spend the remainder of the holiday season in Waterbury, Connecticut, visiting relatives and friends. Their son, Arthur, a scriptographer in the Air Force is still stationed in Germany.

HENRY W. HOBBIE, city ticket office, is on a belated vacation. He says he is doing nothing but staying home, but it is rumored his Missus has worked out several projects that may—or may not—interest him. One thing, he's going to be busy!

CHARLES G. TRYOR, ticket clerk, motored to El Paso to visit his son, Richard, night chief dispatcher for the SP there. Richard was formerly a WP operator and dispatcher. Charles finally ended up in Chihuahua, Mexico, after visiting his son. Nice vacation, señor.

GEORGE A. MIX, passenger representative, is completely recovered from his major operation and "Cowboy" is now in good shape. That's news we like to hear.

WILL WOOD, B&B secretary-clerk, spent his vacation in Salt Lake City with most of those days spent beside his 98-year-old mother, listening to



E SCARBIL contre escarbilles. Courtesy LA VIE du RAIL, Paris, France.

oft-repeated tales of her happy, happy girlhood in Bonnie Scotland. Conversation might run so:

Will: "Mrs. Wood, you become better looking every day."

Mrs. Wood: "Goad sake! If I live to be a hundred I will be a beauty."

(Editor's note: The Scotch pronounce God "Goad.")

SACRAMENTO SHOPS

Ray Fender

Reno seems to be paying off to some of our car department employees. Car Foreman JOE SROUT made so much money one week-end that he went back again next week-end with his wife and they celebrated their wedding anniversary.

Carman SAM MARTELO is another lucky one with the silver cart wheels. In fact, Sam even built a cabin at Lake Tahoe so he could hear that familiar rattle.

Blacksmith BOB WHITT and his wife have a new addition to the family. A son, born November 22. Congratulations, Bob!

Quite a sportsman is Blacksmith BENNETT. He got his limit of pheasants on opening day and then went fishing to try his luck still further.

Speaking of fishing, the draftsmen can't hold a candle to our shopmen.

The W.P.A.C. had their annual fish derby and Draftsman BOB CUNHA had the audacity to show off a little 2½-pound striped bass! Our prize winners say they use that size for bait. The winner took first place with a 28-pounder, caught by Machinist BOWLING. Second prize went to Machinist DRUMMOND, third prize to Carman WOOLMAN, and fourth prize to Blacksmith BANFORD.

W.P.A.C. has moved into the new lunch room and it is really looking nice. They wish to express their appreciation to Western Pacific for this accommodation.

Guess TV sets didn't sell too well, as Carman FRANK UGRIN is now devoting his spare time to selling silverware. See Frank if you want any HIGH-GRADE Sterling.

Two machinist apprentices have finished their time and are now full-fledged machinists. Congratulations to ART MORTEN and LOU LASELL.

Welcome to F. COLEMAN, a new machinist foreman from Oroville.

A very Happy New Year to all the people of Western Pacific!

KEDDIE

Elsie Hagen

Fireman and Mrs. CRAWFORD LEWIS, from Winnemucca, visited here with

their daughter, Mrs. Charles Nelms and family, and all drove to San Francisco for a visit.

BOB McILVEEN, road foreman, and his wife are very proud grandparents. The parents, son and daughter-in-law, live in Los Angeles.

Engineer and Mrs. BOB SMALL attended the Stockton reunion with those who made the Mardi Gras trip to New Orleans last year.

Brakeman TOM GRIFFIN left for a couple of weeks in Chicago; Brakeman W. A. LASHELL and HUGH AUSMUS spent their vacation recently fishing in Oregon; and C. CAUGHY, roundhouse foreman, went hunting for pheasant. Other pheasant hunters were Brakeman CLAUDE STRAHAN and Yardmaster BARNEY KENNY. Claude also spent a few days visiting his daughter, Gail, in San Francisco.

Brakeman ALDEN THOMAS and family vacationed in the Bay Region, and Brakemen VIRGIL SIMPSON and MEL

STRANG and their families spent Thanksgiving in Oroville and hunted pheasant. Conductor ED DUNN is also a recent vacationer.

JOE WILSON, tunnel foreman, is in Portola Hospital convalescing from a serious fall from a tunnel jumbo.

Could it be that the new Chevrolet Roadmaster CHET BARRY is driving was a Christmas present?

Conductor and Mrs. JAMES BURROWS went to Arizona for some elk hunting recently.

There were a number of family gatherings in Keddie for Thanksgiving and Christmas, and those without homes here enjoyed delicious dinners in the Keddie Hotel restaurant.

SACRAMENTO FREIGHT STATION

Nancy De Riso

Most of our office staff spent Christmas at home with their families, and several had visitors for the holidays.



Agent and Mrs. V. V. SCOTT enjoyed having their daughter, Jean, her husband and son from Fresno, and daughter Virginia and her family for Christmas.

Head Bill Clerk THOMAS G. MORAN's mother, Mrs. Marcella Moran, arrived from Omaha to spend the winter with him, his daughter and grandchildren.

EVELYN WYATT, stenographer, visited with her family at Ripon; CHARLES F. BENINGHOFF, claim clerk, visited his daughter, Mrs. J. H. Wilson, at Placerville; and Industry Clerk THOMAS VACCARO, who finds time to very neatly bind our records, visited his brother in Santa Rosa.

Welcome back to VIRGINIA THRONE, from the superintendent's office. She and husband, Jack, spent Christmas with relatives at Lincoln, California.

Demurrage Clerk and Mrs. KENNETH M. CARLSON announced the arrival of Paula Ann, 7 pounds 9 ounces, on November 14.

V. O. "BUD" WOODRUFF, train desk clerk, is very proud of his new grandson, Michael Eugene, born on November 19 and weighing 7 pounds 10½ ounces.

Head Demurrage Clerk BENJAMIN T. MAIER and Bill Clerk JOSEPH V. MURPHY are wearing very new and attractive moustaches. Wonder if they received moustache cups for Christmas?

We are sorry to lose JAMES M. SUTHERLAND, who has been our janitor for several years, and has done an excellent job. He retired December 1 and the force planned a little surprise to honor him.

Birthday greetings to VOLNEY V. SCOTT, agent, January 10; CHARLES E. ECK, bill clerk, January 13; and W. R. PARKS, yardmaster, January 19.

WENDOVER

Esther Witt

Prize fights on TV have drawn quite a few Elkoans to our fair city. Most recent visitors being Conductor and Mrs. R. E. JONES and Brakeman and Mrs. L. A. GARDNER in the home of Switchman and Mrs. DAN W. LEE, and Dispatcher and Mrs. JACK GEIST in the home of Switchman and Mrs. COLEMAN PETTIT.

WILLIAM TATE, telegrapher from Gerlach, was in Wendover recently showing off a new Buick, and Switchman and Mrs. W. R. UMSHLER are the proud owners of a new Cadillac—a beauty.

We had a few lucky deer hunters again this year. DAN and SHIRLEY LEE, switchman and telegrapher, each bagged their limit the first day out. Switchman E. T. "BARNEY" LAVELLE had to make two trips for his, and our erstwhile Agent, LEO WATERS, nearly wore his legs down to rubs before he was lucky enough to bag one—the day before season closed.

Lucky elk hunters were Conductor and Mrs. J. W. "WOODY" DANIEL. Woody says his only complaint is the Missus got the first one.

Former Yardmaster T. W. JONES, looking pert and chipper, called on his many WP friends while in town visiting his daughter, former Yard Clerk Mrs. JERRY LUSK and family.

A recent visitor in the home of Signal Maintainer and Mrs. THEAS N. GARFIELD was Mrs. Delora Gould of Alameda, California.

TOM SNOW of Elko is our roundhouse foreman, while ROBERT COLVIN is taking life easy for two weeks.

We're glad to welcome back to our forces Switchman WALTER UMSHLER,



"Here's your hot coffee, dear."

who has been off over a year with a back injury; also, Telegrapher JACK GODWIN, who has been off for some time with a leg injury.

A hearty welcome is extended to Telegrapher and Mrs. JACK FORST, and to Switchman DAVID T. LYNCH, newcomers to Wendover.

As the New Year rolls in we wish to take this opportunity to wish each and everyone a Prosperous and Happy New Year!

SAN JOSE

Lee Marshall

JANE WADE, our genial secretary, earlier this year became a co-owner of a beauty shop at 134 East Empire Street, which they now have named "The Compact." Over the Christmas holidays they served all customers wine and fruit cake. We were wondering why all our feminine residents were looking so beautiful lately and now we know why. The beauty shop

must be paying off. Jane went to Las Vegas for a short vacation, and later spent a week-end at Fresno.

Construction is going ahead rapidly at the Ford plant and WP yard and just to make sure it continues so, Agent CARL NIPPER and Traffic Representative JOHN CARROLL are wearing out the roads with their many trips to and from Milpitas.

Be sure to stop in at our office and say hello whenever you have occasion to visit San Jose.

SACRAMENTO NORTHERN

Milton Ziehn

JOE JONES, dispatcher, pleasantly surprised us with the announcement of his recent marriage at Carson City to Miss Margaret Newman of Sacramento.

NANCY HARMON, clerk, has announced her engagement to John Taylor of Sacramento, and we understand wedding bells will ring in the spring of 1954.

NAOMI KENNEDY, clerk, has resigned to enter employment with the U. S. Bureau of Reclamation. Naomi and her husband, Hugh, have recently opened the Sierra View Funeral Chapel at Carmichael.

Chief Clerk ANDY ANDERSON made a fast trip to Detroit, returning with a new Ford station wagon; SHIRLEY BICE, T&T timekeeper, has a new sharp-looking Plymouth; and that shiny Chevrolet we all admire belongs to Superintendent HAROLD MULFORD.

Sacramento Northern employees have gone over the top in contributing to the United Crusade in this area, with the trainmen and enginemen still to be heard from. We give due credit to the generosity of our employees in

the Maintenance of Way & Structures, Power Department, General Office, Dispatchers and Car Inspectors.

SN and WP employees in the general office combined resources to put on a super-duper Christmas party at the La Rosa Restaurant on December 19.

W. A. BLUE, clerk, pheasant-hunted on his vacation. "Didn't get them all," he reports.

Agent PRITCHARD, Woodland, is in good shape after an operation at Sutter Hospital, and JOE JONES, dispatcher, is convalescing at home after a recent operation at Mercy Hospital.

Happy New Year to all MILEPOSTS readers!

LOS ANGELES

Frank Sell

DORIS and WILBUR WEST took the last day of their vacation to hunt the elusive pheasant. We say elusive, because they came home with eleven quail, but no pheasant! We understand, just to make things more complicated, that Doris refuses to eat quail because she's afraid they might be related to the family of pet quail that make their home under the camellia trees in the West's back yard.

Prize for the cutest remark of the month goes to BILL COOK's wife, Margaret. Barbara, Bill's daughter, is a leathercraft artist of no little skill and she recently made her dad a very handsome hand-tooled belt with the complete California *Zephyr* running its length. It suddenly occurred to Mrs. Cook that she was seeing every day now something she had never seen before—the California *Zephyr* going over WILLIAM'S LOOP!

The dog fever is spreading in the Los Angeles office. BERNIECE HOPKINS and JOE HAMER each became owner of a

new pup last month. "Mike" Hopkins is a blond cocker, and "Buzz-Bomb" Hamer is a wire-hair. LILLIAN STEBBINS (mother of "Pepe" Stebbins), Berniece and Joe hustle back from lunch these days to discuss the latest and best formulas for pedigreed pooches. This free service is available to all WP employees upon request.

SACRAMENTO STORE

Irene Burton

We are happy to report that the Store Department collected over \$100 more for United Crusade this year than last.

Little Ronnie Reid, son of C. B. REID, underwent a tonsillectomy, and Marie Nelson, wife of VERNE NELSON, underwent surgery recently, and we're glad to report that both are well on the road to recovery.

We extend a hearty welcome to H. O. REINSCH, a displaced person, who was sponsored by a Mrs. Crain of North Sacramento. Hans, with his wife and three little girls, arrived here Novem-

"My clock's stopped again."



ber 5 from Austria. Previous to coming to this country he served seven years with the Army Quartermaster Corps. When asked how he liked living in this country, Hans smilingly replied: "This is a great country and so different from what life was in Austria."

HORACE LATONA is mighty happy these days. On a recent three-day fishing excursion down around Isleton, he landed twelve bass, weighing nearly 171 pounds. Compared with the luck other Store Department fishermen have, Horace has reason to be jubilant.

AL MADAN, LEE WILLIS, and HORACE LATONA were honored with an ice cream and cake party in celebration of their respective birthdays, December 18.

Our deepest sympathy is extended to RALPH DANIELSON, Oakland, on the loss of his mother; to RALPH PHINNEY for the sudden passing of his wife, Mae; and to DALE and PARKER ROBINSON, whose father passed on at the age of 86.

NEW YORK

Alan Hudson

RAY GREVE's recently acquired frenzy for golf is either infectious or he's inflicting it on all and sundry, including 22-month-old daughter, Carol. One recent week-end morning he dragged his somewhat reluctant confreres, ART POTVIN and ALAN HUDSON off their snug and warm beautyrests and onto a wind-swept public course. But did near-gale winds deter our heroic traffic reps in their valiant efforts to improve their skill for next year's fairway contests? Not these hearties! However, the elements won a half victory when a blinding snow-storm, which commenced as our stal-

warts reached the seventh hole, cut their game to a nine-holer. Did you ever try to keep track of a white golf ball on a snow-covered golf course? Probably why they invented red paint.

HOWARD BUSSELL was one of the lucky (or so he tells us) 200 standees allowed in at the seventieth opening night of New York's world-famed Metropolitan Opera House for a performance of Gounod's "Faust," which, incidentally, was also performed on the first opening night, October 22, 1883!

Happy New Year from Times Square!

WINNEMUCCA

Doris Cavanagh

New Year resolutions are easily broken. How long would you keep this one: "*Persistent devotion to truth and upright dealings.*"

Holiday time took Roadmaster DAN LAUGHLIN and family to Sunol; Roadmaster Clerk ETHEL OWEN to Sacramento; and Yard Clerk, MIKE MICHAELS to Reno.

Pre-holiday visit was paid by Fireman ADOLPH DEONIER's wife to daughter, Beryl, and family at Los Angeles.

Agent C. C. DUCK has returned to Winnemucca after servicing as traveling freight and passenger agent at Elko for six years. He had been WP agent here from September, 1942 to June, 1947.

While BILL STEPHENSON was acting agent, ADOLPH MOEGELIN from Denver worked as one of the telegraphers.

Retired Conductor and Mrs. JACK DEEMS have returned from a visit to their eldest son, Harold, in Glen Oaks, Long Island, New York.

New 8-pound 14-ounce boy, born November 3 to Fireman and Mrs. FRED

SPORTS



Anne Malfa, Ruth Stone, Tony Quill, Willie Brown and Marie Cassou.

Western Pacific employees made a good showing in their first San Francisco Recreation Department annual table tennis tournament, held at Funs-ton Playground during November.

Marie Cassou, auditor equipment service accounts, and John Summerfield, traffic, reached the singles finals, and Willie Brown, AESA, teamed with Marie in the women's doubles, only to lose out in the semi-finals.

Marie lost to Hester Chinn, Bank of America, and John dropped his chance for the championship to B. Figone, Pacific Gas & Electric Co. D. Racta and B. Gorman, Pacific Telephone & Telegraph, eliminated Willie and Marie in a close doubles match.

Others, who won preliminary matches the week before, had a fine opportunity to win out in the finals, but forfeited their chances because of

inability to attend the final matches.

Other WP participants were: H. De-lahousaye, W. Dutcher, M. Bapatsicos, R. Miller, Martha Murphy, B. Quint, and Jeanette Summerfield.



Action on the court. Photos by M. Notter.

Good Fishin'



Ample proof that there are more fish in the sea, particularly out around Farallone Islands, are these pictures of one day's catch by, left row down: Sam Fordyce, executive assistant; Frank Ferguson, auditor capital expenditures; and Corliss A. Bercaw, Electro - Motive Division, General Motors Corporation. Above, center: Dr. Ruth Fleming. Right row, down: Lee Gosney, comptroller and general auditor; Leo Delventhal, research specialist; and Floyd E. Wayne, Philip Morris representative.

Ernest Mancuso, Western Pacific engineer, won the \$40 first place cash award in the Third Annual 20-UP Club Bass Derby for his 22½-pound catch made at Columbia Cut on November 9. He also won the \$20 second place cash award with a 22-pound bass, pulled in on November 18 at the same location. Third place winner was Edward Hardy, switchman, who won a Pfeuger reel for his 20½-pound catch made on October 11 at Middle River. George M. Henyan, yardmaster, won a glass rod for a 17-pound bass caught on October 23 at Light 3, and John Hightower, S. N. fireman, hooked a 15-pound bass at Disappointment Slough on November 1, good for a Pfeuger reel.



20-UP CLUB

The 20-UP CLUB was born in 1951 and launched as an annual bass derby for Western Pacific employees and their families, the idea of Engineer O. E. Lyles. The derby begins September 1 and ends December 18 of each year, but one may become a 20-UP CLUB member by catching and checking in a bass of 20 pounds or more at any time of the year after signing as a contestant. Cash and other prizes are awarded for the largest bass checked in during the derby.

Present champion of the Club is George Pollock, fireman, for his 30-pounder, George F. Williams, engineer, was the first to make the exclusive club and Mrs. Laurel Spoon was the first feminine member.

At the close of the Third Annual Derby only six members are on the roster: George F. Williams, engineer, for a 24-pound bass caught on November 2, 1951; Edward Hardy, switchman, who hooked a 21-pounder on November 2, 1951; Laurel L. Spoon, wife of Engineer Spoon, for her 27½-pound catch made on November 16, 1951; James E. Hightower, clerk for a 21-pounder caught on November 27, 1951; a 30-pound bass caught by George Pollock, fireman, on April 1, 1953; and a 20½-pound bass caught by Ernie Mancuso, engineer, on April 26, 1953.

Diplomas and identifying cards were given to all members of this club at a dinner held during December.

Judges for the 1953 derby were George F. Williams, engineer; Andy Stene, conductor; and Robert E. Travel, machinist.



Winners of Western Pacific Amusement Club's annual fishing derby were B. S. Bolling, machinist helper, and A. E. Drummond, machinist, who respectively hooked 26- and 24-pound bass. Carman Woolman and Blacksmith Banford won third and fourth prizes.

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RAILROAD LINES



Erie applies Scotchlite numerals to switch stand targets in new Woodruff yard for easy visibility at night.

Chicago & Northwestern orders 16 double-deck air-conditioned 170-passenger suburban coaches, largest capacity passenger cars in country.

Missouri Pacific now has 936 mobile and 53 base stations in train radio use.

Pennsylvania orders twenty 50-ton cushion-under frame box cars.

Chesapeake & Ohio to install traffic control system on its Pere Marquette district between Ludington, Mich., and Saginaw.

Newest railroad employees' magazine is Fort Dodge, Des Moines & Southern's monthly "Reporter."

Texas & Pacific installs combination walkie-talkie and public address system on wreck train; effective over quarter-mile radius.

Santa Fe will soon install road train radio in all freight trains operating between Chicago and Kansas City.

St. Louis-San Francisco Railway wins for second time National Safety Council award for firm or industry conducting the best off-the-job and home safety program during year.