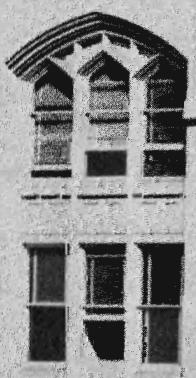


WESTERN PACIFIC

Mileposts

JULY 1950



WESTERN PACIFIC *Mileposts*

Vol. I



JULY, 1950

No. 12

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WP Improves Communications

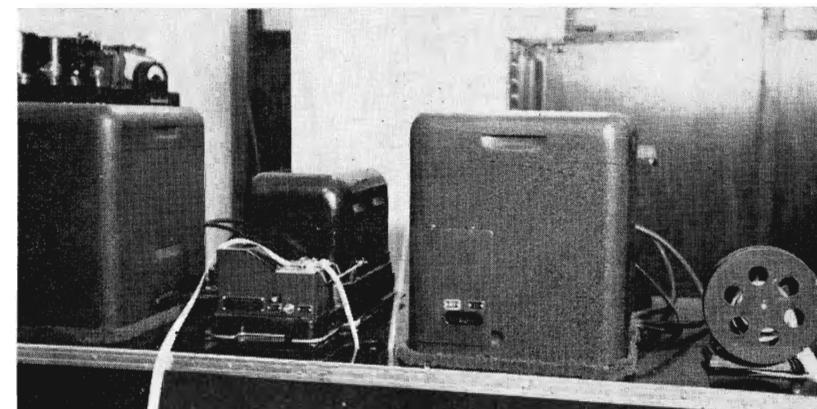
Prior to the recent program of improvements in communications facilities, Western Pacific had little printing telegraph, and much of the message traffic was handled by Morse. Capacity was available for only the most urgent railroad business, and some of this had to go to outside commercial companies. No attempt was made to transmit passing reports, and train consists in advance, or concurrently with train movements, so that the information would be available ahead of train arrivals. Train dispatching by telephone has been in service on this railroad, San Francisco to Salt Lake City, for approximately thirty years. However, no message telephone circuits were available between division offices and all long distance telephone calls were made over commercial lines.

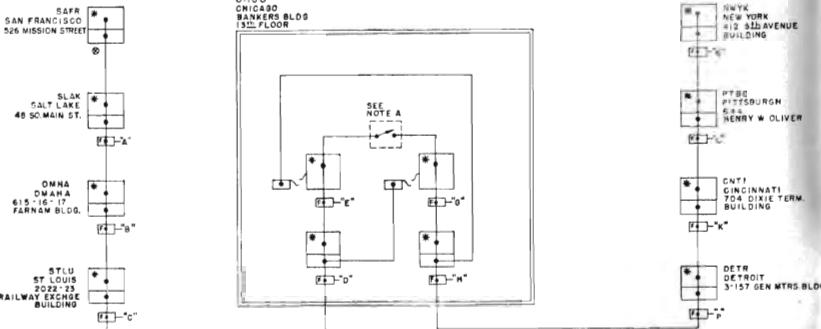
Recently completed improvements of telephone facilities include long distance telephone service between all

points on the railroad with capacity to handle any and all calls. The additional telephone circuits have been derived for the most part by installing carrier equipment operating over the train dispatcher's telephone circuit. The annual saving in long distance telephone calls and taxes approximates \$48,000.

Printing telegraph service is now in operation between the general office and all division offices. We have recently leased wire service from the Western Union Telegraph Company, connecting San Francisco, Salt Lake City, Omaha, St. Louis, Chicago, Cincinnati, Detroit, Pittsburgh and New York, which enables our eastern traffic offices to give shippers immediate reports on the exact arrival and departure time of cars in transit, speeds the tracing of cars and shipments, and makes it possible for the railroad to notify shippers of action taken on rate subjects, etc., in a matter of hours.

Right to left: Automatic tape winder, reperforator and transmitter.





LEGEND

- CLOCK POWER CONTROL
- + WAY STATION SELECTOR (UPPER CASE "F" DISCONNECT)
- TYPING REPERFORATOR
- TRANSMITTER
- PRINTER FEED PRINTER (TYPE 15)
- ◎ CALLING KEY

Diagram showing WP offices reached by Station Selector circuit leased from Western Union Telegraph Co.

Likewise, WP ticket offices can confirm off-line and return reservations within a few hours. Passing reports are received in eastern offices within minutes of the time they are distributed to general office departments.

The new communications facilities to be discussed herein, were planned with the objective of providing complete and adequate communications between important offices. The term "train consist," as used on the WP, is a list of the cars showing car initials, car number, weight and destination. Passing reports include the above information, plus all the further statements on the waybill that are necessary for the work of the car service bureau, as well as the traffic department, in contacting passengers, shippers and consignees.

For telephone train dispatching circuits, there is a pair of wires between Oakland and Salt Lake City. Dis-

patchers for each of the four districts of the Western division are located at Sacramento. The train dispatching circuit for the First, Second and Third subdivisions are on wires known as 801-2; the Fourth subdivision, Sacramento to Keddie and Bieber, on 807-8; while the entire Eastern division is also on wires 801-2. All these were installed prior to the recent program. Additional teletype and long-distance telephone circuits were derived and, in addition to wires 801-2, the railroad has a conversation circuit extending from San Francisco to Salt Lake, known as 803-4, which is cut in at all locations having PBX boards on both divisions.

There are two carrier channels used as teletype circuits between General Office and Salt Lake City, one circuit being used exclusively for WP traffic, the other being a D&RGW selector circuit in order that "GO" (General Of-

fice) can be rung in to copy joint messages, etc. Other teletype circuits are as follows:

Direct-wire teletype circuits between "GO" and Oakland yard office. In San Francisco, to reservation bureau, Pacific Fruit Express, D&RGW, SP and SFE offices.

Full duplex to Elko, on SX-801, which permits sending in both directions at the same time.

Three carrier channels to Sacramento, two of which are used as full duplex teletype circuits, the other as a Morse circuit which is connected to SX-807 at Sacramento, extending to Bieber.

Full duplex S.F. to Stockton, and Stockton to Sacramento on SX-803.

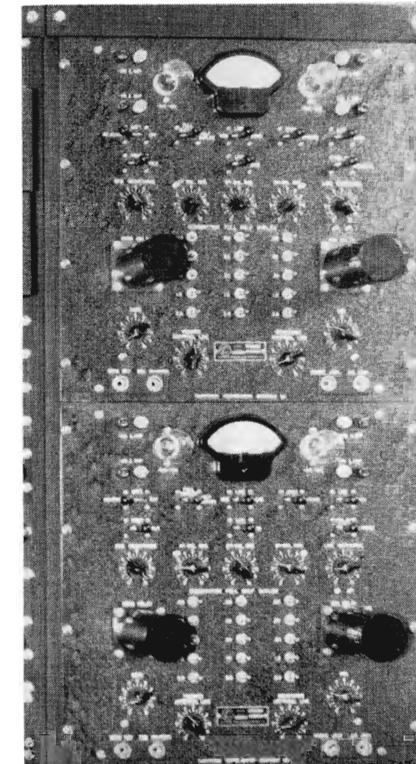
Selector printer circuit Stockton-South Sacramento (SR), Sacramento-Oroville on SX-805. A selector circuit, San Francisco-Sacramento-Oroville-Keddie-Portola, Sacramento to Oroville, thence carrier Oroville to Keddie and to Portola is worked on SX-803.

A selector circuit Portola-Winne-mucca-Elko is worked on carrier channel.

Full duplex Elko to Salt Lake on SX-801.

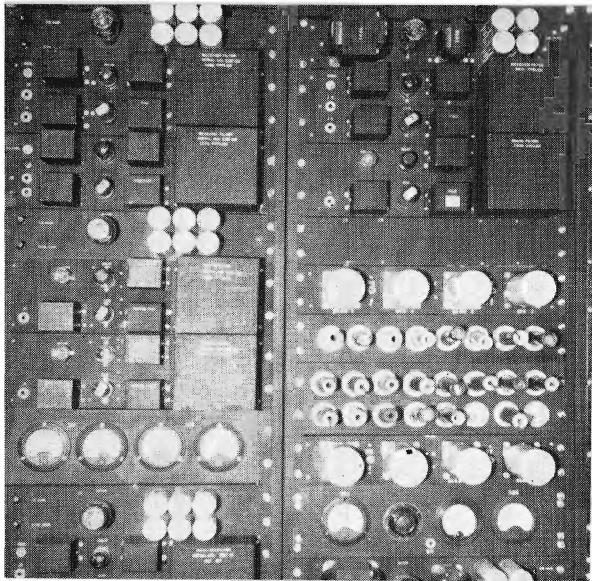
A basic principle in WP printer operations is that all traffic is transmitted by tape transmitters at the rate of 61 words per minute, with the exception of the direct-wire circuits such as from Reservation Bureau, PFE, etc., to the switching center in "GO."

All teletype equipment such as printers, transmitters and reperforators, as well as all incoming printer circuits in "GO" are connected to a specially constructed switchboard, otherwise known as a "switching center," is handled by an operator with a



Terminal panel of the duplex equipment is the modern electronic type, rack mounted, made by the Electronic Company, Chicago.

monitor send-receive printer. The signal light appears when any distant office rings in, and a buzzer operates, thus giving both a visible and audible signal to indicate the calling office. The operator then inserts the monitor in the answer jack and ascertains whether the distant office wishes a printer or desires to be cut through to another office. If the latter is desired, the cut-through circuits are used and connection is made to one or more of



Telegraph carrier terminal equipment on racks in the general office in San Francisco.

fices. All offices addressed will receive the message as it is being transmitted from the distant office, expediting service and eliminating reperforating and handling of tape for a second transmission in "GO." If one or more of the offices addressed is busy, the operator inserts a reperforator so the

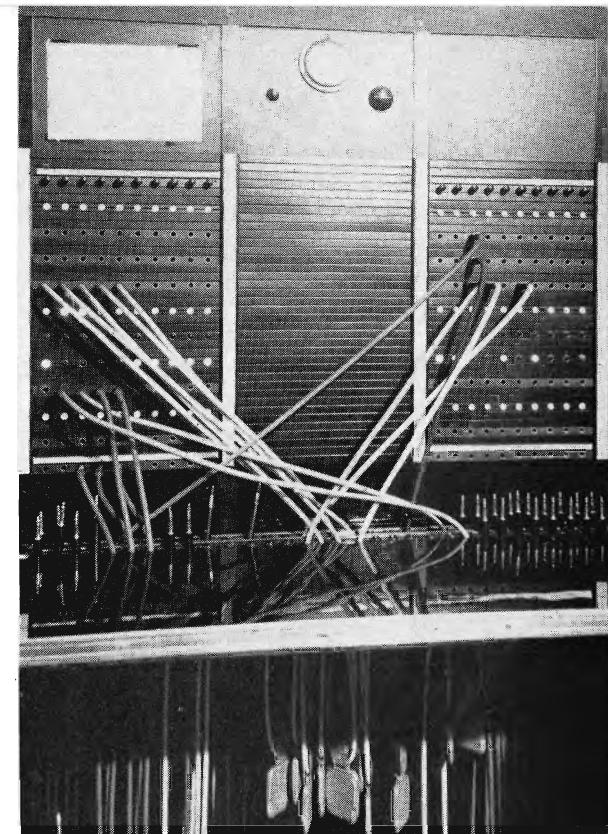
tape can be run as soon as the busy circuits are cleared.

Associated with each row of jacks on the board are five lamps, a white signal lamp to show the office calling, a white signal lamp to indicate that a transmitter is plugged into the circuit, a red lamp to indicate a busy circuit,

Printing telegraph equipment in general office, with receiving printers at the left and transmitters at the right. Operators are, from left, Mrs. Amedie Pumphrey, Anton Jovick, and Relief Operator Jim Preble.



Specially constructed switchboard, otherwise known as a printer switching center, is handled by an operator with a monitor send-receive printer.



a green lamp indicating a clear circuit, and a neon flickering lamp to indicate whether the transmitter is working.

While the switching center has a capacity of 30 circuits, it is wired at the present time for only ten duplex and ten single circuits. Each circuit consists of eight jacks and five lamps, including six short test jacks and two loops direct to the plant room for making stroboscopic checks on various teletype circuits and equipment. In addition to eight 255A relays and sixteen 6V6G vacuum tubes, there are approximately 120 relays of five different

types which control and maintain the eight cut-through circuits at 60 milliamperes, four multiple send groups with four to a group, and a signaling system. All printers, transmitters and reperforators are automatically controlled and do not start operation until connected to a circuit. The printer switching center is so arranged that the monitor printer can be plugged in on either right- or left-hand side of the board, and is so wired through a three-way switch that the attendant can plug in on either a duplex, single or carrier circuit.

Western Pacific has manually-operated private branch telephone exchanges at San Francisco (300 lines), Stockton (60 lines), Sacramento (100 lines), Oroville, Keddie, Portola and Elko (20 lines each), Winnemucca (10 lines), and Salt Lake City (240 lines). These exchanges are now connected by 13 long-distance circuits which are derived, for the most part, by installing single-channel carrier equipment. Local telephone service between division headquarters and all local stations having agents on duty, as well as to homes of section foremen and signal maintainers, is accomplished by a circuit with selector calling the same as in telephone train dispatching, on wires No. 803 and No. 804. Through these overall facilities, calls can be handled between any two persons

(Photos courtesy Railway Signaling & Communications Co., Chicago, Ill.)

Time's a'Wastin'!

At a time when you were planning vacation trips and other costly things, that paycheck you received for the first half of July probably looked a little sick, and a few extra bucks will put that nice "jingling" sound back in your jeans. Naturally, the company's cash registers have also been idle because of lost revenues, so we're all in the same boat. See page 10.

Fortunately, there is a fine opportunity for "go-getters" to help fill up that empty wallet and start those cash registers ringing again, but there isn't too much time. Western Pacific's annual Tip Card Contest ends at midnight, August 15, and the hustlers will receive some nice bonus checks!

First thing to do is get a supply of Tip Cards from your supervisor, get on the phone, write, or call on anyone

anywhere on the railroad. Of importance, is the fact that all calls may be handled promptly.

All new facilities discussed in this article were planned and installed by railroad forces under the jurisdiction of N. W. Menzies, superintendent of telegraph, and under the direct supervision of Charles Freeman, telephone and telegraph engineer, and J. C. Cotter, system wire chief. The printing telegraph equipment was furnished by the Teletype Corporation, Chicago, the telephone carrier apparatus by the F. W. Lynch Co., San Francisco, the duplex apparatus by the Electronic Communications Equipment Co., Chicago, and the relays in the switching center by the Automatic Electric Co., and Western Electric Co., of Chicago.

(Photos courtesy Railway Signaling & Communications Co., Chicago, Ill.)

you think might want a carload of freight moved, or may want to ride on America's finest train. Tell them WP has the fastest freight service of any Class I railroad, and how interested you are to help. Get his name on the dotted line, add your name, and send the card to Walter Mittelberg, general freight agent, San Francisco. He will see that an experienced freight or passenger solicitor goes after that business immediately. If successful, your points will accumulate and you will be on your way toward that bonus check. You still have an excellent chance to win—but don't think the leaders are sitting still! They're out hustling. Kill two birds with one stone—you need the cash, the company needs the revenues. Good luck!

MILEPOSTS



IN GOLD

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

F. H. Worsley.....	40-YEAR PIN Chief Clerk—Traffic.....	Salt Lake City
J. H. Coupin.....	30-YEAR PINS General Agent.....	San Francisco
E. T. Gallagher.....	Superintendent Transportation.....	San Francisco
T. A. Nelligan.....	Yardmaster.....	Western Division
Carl Rath.....	Manager, Telegraph Office.....	San Francisco
D. C. Wilkens.....	General Agent.....	Los Angeles
R. W. Crocker.....	25-YEAR PINS Traffic Representative.....	Salt Lake City
Carlos R. Gonzales.....	Sheet Metal Worker.....	Mechanical Dept.
Carl Nipper.....	General Agent.....	San Jose
Cyrus A. Oels.....	Agent-Telegrapher.....	Western Division
Frank M. Rowe.....	General Agent.....	Klamath Falls
R. R. Taylor.....	General Agent.....	Stockton
C. J. Fischer.....	20-YEAR PINS General Agent.....	Reno
Richard K. Fox.....	Asst. Head Payroll Clerk.....	San Francisco
Steve Gracanin.....	B & B Carpenter.....	Western Division
Alphonse A. Green.....	Porter, Bus. Car 101.....	D. C. & H. Dept.
Jack H. Hyland.....	Chief Rate Clerk—Traffic.....	San Francisco
J. J. Kirch.....	General Agent.....	Omaha
W. H. Lerner.....	Car Wrecker Foreman.....	Western Division
E. H. Lindquist.....	Traffic Representative.....	Oakland
Bruce L. McNeill.....	Roadmaster.....	Western Division
Robert L. Runge.....	General Agent.....	Fresno
J. R. Stitt.....	Traffic Representative.....	Denver
James F. Barrett.....	15-YEAR PINS Import Clerk.....	Western Division
C. C. Bennett.....	Blacksmith.....	Mechanical Dept.
Steve Douras.....	Track Laborer.....	Western Division
T. D. Howard.....	Traffic Representative.....	San Francisco
John J. Martin.....	Foreman, Scaling Gang.....	Western Division
T. A. Moran.....	Paymaster.....	San Francisco
A. T. Penzel.....	Chief Clerk—Traffic.....	Oakland
Roy E. Raymond.....	Water Service Maintainer.....	Western Division
Gothielf Roehl.....	Crane Engineer.....	Western Division
E. E. Strayer.....	Locomotive Engineer.....	Western Division
W. A. Theobald.....	Clerk.....	Western Division
Albert J. Toomey.....	Carmen.....	Mechanical Dept.
R. E. Gonsalves.....	10-YEAR PINS Passenger Traffic Representative.....	Salt Lake City
Donaciario Hernandez.....	Track Laborer.....	Western Division
C. P. Hoctor.....	Passenger Traffic Representative.....	San Francisco
Miro W. Jiral.....	Carman.....	Mechanical Dept.
Rollo Kimball.....	Chief Timekeeper.....	Mechanical Dept.
Fern M. Lester.....	Chief Clerk—Traffic.....	Stockton
J. A. McNamara.....	Traffic Representative.....	Oakland
Edward C. Ryder.....	Carman.....	Mechanical Dept.

The story of life in road signs: "Soft Shoulders . . . Dangerous Curves . . . Men Working . . . Children Playing."

A toastmaster is a man who eats a meal he doesn't enjoy so he can get up and tell a lot of stories he can't remember to people who've already heard them.

—Fun Mill.



While standing idle, WP's Oakland yard for the first time had two complete Zephyr trains on hand.

RUSTY RAILS

A good many years ago when the Western Pacific was having somewhat of a struggle to make ends meet, a rival freight solicitor tried to laugh it off as "a streak of rust across the desert." Last month, for the first time in our forty-year history, his description was no exaggeration. Not a wheel was turning.

Reason for the rusty rails, silent diesels, and dust-covered vista-dome trains was the strike called by national officers of the Switchmen's Union of North America against our own and four other railroads in their refusal to accept the findings of the President's Emergency Board as to the Union's wage and rule demands.

These demands involved the establishment of a 40-hour week for switch foremen, helpers and switch tenders, plus a 20% raise in hourly pay, double time for any work on Saturdays, Sundays and holidays, a 10c hourly differential for night work, gradation of daily wage rates based on weight on drivers of locomotives used in yard service, and other "fringe" demands.

The Emergency Board, consisting of

two State Supreme Court Justices and a professor of economics from a leading California university, spent two months in hearing arguments from both railroad and brotherhood representatives on the practically identical demands made by the Brotherhood of Railroad Trainmen and the Order of Railway Conductors.

The SUNA had refused to agree to either joint hearings with the BRT and ORC, concurrent hearings, or extension of the hearing period. The Board therefore ruled that its findings would apply to the Switchmen as anything other than impartial treatment of the organizations would be entirely unjustified.

After a full and impartial hearing the Board recommended that the carriers grant a 40-hour week and a pay increase of 18c per hour compared with the pay increase of 31c an hour demanded by the organizations. Certain rule changes requested by the carriers were also recommended. The Western Pacific and the other railroads involved, through the Carriers' Conference Committee, accepted the

recommendations of the Board, but the organizations refused them.

Railroad officials expressed themselves as loath to believe that the strike called by President Arthur J. Glover of the SUNA would take place in the face of the Board's findings. However, when the time set (6:00 a.m., June 25) approached without any word of the strike being called off, WP management concentrated its efforts on the necessity of avoiding any danger of loss to the shippers.

An embargo on perishables was first posted, effective 12:01 a.m. Friday, June 23. This was followed a few hours later by a general embargo and orders went out to clear the railroad of all loaded cars.

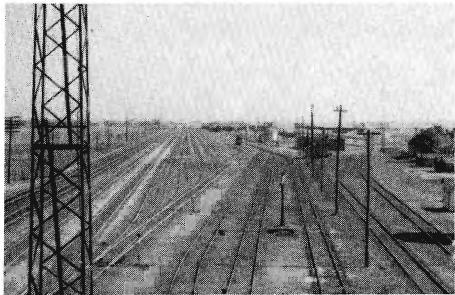
The success with which these instructions were carried out through the cooperation of division officers and employees alike has won wide praise. The strike deadline found only two loads, both bad order cars, on the entire property, and these were dead freight. *The Packer*, national trade paper of the perishable industry, said "The Western Pacific, only rail carrier directly serving California perishable shippers which was affected by the SUNA strike, did everything possible to protect the interests of its fresh fruit and vegetable shippers before the shut-down Sunday. As a matter of fact, it performed with 100% efficiency. The WP cleared the line of every single car of perishables in such a way



The schedule board at WP's Third and Washington Streets station, Oakland, showed all passenger trains annulled.

that there is being no loss of time on final delivery to destination. Further, in order to protect the perishable industry and make every car available for loading while the line is closed down, WP delivered to connections all empty refrigerator cars."

In addition, to avoid any danger of travelers being stranded, no passenger trains were dispatched that would not reach their final destinations prior to the deadline. Outfit cars and cabooses were brought into Portola and other



This photo by Carl Nipper, general agent, San Jose, tells story of idle tracks in normally hustling Salt Lake City's Roper Yard.

terminals for storage during the period of the strike.

Faced with a daily loss of more than \$125,000, the management regretfully decided it had no option but to furlough practically all employees. A letter from President Whitman to each employee at his home explained the situation and the necessity for each department head giving official notification of the abolishment of their jobs.

The strike started at 6:00 a.m., June 25, and thereupon entered into a period of stalemate. The Switchmen's Union of North America offered to negotiate with Western Pacific locally on the basis of six days pay for five days

work, as they had offered to do prior to the strike. This offer was declined by the management in view of the fact that the demands had been presented on a national basis and therefore Western Pacific had given its power of attorney to the Carriers' Conference Committee.

Members of the Emergency Board, United States Representatives and Senators, and an overwhelming majority of the press termed the work stoppage absolutely indefensible. Businessmen and Chambers of Commerce demanded that it be called off. In Congress the movement to pass the Donnell bill outlawing railway strikes entirely was revived by the situation and further hearings were held. The Southern Pacific leased eight of our big freight diesels and five from the also struck Rio Grande to handle Western Pacific business diverted to its rails.

On July 6 President Truman spoke. He told his press conference that there was no excuse for the strike; that it was in defiance of the Railway Labor Act and the mediation board. He said the fact that it was tying up major railroads essential to the transportation of shipments of freight, vital to the nation's economic life, was sufficient reason to take drastic action to force the strikers back to work and that if necessary, he would take such action. A few hours later the leaders of the union called off the strike on all roads except the Rock Island.

When news of the termination of the strike was received late in the afternoon of July 6, things immediately began to hum at 526 Mission Street. Plans were made to get switch engines and trains moving at the earliest pos-

sible moment and to get workers back on the payroll just as rapidly as could be justified in view of the limited operations anticipated until business returned to normal. A switch crew was busy at Oakland within a few hours. Embargoes were lifted as of midnight July 7 and freight service began at 6:30 a.m. that day. Train No. 2 was operated out of Oakland on the 7th, but it was not practicable to restore the California Zephyrs and Train No. 1 until the 8th. Even on such short notice the eastbound California Zephyr left San Francisco with a 90% load on Saturday morning, July 8.

Because it takes time for shippers to reroute freight back to Western Pacific, it was not anticipated that a normal volume of business would be restored until about 10 days after the resumption of service. A campaign was started the same evening the strike ended to advise all shippers that our railroad was back in business and to urge them to route additional business over our lines in order to partially make up for the revenue losses sustained during the shut-down. For several days there was a shortage of empties for those shippers who did want to load on Western Pacific because, prior to the strike, the management had made particular efforts to get cars off the line for loading by other railroads so that inconvenience to shippers could be minimized. Splendid cooperation was received from our neighboring lines and the Association of American Railroads in building up our empty car supply to normal.

Henry E. Poulterer, vice-president traffic, has requested all Western Pacific railroaders to do everything pos-

sible to bring business back to our rails and overcome the severe loss to all occasioned by the strike. "Traffic, once lost, does not automatically come back when the wheels begin to turn," said Mr. Poulterer. "After the Santa Fe strike in May, for example, petroleum movements from Southern California to the Northwest which had passed over the Bieber route stayed with the trucks they had turned to 'Temporarily.' Similar shifts could happen again and on a larger scale and it is up to us to make sure our service is so good that our shippers will stay with us and favor us with an increasing proportion of their business. Now that operations have been resumed, it is important that every effort be made by all to restore normal service as rapidly as possible so that shippers may have increasing confidence in our company as rendering the best transportation service at the lowest cost."



John F. Jeffrey Retires

As anyone in general office, or his many friends along the line, will tell you—it couldn't have happened to a nicer guy. Since John Jeffrey, better known by all as Jeff, returned to WP service in July 1927 as draftsman, he has always been a welcome friend to those in need of his capable assistance, be it company work or personal matters.

An artist with the drawing pencil and pen, and a craftsman with much foresight, his many gadgets and inventions in use in the engineering department will provide many memories after his retirement for those who have worked with him during years gone by.

Born July 21, 1884 in the U. S. Lighthouse at Crescent City, California, of which his father was keeper for 40 years, Jeff graduated from Del Norte

County High School and entered U. C. in 1904 as a special student in the College of Mining. Finishing his sophomore year, he joined the S. P. as chairman on the preliminary survey of what was then known as the Natron Cutoff (now their Klamath Falls main line), later working as levelman and transitman on that road's Northern California survey. Jeff came to WP in May 1907 as instrumentman on construction work at Marysville, remaining until August 1907 when he returned to U. C. and finished his mining course in 1909. It was while attending Cal and living with his brother, keeper at Oakland Harbor Lighthouse, that he witnessed WP's hectic struggle to build the Oakland Mole passenger and freight terminal. He was one of the first persons to ride across the Bay on the good ship "Telephone," WP's first



A present from his many WP friends, Jeff pours 155 new 1921 silver dollars into a money bag, which you'll notice is held by Mrs. Jeffrey.

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:

Roy E. Jones, station agent, Woodland (SN).

George G. Lower, pumper, Eastern division.

Cesare F. Matteoni, carman helper, Winnemucca.

Edward A. Parker, locomotive engineer, Oroville.

Ralph G. Randolph, general agent, Fresno.

Frank E. Silveira, warehouse foreman, Oakland.

Raymond V. Taisan, track laborer, Trowbridge.

passenger ferry between Oakland and San Francisco.

With his mining education behind him, the romance of a foreign country took Jeff to Mexico in September 1909 to serve as plant foreman and metallurgist for Mines Company of America Dolores Mines, in Chihuahua, remaining there until March 1912 when political conditions forced his return.

The following four years found him in many occupations, one of which was demonstrator and attendant for a machinery exhibit at the Panama-Pacific International Exposition in San Francisco. In July 1915 he was appointed junior civil engineer by the Civil Service Commission, serving with the ICC Bureau of Valuation for over five years.

Employed by the Berkeley City Engineer for one year, 1922 found him back in SP service as draftsman, where he remained until joining Western Pacific in 1927. Jeff became chief draftsman and office engineer during World War II, and June 30, 1950 closed out his interesting career as chief draftsman.

Making his home in Oakland with Mrs. Jeffrey, Jeff's plans include "doing what I like to do when I feel like doing it" and spending much time with his three grandsons, two of whom live in Berkeley with his son, and one in Oakland with his daughter.

ENGINEER PARKER RETIRES

Working his last shift on a switch engine in Oroville yard, engineer E. A. Parker left for his home on May 31, ending a service with Western Pacific that commenced September 14, 1916.

His railroad career began on the Burlington Lines at Brookfield, Missouri, in August, 1903, at the age of 18. After working in the shops there until December, 1905, Parker began firing on runs east to Quincy and Hannibal and west to St. Joseph and Kansas City.

Coming West in 1916, Parker went to work for W. P., locating in Oroville where he still makes his home.

While they have plans for some trips in the near future, Mr. and Mrs. Parker intend to spend much time working their orange grove ranch in Thermalito. Specializing in tree-ripening the fruit, his experiments have been highly successful, as many employees in the locality of Portola will tell you after sampling his oranges each Christmas time when Parker hauls in a load for distribution.

With two children, E. A., Jr., and Mrs. Frances Weldon, Parker says, "after all, we do have to keep our four grandchildren well supplied with orange juice!"

From high atop the Western Pacific Building, a huge neon sign greets travelers on the San Francisco-Oakland Bay Bridge by day and night. Twenty-eight-foot high red letters "WP" stand above a huge six-foot high feather outlined in green neon. At night, the red feather appears, then disappears, followed by the flashing words FEATHER - RIVER - ROUTE, while the WP letters brilliantly shine in red neon. By day or night, the big sign adds much to San Francisco's growing skyline.



EDITOR:

"How about selling some stock to the WP workers? Do you think it would be a good idea?

"If a man buys some stock from his own railroad for which he works, would this not be a good push for better cooperation among worker and the management—in these years of Bolshevism and labor unrest?

"I would like our President to make a statement in the MILEPOSTS magazine. Mr. Whitman should state how much a share costs and what dividends it earned in the past.

Yours very truly,"

Frank Hebein,
Car Inspector—Elko.

ANSWER:

Western Pacific stock may be purchased through any bank or broker. The common stock has recently been selling around \$30 per share, and the preferred around \$65. The common has been paying a \$3.00 dividend yearly, and the preferred \$5.00.

There is no question but what it is desirable for a man to own stock (which means part ownership) in the company for which he works. Mr. Whitman, when shown this letter, stated that so far the matter of a stock purchasing plan for employees had been given only brief thought because of the volume of more pressing matters but that it would have full consideration in the future.

W.P. HOLDS RECORD

Western Pacific freight trains maintain the highest average speed of any Class I American railroads, according to the Railway Age report for March, latest month for which statistics have been compiled.

Western Pacific also led the parade in gross ton miles per train hour, with a figure of 67,280. Union Pacific was second, with 65,107. Average Western Pacific freight train speed, including all stops and time in terminals, icing stations, etc., was 22½ miles per hour.

This demonstrates the policy set by President Whitman to operate heavy trains and high speeds. To achieve such an average figure, freight trains must run at passenger train speeds while on the main line.

In the dark of night two safe-breakers entered a bank. One approached the safe, sat down on the floor, took off his shoes and socks, and started to turn the dial of the safe with his toes.

"What's the matter?" said his pal, "let's open this thing and get out of here."

"Naw, it'll only take a minute longer and we'll drive them fingerprint experts nuts!"

UP THE LADDER

The appointment of Dr. Glenn F. Cushman to the position of chief surgeon for the Western Pacific, succeeding Dr. Alson R. Kilgore, recently retired, has been announced.

Born September 28, 1900, Dr. Cushman received his pre-medical training at the University of California, and graduated from the University of Oregon with the class of 1925. After serving for a short time as resident surgeon at St. Luke's Hospital, San Francisco, the newly appointed medico first entered private practice in 1927 and after a successful three years joined the staff at WP in June, 1930.

Dr. Cushman served as Lieutenant Commander in the South Pacific during World War II, leaving the service in 1946 with the rank of Commander.

He is a member of the San Francisco Surgical Society, the American College of Surgeons, and the Western Association of Railway Surgeons, and makes his home in San Francisco with his wife, a son and two daughters.

ENGINEER GEORGE LOVE DIES

A heart rupture caused the death of locomotive engineer George A. Love on July 12 while celebrating his 63rd birthday with Clyde E. Whitman, general chairman BofLF&E, whose birthday was the day previous. Attending a drive-in theater at Capitola when the attack occurred, he was rushed to a hospital in nearby Watsonville, and death came shortly thereafter.

Hiring out as a fireman on the WP on August 18, 1910, Love was promoted to engineer August 19, 1920. One of the most popular of all road employees, his sudden death was a shock to his many friends along the line.



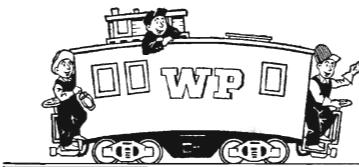
Dr. Glenn F. Cushman

CTC EXTENDED

Effective at midnight June 16, Centralized Traffic Control went into operation on the 50-mile section of Western Pacific's main line between Portola and Herlong, California.

Operations under this system which, by means of switches and signals operated electrically from a central control board results in almost double track capacity for a single pair of rails, are now continuous between Oakland and Herlong, a distance of 366 miles. Under centralized traffic control, all train movements and whereabouts are known to the dispatcher at all times and are under his complete control.

The project is part of an over-all plan to equip the entire Western Pacific main line with CTC which is scheduled to be completed in 1953.



Caboosing

Salt Lake City

Our new traffic clerk, LANNY GLASSCOCK, comes to us with eight years' experience at the WP-D&RGW freight house and Roper Yards. He's a very welcome addition to this office.

Here during the month were ANNE CROWDER, secretary medical department with DR. and MRS. CUSHMAN, to attend the Medical Convention. Heard they had quite a time getting back to San Francisco!

In attendance at the Advisory Board meeting at Sun Valley LEO DELVENTHAL nearly went back to San Francisco as champion dancer under a horizontal pole. A champion skater, Leo might have done better on ice skates instead of in stocking feet. H. RAY COULAM claims Western Pacific was well represented though.

A little late, perhaps, but the Salt Lake traffic department would like to express their appreciation for president Whitman's inspiring "Operation Nosebag."

San Jose

WINTON V. HANSON, traffic representative, was engaged in a two-week tour of active duty as a member of the Air Force Reserve Officer's Group at Hamilton Field. He is majoring in transportation problems.

JOHNNY CARROLL hopes soon to hang up his apron, put away the broom and resume his regular routine as full-time

traffic representative following an operation and the convalescing of Mrs. Carroll.

CARL NIPPER, general agent, was among those selected to act as escort on a Shrine Special. Imagine his hands were full during the train's stopover at Elko.

Sacramento Northern

With regret we acknowledge the passing of conductor EUGENE V. BAGGARLY on February 20, reported last month in MILEPOSTS. Always conscientious, courteous and attentive to duty, his personal record indicates he received credit marks on six different occasions for outstanding and meritorious service.

Best wishes go to LEE C. HURLEBURT and R. E. JONES for long and happy retirements. Agent in the Vacaville-Cordero territory Lee served in various capacities since entering company service in May 1926 and witnessed considerable activity at the Fairfield-Suisun Air Depot. Located at Woodland for the last twenty years, agent Jones first entered service as telegrapher-agent in April 1923. Both will be missed very much.

MAVIS MANNERS, general agent's office (CCT) just returned from an enjoyable vacation in Kansas City visiting relatives. The weather (?)—nothing like U-no-where!

With lots of assistance from the en-

tire office force, RUTH CRANE's new home in Orchard Terrace, Sacramento, should be a real dream-home. Mr. Blanding should have been here.

General Manager REX KEARNEY returned from a well-earned vacation spent mostly in La Paz, Baja, California, where the fishing was—well,—the ones caught weren't near as large as the ones that got away! La Paz? Just inside the L. A. city limits.

Although our last column reported W. J. CAVEN transferred to position of Supervisor of reclamation on the WP, we now learn he has resigned. Best of luck in your new venture!

AL FIPPIN, valuation engineer, took time off from watching the Solons during their recent slump, to go fishing at Grass Valley. Fifteen nice trout were reeled in, one fifteen inches. Upon his return the Solons caught four out of three from the Oaks.

Chief clerk W. R. ANDERSON is sporting a new Ford convertible and time-keeper JUANITA MCBAIN has a new Pontiac Chieftain.

Oroville

There was a doctor in the audience at Oroville on May 31 when chief surgeon GLENN F. CUSHMAN paid us a visit during a get-acquainted trip over the division. He didn't even mention "an apple a day"!

Always something nice about new cars such as the De Soto now being broken in by L. D. GARRICK and the Chevrolet which W. F. STEVENS carefully maneuvers about the streets. Both are Diesel foremen.

These fishermen! Storekeeper L. CASPER has told many stories of the "big ones" he has hooked from practically every stream in these parts but

we have never seen the evidence. Do they all get away?

Carmen M. O. WADE and L. L. HUNTING recently transferred to the Oroville car shops from the Sacramento Northern at Chico.

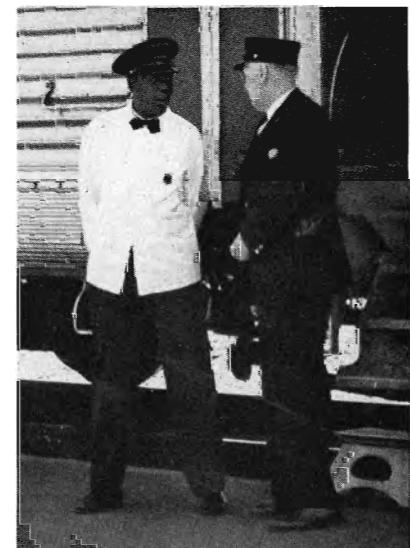
Car foreman W. H. LERNER, wife and family of Elko, are spending their vacation in Oroville visiting his father, FRANK LERNER, retired carman.

Miss Jeanne Lovig, from Iowa State Teachers College, is spending the summer months with her aunt, HELEN R. SMALL, trainmaster's clerk.

H. H. TAYLOR, Federal locomotive inspector, recently paid a visit to the Oroville shops during one of his periodical checkups.

Chicago

Efficiency expert . . . JIM BAKER, with an eye to balancing the WP



Porter C. W. Brown and Brakeman C. W. Craven, during brief stop of westbound California Zephyr.



\$1.00 goes to Switchman G. R. Travis, Stockton, for this picture of his daughter, Mrs. Lona Salkow of Los Angeles.

budget, discovering it cheaper to route some company material via one means than via another. At last report, no basis for a commission had been worked out. Maybe Jim should be furloughed to help with the national budget—or is that beyond help?

MD and DJ . . . Boyd "Doc" SELLS, doubling as California "disc jockey" gone Chicago, sweating out the quarterly meeting with stethoscope-earphones, running his Audograph machine. With the machine running and no typing being done, Boyd was accused of plugging in to some swing music. Every time we sneak a preview though, the result is something like "Referring to your letter of, etc." without musical accompaniment.

Rose-Bowled . . . That gracious contributor to Chicago's welfare, BY LARSON, came into the Chicago office for the May FTM meeting to find reposing on his desk a beautiful crystal globe with a beautiful red rose therein. A fond token of our esteem and a touching remembrance of our appreciation. We hope the Rose Bowl will go on and on forever!

Sublime-Ridiculous . . . When "try anything once" BILL MCGRATH volunteered to aid a hypnotist, the feature act at the annual installation dinner of the Clearing-Cicero Traffic Conference, he found himself in quick succession "flying over the Equator without air conditioning, over the North Pole likewise, felt a swarm of ants crawling over his body, viewed triple feature movies—one tragic, one comic and one horror, vainly trying to lift a small light wooden chair that the 'eye' claimed weighed a ton, felt an imaginary 'hot-foot,' imagined he was holding and smelling a bouquet of roses which actually was his shoe removed account the hot-foot, and like episodes." Anyone claiming a faked performance can gladly be the next volunteer, for Bill says never again.

San Francisco

MERRILL J. BUTLER, claim clerk 8th and Brannan, recently returned home from a glorious two-week vacation in Honolulu. Merrill must have been just what the Islands needed for excitement, for a few days after he left for the mainland Mauna Loa erupted.

WALTER H. HARPER, interchange clerk and ex-Air Corps sergeant, and Mrs. Harper are expecting a little atomic bundle from heaven in October.

MILEPOSTS

JOHN J. McINERNEY, cashier, better known as "little Giannini" became a grandfather June 9. With his excellent qualifications as a baby sitter, who better deserves the honor.

After spending two pleasant weeks touring through Reno, Las Vegas, (\$\$\$) Virginia City, Boulder Dam, Phoenix and other spots of interest, FRED W. CARBINE, revising clerk, is back at his desk sadder but wiser (¢¢¢). Fred now wears a 30-year pin, too.

CECIL BEST, son of RAY BEST, signal department draftsman, has entered the ranks of signal department employees for the summer months. A student of engineering physics, with two years at the University of Toronto, one year at S. F. City College, and will enter University of California this fall to complete his studies.

HARRY FLYNN, assistant to the signal engineer, just returned from a vacation spent in viewing the scenic beauty of Montana.



Maurice Notter, signal department, gets \$1.00 for this photo of John W. Gavey, signal office engineer, with 23 years' company service.

MILEPOSTS



Now that the summer program of CTC installation is under way in the Eastern Division territory, Al Herbert, CTC engineer, spends most of his time in the field.

FRANK KELLY, signal maintainer at Oakland, and ART NUZMAN, assistant signal supervisor, were visitors in the office on June 9. Frank leads the signal department roster in years of service—twenty-seven years on May 1.

RAY BEST and MAURICE NOTTER spent a pleasant (?) if tiring weekend recently in search for the elusive mountain trout. After a seven-mile hike—straight up—they found the lake frozen over and the sole (apologies to Mr. Trout) catch was one fifteen-inch brown trout. Maurice did better however during a pleasant week at San Francisco's Camp Mather recreation camp in Tuolumne County—says the fishin' couldn't have been better.

The signal office welcomes ROY R. GIFFORD to the force as our new junior signal draftsman.

FRED and MRS. TEGELEK have an addition to their family account the birth

of a daughter Karen Jama on June 22.

AGNES McINERNEY, AF&PA, is the other grandparent to John Robert, son of Robert A. McInerney, born June 9. Grandfather is cashier at 8th and Brannan.

Diane Vaccaro arrived June 10, much to the happiness of Russ and Mrs. VACCARO. A 3½ year old son, Richard, is the fourth member of this auditor of capital expenditures' department employee's family.

Anyone in need of a practically new pair of size 7-B loafers should see SIR HENRICKSEN in the president's office. No catch, either, it's a give away!

Los Angeles

Digging out of the debris of the greatest Shrine Convention ever held, memories of a multitude of out-of-towners are still lingering. One of the best of all was getting together with "TEXAS" CLIFF COBB, WP traffic representative of Dallas, and helping him enjoy some of the better things the southland has to offer.

We're glad CHARLIE TACKETT, traffic representative at Spokane, Washington, was able to work his way through the throngs to the office for a brief "hello." Wonder if he ever got home?

Congratulations and best wishes are due HAROLD DELAHOUSAYE, AF&PA, and his new bride, Delores Aubrey, of Texas, who were married in Los Angeles on July 1.

After a long wait, ALTA THOMAS, AF&PA, is now driving a 1950 four-door Chevrolet Styleline, mist green in color.

TIP CARD CONTEST ENDS AUGUST 15

UNEMPLOYMENT AND SICKNESS CLAIMS

July 1 was the beginning of a new benefit year for paying unemployment and sickness insurance under the Railroad Unemployment Insurance Act.

Benefits are payable only to "qualified employees"—that is, to those who earned at least \$150 in railroad employment in the calendar year 1949, the "base year" for this benefit year which began July 1 and extends through June 30, 1951.

To claim unemployment benefits you must register with an unemployment claims agent (railroad foremen, supervisors and station agents are often unemployment claims agents). He will assist you in filling out application and claim forms.

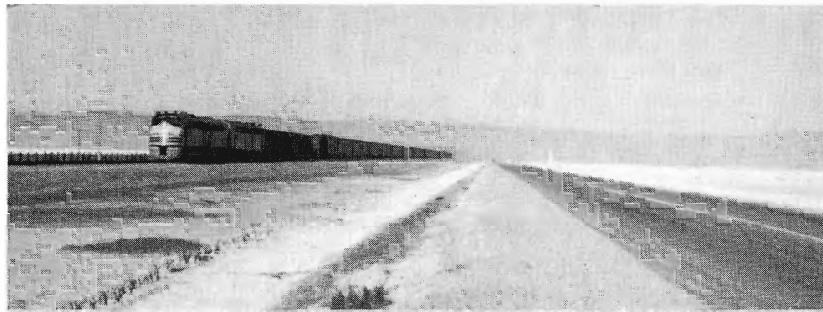
To claim sickness benefits, you must complete an Application for Sickness Benefits and have your doctor complete the Statement of Sickness. Both should be filed with the Board within 10 days of the first day you claim.

You should also submit your Certificate of Service Months and Wages for 1949 with your first application for unemployment or sickness benefits.

In the first 14-day registration period in the benefit year in which you have 7 or more days of unemployment, you will be paid for all days over 7; in all later periods, for all days over 4. Benefits are payable for a maximum of 130 days in the benefit year. Benefits are not payable for any day for which you receive wages, vacation pay, etc. Payments under private accident or health insurance policies, or from railroad relief departments, will not affect the payment of your sickness benefits.



Busy preparing 1949 Annual Reports for mailing to company employees for the first time are, left to right, John Farley, accounting; Denise Du Pre, duplicating; Kenneth Lewis, executive office; Clarence Droit, secretary; Joseph Valerga and Ruth Schneider, executive office; and Boyd Wickman, traffic.



Benhard's Road Information, the only regularly published organ devoted exclusively to stimulating interest in the attractions of the Sierra Nevada and the advantages of the Overland Route Highways, calls attention to the fact that while motorists traveling Western highways at night are accustomed to the headlight dimming of buses and trucks, they are often surprised that locomotives of the Western Pacific and Southern Pacific extinguish their headlights when approaching highway traffic.

Western Pacific trains, such as this long freight, show this consideration while crossing the 125-mile Great Salt Lake Desert where Highway 40/50 parallels the WP right of way for almost 40 miles between Wendover and Knolls, Utah, where this picture was taken.

—Photo courtesy of "The Highway Magazine."

OLD BELLS IN NEW SERVICE

On his way home from the Chicago Railroad Fair last August, Frank F. Lemon, engineer at Stockton, made a side trip to Gresham, Nebraska, to visit with a former SP switchman, now Reverend Rudolph Rojahn, Jr., and his wife. During his visit, Lemon discovered that the little church of which the Reverend Rojahn is Pastor was without a bell.

Upon his return to Stockton, Lemon immediately went into the possibility of purchasing a bell from one of WP's scrapped locomotives for the Gresham church, and the matter was referred through channels to Vice-President and General Manager H. C. Munson.

Supt. of motive power, E. E. Gleason, soon received word from Mr. Munson to obtain one of the larger bells, see that the yoke and frame were thoroughly cleaned and painted, the bell cleaned outside and painted the usual red inside, and crated for shipment to Gresham. Upon its arrival



Wayland Congregational-Christian Church at Gresham, Nebraska.

there, Reverend Rojahn immediately wrote Mr. Gleason to thank him for the bell, saying: "... I must say it was a beautiful sight to me as I was born and raised on the railroad and also served for five years as an employee ... We celebrated our 77th anniversary in March (1950) and dedication services for the bell were held at that time. . . ."

In Memoriam

FORREST M. LEWIS, fireman, died May 24, 1950. Mr. Lewis entered Western Pacific service September 28, 1941. He is survived by his wife, Mrs. Elsie MacDermid Lewis of Elko.

* * *

Employed as tool maker at Sacramento until his retirement on November 3, 1943, WILLIAM J. LYONS died May 2, 1950. Mr. Lyons had continuous service with the company since January 1919. His heirs are unknown.

* * *

Retired in 1941 after 28 years' service with the company, Otto A. Studt, former roundhouse foreman, died June 1, 1950, at the age of 72. Well known along the line, Mr. Studt made his residence in Oroville since coming there in 1915. Besides his wife, he is survived by a daughter, Mrs. Melva Harrison, and granddaughter, Kay Harrison, of Yuba City, a nephew, Roy G. Studt, of Oroville, and several brothers and sisters in Glasgow, Kansas.

* * *

CLINTON N. TERRY, wire chief, Western Division, died June 4, 1950. Mr. Terry came to Western Pacific in May 1917, and is survived by his widow, Mrs. Emme Terry of Sacramento.

A Scotchman had been keeping vigil at the bedside of his dying wife for several days. One evening he said: "Mary, I must go out on important business, but I will hurry back. Should you feel yourself slipping while I'm gone, please blow out the candle."

Customer: "I want them comfortable, but I also want them smart and good looking."

Shoe Salesman: "I know—large inside and small outside."

—*The Railroad Journal.*

Don't Be HALF Safe!

By HOMER BRYAN

Accident prevention is concerned with the conservation of human life and human limb. If we are to be successful in this field, we must also be concerned with the preservation of human health. If we are well, we are capable of being alert, and alertness is the principal ingredient in any successful accident prevention effort. This is especially true in railroad work where we are constantly exposed to things in motion—things in motion that can kill as well as maim.

During our hot summer season when mineral salts are being constantly emitted from the pores of our skin, keeping in good health requires an augmented supply of salt for our bodies. This supply can best be provided by taking an additional teaspoonful of salt each twenty-four hours. This can be done by increasing the supply of salt to our food or by taking a third of a teaspoonful in water three times a day. This is so important during hot weather that it cannot be too often emphasized. Salt deficiency during the summer months has been known to render men incapable of proper muscular control to the extent even of having trouble in walking.

Where salt tablets are provided, three 15-grain tablets should be taken each day. An additional supply of salt should be taken, of course, only during extremely hot weather when there is excessive sweating, but it is highly important then.

OUR GOAL—"5 IN '50"

Our accident ratio for the first five months this year is 5.68, the best in Western Pacific history! Good work.

Keep well—be alert—and we'll make our goal of a ratio of "5 in '50." The life you save may be your own.

FOOD FOR THOUGHT

The Constitution doesn't guarantee you happiness—just the right to pursue it. Self-respecting people could want no more.

George Washington was pursuing the happiness of a rich planter and to attain it he founded a nation.

Abraham Lincoln was pursuing the happiness of success in his profession, and in the process freed the slaves.

A hundred thousand families left their worn-out farms and pursued happiness across the plains—and opened the great West. If there had been government subsidies then, they'd have stayed on their poor land, and this would never have been the nation it is.

Nothing great ever came from a person or a people whose emphasis was on security. It is the pursuit of happiness on your own that makes people strong and great. And it's the only way happiness can ever be reached.

—Reproduced through the courtesy of Warner & Swasey Machine Tool Co., Cleveland, Ohio.

She paused at the corner
To straighten her seam;
Poor Joe didn't notice—
That the light wasn't green!

INSTRUCTION CAR GOES MODERN

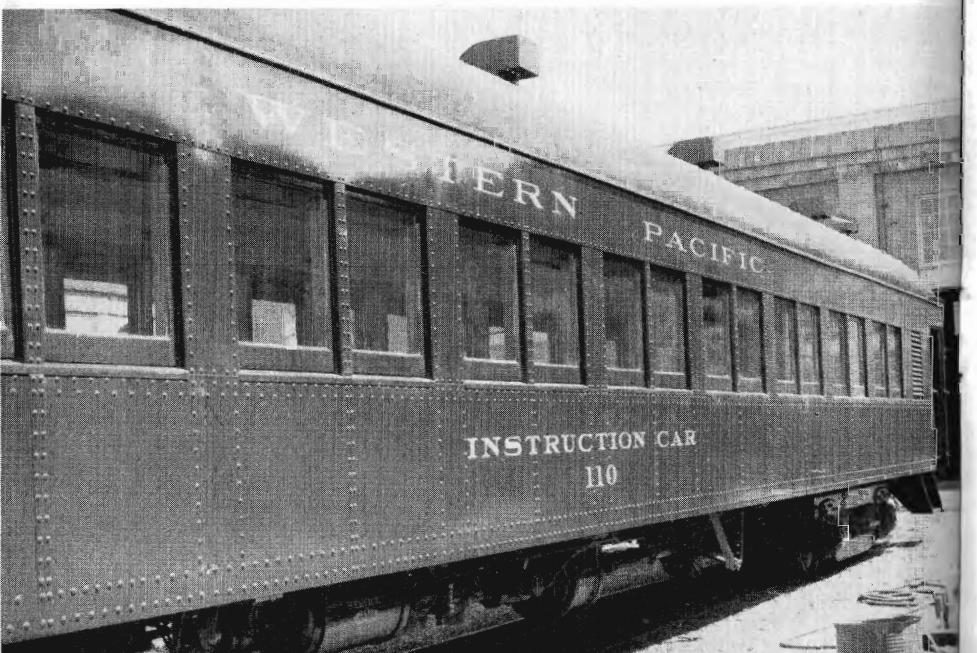
Keeping step with the modernization program in progress on the railroad, Western Pacific's instruction car No. 320 was sent to the shops last January for complete redesigning and overhaul. Used for safety first and instruction meetings since 1923, the old coach was antiquated and with distinct shortcomings for the purpose it was intended to fill.

The old red plush coach seats were removed and replaced by modern collapsible metal chairs with plastic seats, increasing the seating capacity from 42 to 60. Installation of a permanent projection room in one end of the car, and a screen and speaker in the oppo-

site end has provided uniformity and speed in showing educational and instructional films. A CTC board for indicating signal aspects and indications has been mounted on the wall behind a permanent desk below the screen. Old type overhead racks were removed and hooks installed in their place for hanging hats and coats. Air conditioning is provided by means of an electrically operated evaporator.

The new cheerfulness of the car's interior adds much to the pleasure of employees attending meetings. A cream-colored ceiling is set off with pale blue-green walls, nut brown floors and forest green trim. The out-

With a new coat of paint, running gear repaired, and remodeling completed, the 110 is ready for instruction meetings.

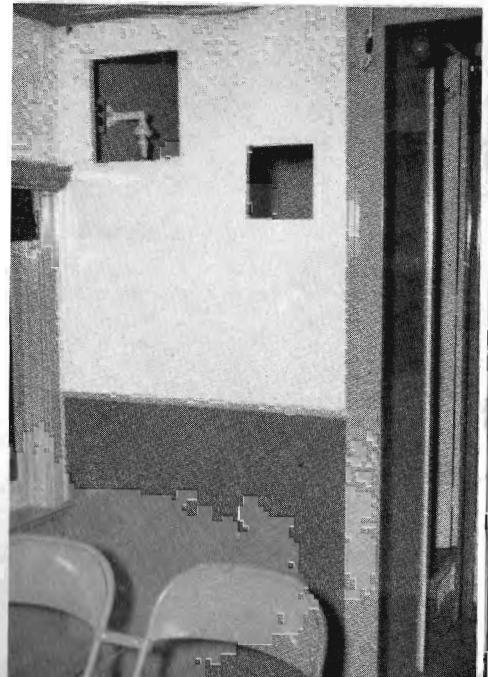


Interior of the 110, showing at the far end a moving picture screen above the CTC Board, permanently attached to the wall in back of the desk. Modern collapsible metal chairs provide for large seating capacity.

side remains the standard dark green color and the car has been stenciled "Instruction Car—110."

The refurbished car first went into service at Portola May 15, and then continued over the Eastern Division to Salt Lake City under the supervision of Paul Jenner, assistant to general manager, who has direct charge of the car. Stored at Sacramento shops when not in use, the car is available to any department upon request to the general manager's office.

Room at rear of car provides space for moving picture machine with openings for projecting pictures onto wall screen in front of car.



• SPORTS •

BOWLING

The Tenth Annual Bowling dinner was held by Western Pacific's San Francisco bowling teams at the New Tivoli Restaurant on the evening of June 10. Well attended, members of the bowling teams, their families and friends, had an enjoyable time dining and dancing.

During the evening, President Donnelly presented trophies to the winning teams and players. The championship for the 1949-1950 season went to the Traffickers, who were presented the perpetual and high-team series trophies. The team's players, Jack Hyland, Norman Jackson, Eddie Jaegels, Captain Ken Stoney and Charles Dooling, each received an individual trophy. Individual trophies were also presented to Al Thomas, Lelon Wagner, John Graser, Charles Rhines and Bill Heard for their efforts in placing the Engineers' team in second place.

The teams finished the second half of the tournament in the following order:

TEAM	NO. GAMES	WON	LOST
Traffickers	42	30	12
Engineers	42	22	20
Oakland			
Carmen	42	21	21
Freight Claims..	42	21	21
California			
Zephyrs	42	20	22
Freight			
Accounts	42	19	23
Auditors	42	18	24
Transportation..	42	17	25

Pete Casey received a trophy for having the highest average score in the league.

Treasurer Earl McKellips presented outgoing president Hank Donnelly with a trophy for his fine work in handling the league during the past season.

Elected to office for the following year were Frank Thompson, president; Carl Rath, vice-president; Earl McKellips, treasurer; and Spen Lewis, secretary.

SUMMER LEAGUE

Composed of ten teams, the Mixed Doubles Summer League got underway again July 13, after a two-week layoff due to the recent strike on the railroad. As this goes to press, the Silver Canyon team is in first place, with the Silver Palm team in second. The league began April 20. Players on the two leading teams are:

SILVER CANYON	SILVER PALM
Jeannie Loo	Florence Clifford
Betty Thomas	Gertrude Shout
Jim Cotter	Bill Heard
Lelon Wagner	Carl Rath

Standings and individual scores will appear in the next issue of MILEPOSTS.

Man from Florida (picking up a melon): "Is this the largest apple you can grow in this state?"

Californian: "Take your hands off that grape."

BASKETBALL

Schedules are now being worked up for the annual Industrial Basketball Tournament which gets under way September 18, under the direction of the San Francisco Recreation Department's Industrial Division.

Business manager, Jim Mills, has set the first or second week of August for the first practice workout, and anyone interested in signing up for the team should contact Jim at local 497.

The tournament will consist of five league games, all of which will be played in San Francisco's Kezar Pavilion. Due to a limited number of Junior High School gymnasiums being

available for evening practice, it is necessary to make reservations as early as possible.

Arriving home earlier than usual, he found his wife in the arms of his best friend. "I love your wife and she loves me," said the friend, "I'll play you a game of cards for her; if I win, you divorce her, and if you win, I promise never to see her again. How about gin rummy?"

"All right," agreed the husband, "and how about a penny a point to make it interesting?"





The Bay Area District Council of Railroad Yardmasters' Third Annual Dinner-Dance was held at the Oakland Labor Temple, on May 13. Representatives from the various railroads included, standing, left, Mr. Reynolds, AT&SF, vice-pres. RYA; right, Mr. Whitman, WP gen. chair. BoFLF&E; kneeling and seated, from left, Mr. Moss, WP, vice-pres. supervisor; Mr. Davig, SP, gen. chair. RYA; Mr. Fegley, asst. to gen. mgr., WP; Mr. Jackson, gen. yardmaster, Army Base; Mr. Rayburn, gen. yardmaster, Naval Base; Mr. McCann, SP, terminal supt.; Mr. Rich, WP, vice-pres. RYA; and Mr. Dignan, SP, asst. terminal supt.

—Photo courtesy of Kaler Commercial Studio, Walnut Creek.

BASEBALL

As the "diamond dust" cleared away from the fourth game of the season, league standings show WP's night softball team with one win, one loss and two tie games. While this early showing does not look too impressive, club members have called to the attention of all concerned that last year WPAC started out with a record of two wins and two losses, and finished the season with 17 wins against 3 defeats.

Batting averages for the first four games follow:

PLAYER	AB	H	PCT.
Hy O'Rullian	18	9	.500
Bob Cunha	15	5	.333
Monte Latino	19	6	.316
Dick Silva	15	6	.250
Don Albertson	12	3	.250
Al Stadler	4	1	.250
Jack Schenk	17	3	.176
Vince Latino	13	2	.154
Horace Latona	13	2	.154
Earl Konvalin	7	1	.143
Jim Musillani	4	0	.000

MILEPOSTS

Sacramento-Stockton

The Sacramento-Stockton WP night softball series opened Saturday, July 22, with the Capital City nine journeying to Stockton for the first game. A return game will be played in Sacramento during the early part of August. Results of the games will be included in the August issue of MILEPOSTS.

Lineups for the opening game between the rival teams were as follows:

SACRAMENTO	STOCKTON
R. W. Cunha	D. Carman
A. Stadler	J. Hightower
H. O'Rullian	G. Benedict
M. Latino	W. Metcalf
V. Latino	C. Myers
J. Schenk	W. Phipps
H. Latona	W. Heckala
J. Musillani	D. Croy
R. Silva	T. Wright
D. Albertson	J. Lusar
E. Konvalin	

A drunk finally finds the keyhole and enters the house, where he stumbles around looking for the light. Wife pipes up: "That you, Henry?" No answer. A big crash of glass. "Henry! What in the world are you doing?" "Teaching your damn goldfish not to bark at me!"



"I distinctly heard you say you were going to give him a highball!"

MILEPOSTS

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stating reason on Form 3547, postage for which is guaranteed by sender.

Railroad Lines

The Seaboard Air Line Railroad celebrated its fiftieth anniversary last month with a ceremony at Richmond, Virginia.

• • •
The New York, New Haven & Hartford, and Boston and Maine Railroads have recently announced through train service between Washington, Baltimore, Philadelphia, New York and points in the State of Maine.

• • •
The Pacific Coast Chapter of the Railway and Locomotive Historical Society, in conjunction with the California-Nevada Railroad Historical Society, will co-sponsor an excursion into Northern California on the week-end of September 23-24, 1950, over Western Pacific to Westwood and return, with side trips over the Quincy and Almanor railroads.

• • •
Restricted one-day round-trip tickets for the price of a one-way fare, plus one cent, are now available to Erie Railroad passengers between Port Jervis, N. Y., and New York City.

• • •
Single entree menus worked out so well on the Pennsylvania Railroad's "Jeffersonian" that the service has been extended to three additional Pennsy trains.

• • •
Southern Pacific expects to place five streamlined Sunset Limiteds into service during August on a 42-hour schedule between Los Angeles and New Orleans.

• • •
Since its inauguration in 1947, Central of Georgia's "Man o' War" has handled more than 430,000 passengers on the Columbus-Atlanta run.

• • •
The Rock Island is sponsoring a news commentary program over Chicago's television station WNBO featuring broadcasts of Clifton Utley, expert on foreign relations