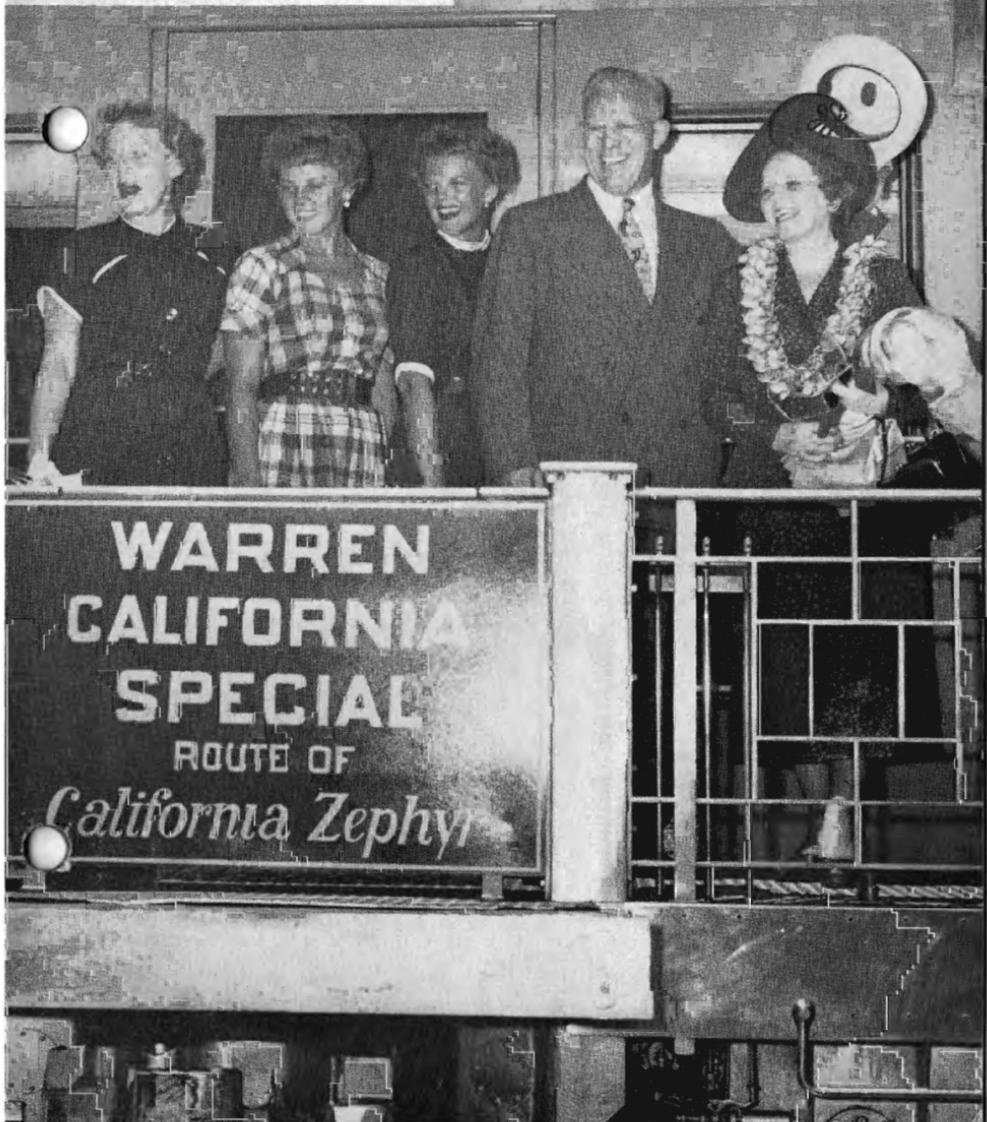
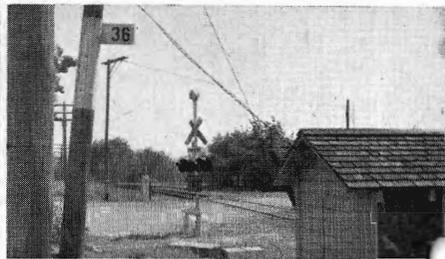


WESTERN PACIFIC  
*Mileposts*  
JULY 1952



# WESTERN PACIFIC Mileposts



Vol. III, No. 12

JULY, 1952

Milepost No. 36

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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# THE GOVERNOR'S SPECIAL

The Republican delegation pledged to California's Governor Earl Warren left Western Pacific's station in Sacramento Thursday, July 3, on a second section of the *California Zephyr*, bound for the Republican National Convention which opened in Chicago on July 7.

The Vista-Dome equipped eighteen-car special carried the entire Warren family and Mrs. Warren's mother, seventy accredited delegates and their wives, as well as an equal number of alternates, magazine and press representatives, radio and TV commentators, and other dignitaries and officials of the Western Pacific. Southern California delegates arrived in Sacramento early that morning aboard special Pullmans which were cut into the Western Pacific special for the through movement to Chicago.

Among the Northern California delegates was Harry A. Mitchell, re-



"Who'll be the next President?"

tired Western Pacific and Sacramento Northern president.

Plans originally were to leave Sacramento July 4; however, the Governor approved advancing the date of departure one day so as to arrive in Chicago on July 5, two days prior to the opening of the convention.

As we go to press, Governor Warren appears to be entering the Convention with the third largest bloc of pledged presidential delegates. By the time you read this, the results will be history.



The "Warren Special" arrived at Sacramento from Oakland shortly before noon, and busses were waiting to take the delegates to the State Capitol for lunch and an organization meeting before leaving for Chicago.

# Teen-age Tycoons

Two unusual companies liquidated their operations last month after one successful year of business.

Stockholders of the Western Woodwork Company received \$85.17 in dividends, and holders of stock in the Redwood Products Company earned a ten-cent dividend on their investment.

These two companies are members of Junior Achievement, Inc., an organization which began in Massachusetts in 1926 and was incorporated in New York in 1939, with the idea of interesting urban youth in spending time in a constructive manner such as the youngsters are doing in rural districts through the 4-H Clubs. The program has grown nationally, and today some 35 headquarters have been established in metropolitan areas from coast to coast, with an annual enrollment of

nearly 20,000 junior and senior high school boys and girls.

The program began in San Francisco in 1950 with forty miniature companies under the direction of Richards Ballou, now director for the entire West Coast and has expanded to a top strength of 44 firms sponsored and directed by 39 local business firms and volunteer employees. The two companies mentioned above have been successfully sponsored by Western Pacific since September of last year.

Under the direction of these volunteers, the youngsters in Junior Achievement first decide what product they will produce or what services they will perform. Necessary funds are obtained by issuing and selling stock at 50 cents a share to members of their families and friends, with a limit of five shares to an individual stock-



Vernon Geddes, center, offers a suggestion to two Junior Achievers.



Henry Wendt assists with the bookkeeping and sales records.



Putting the finishing touches on a Redwood Products Company planter box.

holder. Officers are elected, raw materials are purchased, sales campaigns are planned and operations are conducted in a business center provided and equipped with tools and machinery by Junior Achievement, Inc., and is financed by subscriptions from local firms. Each Achiever company pays rent for the use of these premises and meets for a two-hour period one evening a week during the school year. The young "business men" receive nominal payment for their efforts, learn the intricacies of business operations, and attain confidence in themselves. At the end of the year, stockholders of successful companies receive dividends from earned profits, while stockholders of unsuccessful companies may take a maximum loss of \$2.50.

The Western Woodwork Company began with ten members (maximum is 15) under the direction of John Murray (assistant to general auditor), chief advisor; Henry Wendt (auditor miscellaneous accounts), alternate

chief advisor; N. A. Schoepfle (assistant auditor of revenues), sales advisor; W. G. Levy (auditor of revenues), alternate sales advisor; V. G. Geddes (assistant auditor of revenues), production advisor; and G. E. Warner (auditor of disbursements), alternate production advisor. The company went into production of decorative and practical cutting boards, but after a major problem in selling, contracted to paint glassware for the Novelty Glass Company, another Junior Achievement firm sponsored by California Packing Corporation, and ended their year in business with a small profit.

The Redwood Products Company chose to manufacture redwood planter boxes, which were quite successful. Directors for this company were W. D. Brew (assistant to general auditor), chief advisor; J. H. Wade (assistant to general auditor), alternate chief advisor; A. D. Quackenbush (office engineer), production advisor; (W. C. Brunberg (administrative assistant), alternate production advisor; M. E. Boyd (assistant freight traffic manager), sales advisor; and I. M. Ferguson (special assistant), alternate production advisor.

While the two companies sponsored by Western Pacific were financially successful, some other Junior Achievers found the business seas a little rough because of inaccurate market research, over-supply of their manufactured goods, or because sales were not as easy as they had anticipated.

Though the youngsters often came to their advisors for assistance with their problems, each group carried on their entire activities on their own decisions.



A Junior Achiever salesman tells Doris Johnston, law department, "This is just what you need for your Camellia tree."

At the termination of business with the end of the school year, Junior Achievement companies sent out proxy statements to stockholders, held business meetings at which company officers presented financial statements to stockholders, and arranged for liquidation of the companies.

The teen-agers showed great ingenuity in their choice of products to be manufactured and marketed. Dish-washing compounds, a product for fire-proofing Christmas trees, midget television stools for small-fry TV viewers, colored leather belts, novelty glassware, personalized writing paper and many other saleable articles were among the products selected.

It is doubtful whether any youngster, having taken part in Junior Achievement activities, failed to conclude his experience without gaining some understanding of the problems and rewards of a sound business enterprise, as well as much better conception of our free enterprise system.

Charters are issued to Junior

Achievement companies by headquarters in New York City, where records are kept of all operations and advice and suggestions are given directors in each area.

Whatever the outcome, success or failure, the majority of sponsoring firms and volunteer advisors are in accord that the valuable business lessons learned by these young business "tycoons" will give them a better start when they later enter the professional business world.

### EMPLOYEE WINS CITY ELECTION

Arthur M. Allen, traffic representative in the general agent's office in San Francisco, received congratulations last month for his victory as a write-in candidate for election to the Mountain View Whisman Elementary School District Board of Trustees. Allen polled 144 votes to almost double the 77 ballots cast for his opponent who had served on the board for 26 years.

Allen followed his victory by accepting nomination to the Mountain View Recreation Commission and the appointment was made in May.

The 34-year old railroader moved to Mountain View less than a year ago with his wife, Laura, and their two daughters, Gail, 9, and Judith, 6, both students at Whisman School. He served four and one-half years with the Army during World War II, including one year in Honolulu and another in Europe, and returned to Western Pacific upon discharge, where he has more than 15 years service. He is a first lieutenant in the Army Organized Reserve Corps and has been active in Boy Scout activities for many years.

(Continued on Page 7)

## Don't Be HALF Safe!

By PAUL H. JENNER

The Rush is On! You and about a hundred million other Americans will be making a bee line for the beaches, mountains, woods, parks, and resorts between now and Labor Day, not wanting to waste a minute of your precious vacation time.

We don't blame you! For a whole year you've saved, planned, and waited for those wonderful days when you can drive, camp, fish, golf, swim or just loaf in the sun.

You will be waited on instead of serving, do just what you like to do when you like, and live the life of a King.

But, hold on! You can't have fun in a hurry! If you really want to enjoy your vacation, really want to make every single minute of it count, plan for a SAFE vacation. Have fun, but be sure you do have it. Don't get hurt!

With the thought that they may bring you home safe and sound, here are a few thoughts for your vacation check-list:

Take it easy on the way. Don't hurry, watch for traffic signs, do not pass on hills; and stop, look and listen at crossings if you go by car. If you can, better go by train, the safest of all means of travel.

Get out and get under the sun—but don't overdo. No sense in spending your vacation "all burned up." Remember, a little rest goes a long way.

To sidestep heat exhaustion, take it easy and use salt tablets.

Campers, hikers, hunters and fishermen—keep a weather eye peeled for snakes and poison underbrush. Cover and soak fires before you leave, and put out your lighted smokes. Carry a first-aid kit and wear something bright red when hunting. Keep your gun on safety until ready to fire and be sure your target is in the clear. When you reach the car, take down your gun. Fishhooks are sharp—watch where you cast them. Boiled water is safe for drinking.

Boy, that water looks good. But many a swimmer has broken his neck from diving into shallow water or into concealed stumps, rocks or pilings. Learn artificial respiration, don't swim alone, stay out of the water for two hours after eating, and if you get cramps, try to float and call for help. It's common sense to have a floating cushion or life preserver for every person in the boat. If the boat capsizes, hang onto it until help comes.

When the vacation is over, there's no place like home. But easy on the gas, brother, or you might never get there.

### Art Allen . . .

(Continued from Page 6)

A native of the Bay Area, Allen is a member of the Pacific Traffic Association in San Francisco, and has served with the San Francisco Junior Chamber of Commerce for three and one-half years.





## Dear Editor:

I am just a "hog head" on the Sacramento Northern and notice that MILEPOSTS is SO interested in the WP and Tidewater Southern that they cannot see the poor little Sacramento Northern—the best feeder the Western Pacific has! What are they doing—trying to wreck it? It seems that way to the boys that work here. It is or could be a gold mine from Chico to Oakland, but there seems to be something wrong. What is it? That is what all the employees on the SN want to know. Do we get any satisfaction? No! Just a lot of rumors. If the WP knows what is good for them they will build it up and pour a little money into it instead of bleeding it to death. It is one of the richest feeders to the WP they have. Why kill the goose that lays the golden egg?

H. H. Thorne  
520 Nineteenth Street  
Sacramento, California

The Sacramento Northern has laid no golden eggs. With very infrequent exceptions its annual statements have shown a net loss and Western Pacific has, through the years, loaned it more than \$6 million plus unpaid interest of over \$4 million to keep it going, none of which has been repaid. During the last two years, however, it did earn an operating profit due to heavy steel shipments from Geneva to Pittsburg and reduced expenses from merging maintenance facilities with Western Pacific.

I am sure that there is no intention or thought of "wrecking SN. There are however, many serious problems in operation to be solved, solutions for some of which have been under study for a long time. You may recall that the railroad was laid out for high speed light-interurban passenger cars when these were in their heyday and not for heavy freight trains it must handle now to be successful.

The most important of these problems and the present plans for trying to solve them are as follows:

1. The 4½ per cent grades and tracks on narrow residential streets make the SN entrance into Oakland unsatisfactory to the railroad and to the community alike. The franchise on Shafter Avenue has long since expired and city authorities are insistent that the operation be terminated. It is therefore planned to substitute a connection between Western Pacific tracks on Third Street and the Oakland Terminal Railway in which WP owns a 50 per cent interest. A franchise on Union Street for this purpose has been applied for from the Oakland City Council. If granted, the SN would be cut back to West Lafayette, as there is no traffic originating or terminating between that point and Oakland. Oakland Army Base cars which are practically the only traffic coming over the Shafter Avenue line would come in over WP.

2. The two-mile trestle near Arcade, which collapsed July 25, 1951, intro-

duced a problem which had to be met immediately. An emergency detour over the Santa Fe from Stockton was the only answer. For years permission had been sought from the War Department to earth fill this trestle and make it a permanent structure as the SP was allowed to do, leaving of course, sufficient openings to take care of flood waters. Such permission was consistently refused despite the SP precedent.

Present traffic and future expectations do not justify the expenditure of around \$1 million for rebuilding the trestle, if a more economical means of handling the traffic is available. The detour over the Santa Fe has worked out well, therefore the present plan is to reroute the SN between Sacramento and Pittsburg over WP and Santa Fe, with trackage rights. No loss of Sacramento Northern identity is involved.

This plan requires, of course, a suitable arrangement with the Santa Fe, concurrence of the I.C.C., and the California Public Utilities Commission, as well as agreements with the Brotherhoods concerned, all of which takes time.

There are other serious problems on the Sacramento Northern as, for example, the worn out train ferry, but these are the main ones. I hope they explain some of the rumors which you mention and demonstrate that, far from any idea of "wrecking" the SN, a great deal of hard work is going into efforts to solve its problems and make it a consistently successful railroad. There is also much effort on the part of the Traffic Department to build up SN business and several projects which would mean considerable new business for the road are now pending.

In your issue of April, page 26, you show a picture of Leo E. Rodriguez as the oldest car inspector on the Western Pacific. I have an inspector here by the name of L. J. Smith who is quite a bit older. The dates of these men are: L. J. Smith, May 23, 1919; L. E. Rodriguez, October 15, 1921. This makes Smith better than two years older in service.

C. W. Johnston  
Car Foreman  
San Francisco

It looks as though Mr. Rodriguez will have to tip his hat to Car Inspector Smith for his better than 33 years service, although they both have records in which they can be justly proud.

## MORE DIESELS

The first two of six 1200 hp. diesel locomotives ordered in December, 1951, went into service June 2, presently working local freight trains through California and Nevada. Built by Electro-Motive Division of General Motors, they can be used singly or in multiple unit, weigh 248,000 pounds each, and have a tractive effort of 74,500 pounds and a maximum speed of 65 miles per hour. Delivery will be completed this month, and with delivery of nine 1500 hp. diesel locomotives in September and October, Western Pacific will be about 98 per cent dieselized.

The new equipment will release presently assigned diesel switch engines to Oakland and Stockton, now switched by steam. All but a few steam engines, recently shipped and to be placed in "mothballs" for emergency use, will eventually be retired.

## PROMOTIONS AND TRANSFERS

After one year as coördinator—training and safety—Walter C. Brunberg was appointed administrative assistant in the office of the president to handle special assignments, effective June 1.

Brunberg began his railroad service on April 1, 1937, as a linen clerk in the dining car department after a short



experience in the insurance business following high school graduation. He advanced to other positions in that department, became general

clerk in the passenger traffic department in May, 1941, and served as head clerk in the military bureau from December, 1942, until April, 1943.

Discharged from the U. S. Army Transportation Corps with the rank of captain, Brunberg returned to WP in June, 1946, as assistant superintendent of the dining car department. In May, 1951, he was appointed to handle employee training activities, and assumed the supervision of safety training upon the retirement of O. H. Bryan.

Walter began his acquaintance with the railroad as a boy while his father was a skipper on the Sacramento Northern's *Ramon*, and he enjoyed many a ride on the ferry before his Dad's retirement.

According to his wife, Bobby, one of Brunberg's desires now is to avoid acquiring a bowling score on the golf course and a golf score on the bowling alley, the results of which have been anything but successful, and the

vocabulary he has acquired through participation in those sports is being discouragingly absorbed by their young son, Mike, age 5.

Effective June 1, Kenneth W. Browning is appointed training coördinator succeeding W. C. Brunberg, promoted.

Ken is not new to Western Pacific, having worked with Brunberg for the past two years as a member of the Training Within Industry Foundation, a private corporation with headquarters in Summit, New Jersey, specializing in the training of supervisors in all types of industry.

Following education received in Salt Lake City, where he was born on

July 28, 1898, Ken enlisted in the U. S. Army for one and one-half years service during World War I. He then attended Stanford University to major in electrical engineering, and for several years engaged in that vocation as an employee of the Pullman Company at Richmond, Southern Pacific Company at Alameda, and spent a year at sea with the U. S. Transport Service. He then spent 19 years as an electrical engineer and sales engineer with the Utah Power & Light Company at Salt Lake City and other points in that area.

In 1942 he was assigned to a war agency training within industry program and for three years trained supervisors in war industries throughout



Utah, Nevada and Idaho. He was then employed by the Rheem Manufacturing Company as assistant advertising manager, and in 1947, became engaged with the Training Within Industry Foundation where he remained until June of this year.

He lives in San Francisco with his wife, Aldura, and a son, Steve, a University of San Francisco law school student.

As a member of the Northern California Mineral Society, Ken enjoys getting out in the country in order to obtain various types of minerals for his collection. He is interested in forming a club for Western Pacific employees who may be interested in this activity. Ken also enjoys cabinet work and hopes to some day try his luck at surf fishing.

He is a member of the California Personnel of Management Association.

Mrs. Browning is a ceramic enthusiast and has provided Ken with several beautifully fired ash trays among other articles as a result of her hobby.

In addition to his present duties as assistant to general manager, Paul H. Jenner will assume the safety activities formerly under the supervision of W. C. Brunberg, effective June 1.

Born at Leipsic, Ohio, on December 31, 1902, Paul moved with his parents to Portola just after the operating department took over the railroad in the latter part of 1909. Young Jenner was not quite fifteen when he began his railroad career, following in the footsteps of his father who had nearly ten years service as a telegrapher and engineer before his death in 1918. He hired out as a call boy on June 4, 1917,

advanced to fireman in 1919, engineer in 1927, and road foreman of engines in 1942, and was assigned to the general manager's office on January 1, 1947, to handle the supervision of operating rules and air brake operation. He compiled the company's first air brake instruction book and today is frequently called upon by Westinghouse for assistance in air brake problems. He just recently was responsible for the revision of the company's rule book for operating employees, the first revision of that book since January 1, 1932. Jenner returned to his office last month following a four-week trip over Southern Pacific's Salt Lake Division between Sparks and Ogden, to instruct SP train and engine men on Western Pacific rules under which their trains operate on the Paired Track division between Weso and Alazon, Nevada.

Paul is well know over the entire railroad and is often hailed by some passing railroad motorist while on the street of some on-or off-line city, and says he probably knows more rail-rodgers than they know him.

Paul lives in San Francisco with his wife, Dorothy, and they have one son, James, a student at the University of California. He is a member of the Masonic Grizzly Lodge, No. 601, of Portola, and besides being an ardent baseball fan, likes fishing, hiking, bowling, gardening and photography.



*The only thing you can be sure of when a woman driver sticks her hand out is that the window is open.*

# MILEPOSTS



# IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were issued during the months of May and June, 1952:

<b>40-YEAR PIN</b>		
W. G. Curtiss.....	Assistant Freight Traffic Manager.....	San Francisco
<b>35-YEAR PIN</b>		
M. D. Coughlin.....	Section Stockman.....	Store Department
Tom K. Kocotis.....	Carman.....	Mechanical Dept.
P. R. Tobin.....	Foreign Freight Agent.....	Freight Traffic
<b>30-YEAR PIN</b>		
B. M. Howard.....	Conductor (retired).....	Western Division
George A. Mix.....	Passenger Traffic Representative.....	Oakland
Harvey O'Kelly.....	Clerk.....	Mechanical Dept.
Manuel Olivera.....	Section Foreman.....	Western Division
Leonard Williams.....	Machinist Foreman.....	Mechanical Dept.
<b>25-YEAR PIN</b>		
A. H. Blydenburgh.....	Clerk.....	Engineering Dept.
Albert Bullard.....	Locomotive Engineer.....	Western Division
Anthony J. Butteries.....	Carman.....	Mechanical Dept.
Joshua L. Cook.....	Section Foreman.....	Eastern Division
Clarence L. Doane.....	Car Foreman.....	Mechanical Dept.
Grant H. Evans.....	Trainmaster.....	Western Division
Jess Galati.....	Carman.....	Mechanical Dept.
Wainwright W. Geil.....	Yardmaster.....	Western Division
Horace H. Hancock.....	Chef.....	Dining Car Dept.
Jack Latham.....	Brakeman.....	Western Division
Roy Lomas.....	Locomotive Engineer.....	Eastern Division
Joseph McComish.....	B&B Helper.....	Western Division
Walter C. Mittelberg.....	General Freight Agent.....	Freight Traffic
C. A. Norden.....	Assistant Engineer.....	Engineering Dept.
Myron E. Tetlow.....	Clerk.....	Western Division
Joseph W. Wilkinson.....	Section Foreman.....	Western Division
<b>20-YEAR PIN</b>		
Charles L. Higley.....	Section Foreman.....	Eastern Division
<b>15-YEAR PIN</b>		
Frank Allain.....	Waiter.....	Dining Car Dept.
Wilbur M. Amlin.....	Locomotive Engineer.....	Western Division
Paul M. Burch.....	Sheet Metal Worker.....	Mechanical Dept.
Arthur Crump.....	Clerk.....	Western Division
H. H. Garriott.....	Assistant System Wire Chief.....	Telegraph Dept.
Canova G. Howell.....	Locomotive Engineer.....	Western Division
Frank King.....	Yardmaster.....	Western Division
E. A. Macomber.....	Traffic Representative.....	Stockton
Clarence E. McCarty.....	Switchman.....	Western Division
Marvin A. McLain.....	Clerk.....	Western Division
Lillard S. Overton.....	Carman.....	Mechanical Dept.
Josiah A. Patterson.....	Clerk.....	Mechanical Dept.
Robert H. Salkeld.....	Waiter.....	Audtr. Rev. Dept.
Charles H. Tarver.....	Clerk.....	Dining Car Dept.
Dudley W. Thickers.....	Clerk.....	Freight Traffic Dept.
Lee E. Thomas.....	Conductor.....	Western Division
George S. Toothaker.....	Telegrapher.....	Eastern Division
Adolph J. Zinniel.....	Machinist.....	Mechanical Dept.

## 10-YEAR PIN

Henry Bahlhorn.....	Blacksmith Helper.....	Mechanical Dept.
Henry E. Baldwin.....	Clerk.....	Western Division
Darrell E. Bancroft.....	Brakeman.....	Western Division
Theodore L. Barrera.....	Track Laborer.....	Eastern Division
Mortimer C. Beck.....	Brakeman.....	Western Division
Joel P. Bishop, Jr.....	Fireman.....	Western Division
Elmer F. Boice.....	Fireman.....	Eastern Division
Earl Buchanan.....	Sheet Metal Worker.....	Mechanical Dept.
Donald Carman.....	Clerk.....	Mechanical Dept.
James C. Caughey, Jr.....	Roundhouse Foreman.....	Mechanical Dept.
John F. Christie.....	Section Foreman.....	Western Division
Richard P. Clifford.....	Telegrapher.....	Western Division
Ellen P. Connor.....	Clerk.....	Audtr. Rev. Dept.
A. Crist.....	Patrolman.....	Ch. Spl. Agt's Dept.
Nancy B. DeRiso.....	Clerk.....	Western Division
Harry V. Dougan.....	Brakeman.....	Western Division
Edwin L. Dunn.....	Brakeman.....	Western Division
Nellie E. Eagle.....	Clerk.....	Western Division
Robert J. Fisher.....	Fireman.....	Western Division
Antone Franco.....	Patrolman.....	Ch. Spl. Agt's Dept.
Bernice Fratangelo.....	Clerk.....	Western Division
Edgar M. Godwin, Jr.....	Telegrapher.....	Eastern Division
Eugene W. Goodrum.....	Clerk.....	Western Division
William A. Gray.....	Brakeman.....	Western Division
John S. Guerra.....	Fireman.....	Western Division
Frank W. Hammer.....	Switchman.....	Western Division
Robert H. Herbaugh.....	Brakeman.....	Western Division
Stephen L. Hernandez.....	Clerk.....	Eastern Division
Warren L. Hersch.....	Section Foreman.....	Western Division
Howard C. Huffman.....	Chief Clerk.....	Dining Car Dept.
Peter Jossierand.....	Telegrapher.....	Western Division
S. B. Kent, Jr.....	Steward.....	Dining Car Dept.
Albert F. King.....	Telegrapher.....	Western Division
E. G. Laefas.....	Patrolman.....	Chf. Spl. Agt's Dept.
George Y. Law.....	Carman.....	Mechanical Dept.
Albert L. Lentz.....	Fireman.....	Western Division
James G. McKinstry.....	Switchman.....	Western Division
Tholburn Merritt.....	Section Foreman.....	Western Division
Dorance H. Miller.....	Fireman.....	Western Division
Paul G. Morris.....	Fireman.....	Western Division
Donald L. Naylor.....	Clerk.....	Western Division
Peter Omli.....	Marine Deck Hand.....	Western Division
Orren K. Prentiss.....	Brakeman.....	Western Division
Edward Quinn.....	Telegrapher.....	Western Division
Enoch E. Reddick.....	Brakeman.....	Western Division
C. E. Salisbury.....	Patrolman.....	Ch. Spl. Agt's Dept.
Samuel F. Seals.....	Brakeman.....	Eastern Division
John J. Susoeff.....	Clerk.....	Western Division
Alta Thomas.....	Clerk.....	Audtr. Rev. Dept.
Harry A. Tracy.....	Brakeman.....	Western Division
Charley Warren.....	Brakeman.....	Western Division
Agnes V. Welch.....	Clerk.....	Western Division
Mildred E. Wingate.....	Clerk.....	Western Division
George Zambelles.....	Marine Deck Hand.....	Western Division

## SACRAMENTO DIVISION

Sacramento Northern employees are presented Service Pins once each year. The company congratulates the following employees who received their pins June 30, 1952:

<b>40-YEAR PIN</b>		
J. L. Couey.....	Lineman.....	Yuba City
F. S. Pritchard.....	Agent.....	Woodland
<b>35-YEAR PIN</b>		
R. F. Snyder.....	Agent.....	Oakland
William Stritzky.....	Marine Captain.....	Pittsburg

(Continued on Page 14)

30-YEAR PINS		
B. A. Burns.....	Substation Operator.....	Drawbridge
C. A. Moser.....	B&B Supervisor.....	Sacramento
A. H. Wait.....	Substation Operator.....	Sacramento

25-YEAR PINS		
L. R. Keener.....	Carman.....	Yuba City

20-YEAR PINS		
S. C. Tidwell.....	Section Foreman.....	Fremont
R. M. Yniguez.....	Section Foreman.....	Westgate

15-YEAR PINS		
R. L. Bostic.....	B&B Foreman.....	Sacramento
C. Davis.....	Lineman.....	Sacramento
J. W. Jones.....	Dispatcher.....	Sacramento

10-YEAR PINS		
George Allen.....	B&B Carpenter.....	Concord
F. W. Benedict.....	Clerk.....	Oakland
J. N. Brat.....	Watchman.....	Pittsburg
F. E. Drakulich.....	Watchman.....	Pittsburg
F. J. Ellis.....	Clerk.....	Yuba City
M. A. Jacobs.....	Engineer.....	Yuba City
J. R. Kelly.....	Engineer.....	Sacramento
N. Payne.....	Clerk.....	Yuba City
O. E. Perry.....	Sectionman.....	Chico
P. E. Scott.....	Clerk.....	Yuba City
W. L. Smith.....	Engineer.....	Sacramento
S. D. Terry.....	Engineer.....	Oakland



With deep regret we report the death of the following employees and annuitants:

*Daleton E. Bigelow*, switchman, died on May 12, 1952. He entered company service in June, 1942. Mr. Bigelow is survived by his widow, Mrs. Dorothy Bigelow, of Stockton.

*Mary A. Duffy*, passing report clerk, died on June 14, 1952. Miss Duffy entered Western Pacific service on April 10, 1944. She is survived by a brother, Edward Duffy, of San Francisco.

*Manuel De Leon*, trucker, died re-

cently. His service with the company began March 19, 1926, and he last worked for WP on February 8, 1946.

*Philip M. Messervy*, machinist helper, died on April 2, 1952. Mr. Messervy last worked for the company on September 30, 1937, after nearly nineteen years service.

*Roy J. Pounds*, boilermaker, died on April 27, 1952. Mr. Pounds came to Western Pacific on March 31, 1926, and left the company October 5, 1949.

*The plain, prim little old lady who stood beside a male customer at the drug store counter appeared nervous and embarrassed.*

*Finally she said, "Please sir, I'd like two packages of bathroom stationery."*

*A man in an insane asylum sat fishing over a flower bed, when a visitor, wishing to be friendly, walked up and asked, "How many have you caught today?"*

*Replied the inmate: "You're the ninth."*

## 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:

*Hans H. Andersen*, foreman, System.

\**Mary J. Huckeby*, telegrapher, Gerlach.

*Sam Labros*, janitor, Oroville.

\**Henry B. Lincoln*, telegraph inspector and relief division lineman, San Francisco.

\**Peter S. LaPrade*, conductor, Stockton.

*Clark H. Moore*, extra gang laborer, Winnemucca.

\**Archie L. Smith*, telegrapher, Gerlach.

*Patrick R. Tobin*, foreign freight agent, San Francisco.

With a credit of 29 years and 8 months service on the Western Pacific, Salvatore "Sam" Colletti, Winnemucca section foreman, retired June 30 with the best wishes of his many friends.

Sam confessed that during his long tenure as foreman of Section No. 24 her had never been in the Eastern Division headquarters in Elko. His first view of the interior will be in the forepart of July when he goes there to fill out his retirement papers.

A native of Italy, he was born March 14, 1886, son of the late Antonio and Providence Macalusa Colletti. When nine years old he sailed to America and settled in Ogden, Utah, with his

\* Former employee left service prior to retirement.

parents and younger sister, Antonia Colletti, now Mrs. Joe Pesco, of Yakima, Washington. His father opened a grocery store and while attending school, Sam worked as delivery boy for six years, when he was hired as a surveyor on the Southern Pacific and the Oregon Shortline, working from Ogden to Eugene, Oregon and Carter, Wyoming.



From 1904 he served for eight years as assistant section foreman at Glenns Ferry, Idaho, and during 1912 was advanced to section foreman at Cleft, Idaho, and also at Glenns Ferry.

Before he reached 21, Sam had met his future wife in Ogden. They eloped to Rock Springs, Wyoming, and were married in 1904. His wife, Mary Pesco Colletti, died of influenza the winter of 1919 in Pocatello, Idaho. Four children were born to the couple, Tony of Ogden, Philip of Monticello, N. Y., Sophia of Newburg, N. Y., and Norma of Beacon, N. Y.

In 1922 Sam changed railroads and joined the Denver & Rio Grande as a section foreman near Soldiers Summit, Utah. There was too much snow there for this son of a mild Mediterranean country and he quit. He shortly thereafter met H. L. Beem, former superintendent of the Eastern Division and three days later on March 8, 1923, was riding a train pass to Winnemucca

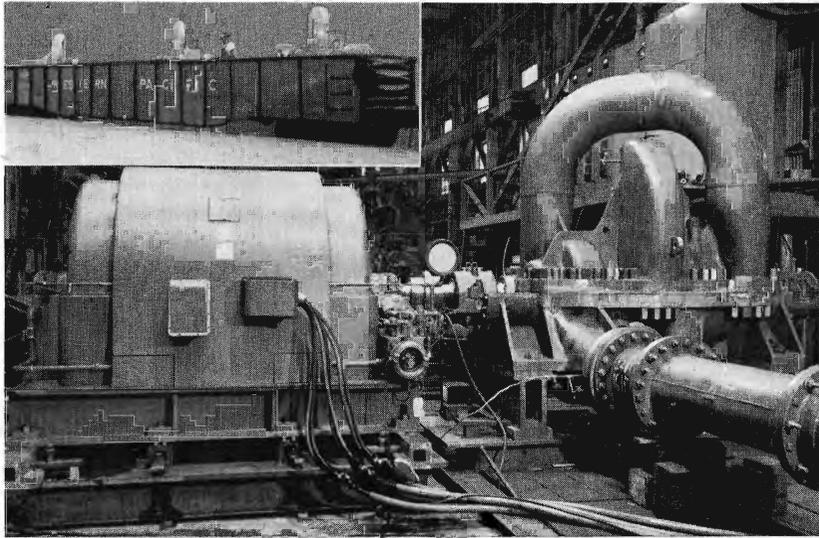
to serve as foreman of Section No. 24.

While at Winnemucca he served with nine roadmasters: Johnnie Connelly, Jim Slattery, G. M. Sparks, J. P. Connelly, cousin of Johnnie, Andy Thomson, formerly of the Union Pacific, Gordon Clark of Portola, J. O. Goodwin of Keddie, Dave Charlebois of Wendover, and the present roadmaster, Dan Laughlin, of Sunol.

Sam admits he is a better indoor sportsman than an enthusiastic hunter

or fisherman and brags that he still plays a "pretty good hand" of poker.

Future plans call for a visit to Boise, Idaho, with two old retired section foreman friends of the Oregon Shortline, a return to Winnemucca for a short period before he travels to New York for an extended stay with three of his children. With considerable feeling he added that he had never worked with a better group of people than on the Western Pacific.



Western Pacific hauls a good share of these huge 15-ton centrifugal pumps manufactured by the United Iron Works in Oakland. Probably the largest in the world, powered by a 3,000-h.p. motor, operational efficiency is one of the main challenges in this field, as a variation of as little as 1 per cent could mean a loss of up to \$1,500 a month for their customers, the oil industry. Scheduled for installation on the Texas Pipe Line, this pump receives a thorough testing prior to shipment.

The Oakland Iron Works was founded in 1888 by Charles S. Booth and two partners, according to his son, B. S. Booth, now president. Through consolidation in 1903, the plant is now known as the United Iron Works, and still stands on the original location. Shipment is made to many refineries in foreign countries as well as many points in the United States under the supervision of Harold Bolesworth of that company, and loading and blocking are done by Thomas Rigging Company, experts in this field. The pictures were furnished by Agent J. B. Dillon and Russ Cleland, solicitor, who handle the account for WP.



## Oakland

We have two newcomers to the marine department, LEO GINNETT, and HAROLD STONE, bargemen.

Oakland has a new traffic representative in the person of WALLACE LOGAN, formerly rate quotation clerk in the general office at San Francisco.

Friends of Millman and Mrs. E. F. SOUZA attended a wedding reception in the garden of their home following the wedding of their son, Wilbur, to Miss Barbara Pagel, at St. Cyril's church in Oakland on May 24.

"BENNY" PALMER, carman, and the Missus are spending their vacation with relatives in Canada, and Carman R. J. BRADLEY is vacationing with his family in Seattle.

"BILL" WILKINSON is on a 60-day sick leave and although he is not confined to bed, he admits that after four days it is beginning to be monotonous having to be lazy. Turn on the TV, Bill, and get out the Canasta deck. Better still, hurry up and recuperate and join us here at work.

E. R. CHURCHILL, wife and daughter made quite a trio at the annual picnic as all three wore shirts alike. DALE WARREN wore a bathing suit of at least 1916 vintage and even his wife pretended not to know him!

FLORENCE SUTTON, EVELYN SHULTZ and IRMA PIVER escorted their bosses, HAROLD WYMAN, HOWARD HUFFMAN

# Caboosing

and Ed Moss to the "Bosses Night" dinner given by the Railway Business Women's Club at the Clift Hotel recently.

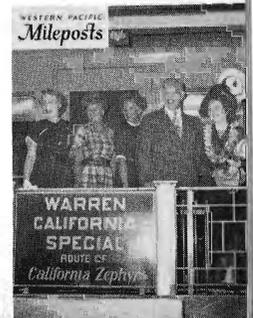
BOB FAILING is still being ribbed by the boys account of hobnobbing with royalty. He and his wife, Isabel, attended the reception at the St. Francis Hotel in honor of Queen Juliana on her recent visit to San Francisco. It was in the Netherlands that Bob met Isabel during the war.

G. D. REID, relief storekeeper, was very happy to return to work last week after supervising a group of Cub Scouts in a week-end camping trip. Boys will be boys, you know, even though it was different when we were kids.

Trainmaster GRANT and Mrs. EVANS just returned from a vacation trip which took them up Highway 101 to Astoria, across the Columbia River on the ferry to Megler, Washington, inland in Washington circling around

## JULY COVER

Governor and Mrs. Warren and their three daughters, Virginia, Nina (Honey Bear) and Dorothy, appeared on the rear platform of the 18-car special to receive best wishes from a large gathering of people just prior to leaving Western Pacific's station at Sacramento on July 3 en route to the Republican Convention at Chicago.



into Longview and Vancouver. Home-ward they visited with retired Conductor DON SEGUR and Brakeman JOE WASHBURN who now live in Hillsboro, Oregon, and Engineer O. M. POINDEXTER, at Salem. All three agreed theirs was the "Life of Riley" and that none of them live within hearing distance of a railroad train. They send their regards to all their friends on the WP.

Newcomer to the assistant superintendent's office is "Ad" GEBALA, stenoclerk, blond and very pleasing. Welcome to Western Pacific.

NICK HIRBISCH, popular engine watchman at 25th Street, has undergone an eye operation at St. Joseph's, and the boys at the yard tell us he will be swamped with visitors as soon as the doctor will permit.

JOHN MORAN, marine mate, is also getting board and room at St. Joseph's while awaiting an operation. We hope John will not get too lonesome for moonlight on San Francisco Bay while recuperating.

#### Sacramento Northern

E. J. FEAGAN, retired Walnut Creek agent, called at the Oakland station recently. Looking fine, he told some interesting stories of his early railroading days on the Missouri Pacific, Sacramento Short Line and the SN. Feagan plans on locating in the Ozarks and visitors will be welcome after he is located on "Mockingbird Hill."

C. E. "WHITEY" WHITESIDE, retired conductor, has stopped traveling for awhile on his doctor's orders, but will be on his way again when he gets the "doc's" okay.

It is rumored that the SORELS are expecting some time in the near future. Agent ROY SNYDER hopes it will be

triplets and we extend our best wishes to Relief Clerk BLL.

The dinner given GEORGE HADEMAN at Schaffnit Lodge on March 30 really started something. Presented with a fishing rod, he now haunts the sports stores looking for those sure-shot lures and says it takes the place of exercising the dog and is much more exciting.

NELDA DEL PONTE, T&E timekeeper, has left SN to become secretary at Raley's. A golden opportunity to buy groceries at bottom prices, friends!

WINNIE SCHNEIDER is now T&E timekeeper, and CHARLES HENSLEY of Pittsburg, is now B&B timekeeper. Good luck on your new desks.

MEL PARKER, assistant valuation engineer, on leave because of illness, is now out of the hospital, much fatter and tanner, and rarin' to be back at work. But not for a while advises the doc.

AL FIPPIN, valuation engineer, and his son, gathered in the limit on opening day of the trout season—so they say?

Vacation time! Superintendent HAROLD MULFORD off to Yellowstone with his family; Secretary RUTH CRANE will stay at home, house clean and sleep late; ANDY ANDERSEN, chief clerk, is back from a trip to the southland with wife and son, Dennis; SHIRLEY BICE, assistant valuation engineer, expects to show her folks from the East the wonders of this part of California in two short weeks; and MILTON ZIEHN, corporate secretary, after a long trip to the Pacific Northwest says that next year he will go to Yosemite and just loaf.

#### Stockton

D. C. WILKENS, retired Los Angeles

agent, was a recent visitor as a representative of the Coast Carloading Company in that city.

We're happy to learn that BOB MUNCE, traffic representative, has completely recovered from a severe flu attack and is back calling on the trade.

DON CARMAN, roundhouse clerk, has transferred to the accounting department in the mechanical department at Sacramento Shops. Don is replaced by JIM HIGHTOWER, and W. L. OBENSHAIN has taken over the duties of relief roundhouse clerk.

It was a sad day for Fireman JACK BELMONT when he caught that two and one-half pound cutthroat trout at Lake Tahoe and discovered he didn't have an entry blank in the WP Fishing Club. A word to the wise is sufficient! Don't forget the 20-Up Club fishing derby which begins September 1. Several attractive prizes are to be awarded and entry can be arranged through Engineer LYLES or J. J. MCGRAW.

Our Stockton softball team is quite enthused with their schedule this season, and opened with a 19 to 13 win over the Steitz Motors. Members of the team include GENE MACOMBER, JIM HIGHTOWER, R. E. GIBSON, BOB WARD, GEORGE BENEDICT, BOB CANCHOLA, RALPH RAMOS, BOB ROSS and FRANK MARINO.

Listed on sick leave are Conductor GEORGE MILES, Clerk BILL COCHRAN, and ART HOGAN. Best wishes for an early return fellows.

Yardmaster JOHN G. NOLTE has returned to work, taking up his new duties at the Port of Stockton. LES B. HAMILTON is now day yardmaster at Stockton yard.

Trainmaster L. A. HENRY is vacationing in Chicago where he also attended the superintendent's and train-



"2031—2032—2033."

master's convention, and Trainmaster LEROY FOSTER vacationed in Utah, returning via Yosemite Valley.

L. J. "BALDY" HUGHES, retired switchman, and his wife, have returned home from a flying two-week vacation in Honolulu with headquarters at the Moana Hotel. Five days were spent touring the surrounding islands with one of the stops at the Kauai Inn at Lihue, known as Hawaii's "Garden Island."

L. HENSLEY, warehouse clerk, and Mrs. Hensley are enjoying their vacation in Los Angeles and Hollywood.

Welcome is extended to our new clerks: JAMES HARRIGAN, CLIFFORD C. SKINNER, HAROLD E. WOODY, WOODROW W. WHIPPLE, and FELIX J. MARTINEZ.

ALTHEA EVANS has transferred to the freight office as transit clerk; STILES MARTIN, head port clerk at the Port of Stockton; and FRANK BALDWIN is relieving for vacations at the freight and ticket offices.

A fire of undetermined origin completely destroyed the home, furnishings, and clothing of Clerk BERNICE

PARKS and her husband. Their pet dog, who was responsible in awakening them, was burned to death in the fire.

### Sacramento

Like a Jack-in-the-Box, up pops JULY and as the last half of 1952 unfolds, let's begin it with:

WAS IT YOU?

Someone started the whole day wrong—  
Was it you?

Someone robbed the day of its song—  
Was it you?

Early this morning someone frowned,  
Someone sulked until others frowned,  
And soon harsh words were passed  
around—

Was it you?

Someone started the day out right—  
Was it you?

Someone made it happy and bright—  
Was it you?

Early this morning, we are told,  
Someone smiled, and all through the  
day

This smile encouraged the young and  
old—

Was it you?

• • •

Birthday Greetings to:

AGNES ORR, comptometer operator,  
July 2.

E. J. HILLIER, chief dispatcher, July 4.

C. A. MOSER, SN B&B supervisor,  
July 7.

MARIAN SELDERS, PBX operator, July  
17.

D. J. IRWIN, chief clerk, July 30.

• • •

Thought for the day: "Worry has been defined as the peculiar human habit of putting today's sun behind tomorrow's cloud."

### Oakland Terminal Railway

HARRY HOLBROOK, our outer harbor industry clerk, is on a trip to Boston to see his mother. This is an annual trip for Harry, and we all hope he finds his Mom okay.

Our day trick yardmaster, AL KNIGHT, is on the sick list for a couple of months. We miss him very much, so when the Doc say so, let's go, Al!

Mrs. Durham, wife of MARK DURHAM, day car desk clerk, is back on her feet again after a painful operation and Mark has now lost his gloomy look.

Anyone want a match? L. L. LEPPER, our relief yardmaster, can take care of the situation. He has them, any kind and size.

And, by the way, if you feel low and groggy, fireman SMITH has a sure cure!

### Wendover

We hear that congratulations are in order for Engineer BILL WOODALL and his new bride. They were married in Salt Lake City on June 11. Our best wishes to them!

Telegrapher BOB BREW, is back on his second trick job at Delle after a leave of absence to attend college. He and his wife, Blanche, have a new member for the WP family, little Robyn Marie who is now nearly six months old. D. J. CHETWYND, who worked at Delle during Bob's absence, is now on second trick at Shafter.

LEO WATERS, agent, has recently been appointed Justice of the Peace in Wendover. Wonder if we should call him Mister now?

Switchman TOM GARFIELD has transferred to the Signal Department.

Telegrapher ANNA BELL ALBRECHT has moved her aunt and uncle to

Wendover from Idaho and is getting settled into her new home here.

While recently on vacation, H. D. WORTHY, switchman, stayed in the vicinity; Switchman WALT UMSHLER and wife, JEAN, went to Las Vegas and then to Salt Lake City where Walt had a slight operation on his hand; BARNEY LAVELLE, switchman, went to Sacramento where he was married to Verna Culver and then honeymooned in California and Nevada; Brakeman GEORGE WOODWARD and wife went to Denver and Colorado Springs; SHIRLEY and DAN LEE traveled through southern Utah parks and into Arizona; and GUY PARRY, conductor, and family are on an unknown trip. Guy was relieved by H. B. STEVENSON.

MIKE OXFORD, who worked in the hotel here, and his wife, Val, have moved to Oakland. Mike has reinlisted in the Air Force.

H. P. RAWLINGS, WP Hotel, is back on the job after relieving CECIL STALEY, dining car inspector, while on his vacation.

Yardmaster "BOOMER" FORD tells us he has another grandson, his sixth grandchild. Bet it keeps him busy spoiling each one equally, which is a grandparent's privilege.

MRS. W. THURSTON is on leave of absence. Her job as telegrapher at Wells was abolished account TCS progress. The signal and other gangs deserve a pat on the back for the progress they are making installing switches, signals and lengthening sidings to bring TCS east rapidly. The system will be completed as far east as Wendover this month. (Editor's note: MILEPOSTS will have a feature article on Traffic Control System at the

conclusion of the work, now planned for late this year.)

Working on the signal installation must have a few rewards, as we note ROY WILSON, telegraph gang foreman, driving a new car.

Clerk PRESTON NUFFER had an operation several weeks ago but is back on the job looking fine.

Telegrapher and Mrs. G. S. TOOTHAKER wish to express their gratitude to all who contributed to the donation taken for them during George's recent illness and hospitalization. They particularly wish to thank Dispatcher HUCKABY, Elko, for starting the fund and for making a trip to Wendover for the presentation. Although George is feeling much better he will be unable to work for some time due to a heart condition.

### Chicago

Even though our temperature has been in the lower nineties, and we would all welcome a hatful of that San Francisco fog, it is a pleasure to walk into 1300 Bankers Building. The painters and cleaners were in for their annual job and we now have two-tone walls, a chartreuse yellow and light gray, with white ceilings. We have a suspicion some of the fair sex had a lot to do with it, but whoever was responsible, we certainly wish to thank them for a swell job.

ELLEN REGNIER is enjoying a vacation visiting relatives and friends at Streator, Illinois; FRED SWEENEY recently spent one of his two weeks at home landscaping a new lawn; FREDDIE ROBBINS just returned from a trip to the Ozarks via Dallas, Shreveport and Memphis; GLADYS HESSION visited Arizona and Southern California and agrees with our Los Angeles corre-

spondent that it is the ideal spot for . . . , etc.; and **KEN RANK** is again on his way to Boulder Junction, for the annual five-day pow-wow of the Wisconsin Dairymen's Association.

**JOHNNY "BEN HOGAN" RIEGEL** met his master on the links at the Decatur Transportation Club's golf outing, when his 79 just wasn't good enough to beat **HAL NORDBERG'S** 78. Yes, that's for 18 holes! Lucky, or not, Hal's 78 also put a few dimes in **ART LUND'S** pocket, who we understand placed a few wagers prior to the battle between these two.



James Richie Baker, 10, son of Correspondent and Mrs. Jim Baker, is quite a musician. He has been on the air over a local radio network and spends considerable time entertaining Cub Scout members and classmates.

**JOHNNY'S** son, Bob Riegel, recently spent a 15-day leave at home from Uncle Sam's McCloud Air Base in Washington.

Bossman **ART LUND** and **BOB RITCHIE** attended the Minneapolis Traffic Club's annual stag at Gull Lake, Minnesota, June 20, 21 and 22. Imagine, these lucky guys get paid for this, too!

Chicago will be a hot place this month, and we're not speaking of the weather. Seems as though everyone has been busy prettying up for the big Republican and Democratic conventions.

#### Keddie

Conductor **JIM FOX** and Call Clerk **NETTIE FOX** spent their vacation fishing; Engineer and Mrs. **FILBECK** left for Colorado and then on down into Texas; Yardmaster **WAYNE** and Mrs. **GEL**

stopped off in Yellowstone Park en route to North Dakota for a visit to their former home; and Fireman **RAY WILLIAMS** and his family spent their time in Santa Cruz.

Engineer **CARL MARSHALL** and his wife have moved to Keddie from Stockton and plan to stay here because of his ill health, and Brakeman **HUGH AUSMUS** has moved his family to Westwood.

**HARRY JONES**, engineer, of Berkeley, visited in Keddie with his wife as did Engineer **HARRY HILTON**, of Richmond. Both did some fishing.

Brakeman **VIRGIL SIMPSON**, his wife and daughter, spent several days visiting his mother in San Francisco, and Call Clerk **CY BATES** and wife spent several days in Sacramento. Cy's brother, Cecil, stationed in Korea, has been promoted to Sergeant.

Road Foreman of Engines **BOB MCILVEEN** and his wife have been doing some fishing while on vacation.

**MRS. BOB HOLT** has been handling the call clerk's duties while the regular clerks are on vacation.

**Mrs. Bonnie Partain** and daughter, Rickie, visited with her mother and father-in-law, Conductor **PARTAIN** during June. The elderly Partains have just recently purchased a new home in Stockton and plan to move there in July.

**Charles Mounkes**, son of Roadmaster **MOUNKES**, is home on leave from Fort Knox, Kentucky, and while here attended his sister's wedding in Quincy June 21. Wilma was married to Eugene Parker, son of Mr. and Mrs. Pete Haslam, of Quincy, home on leave from Travis Air Base.

**J. A. Edwards, Jr.**, Naval Lieutenant Junior Grade, is home on leave from Flint, Michigan, visiting with his par-

ents, Roundhouse Foreman and Mrs. **J. A. EDWARDS, SR.**

Yardmaster **JIM O'CONNOR**, from Winnemucca, spent several weeks relieving the yardmasters here who are on vacation.

Roundhouse Foreman **BENNIHOF** had the pleasure of having both of his sons home for Father's Day. James is attending University of California, and Robert is United Press manager in Reno.

We hope Mrs. Stubblefield, wife of Conductor **STUBBLEFIELD**, will soon be



Andy Stene, Jr., son of Conductor Andy Stene, is one year old, and is already learning to be a railroader just like his dad.

home from Industrial Hospital following an operation on June 15.

**TOM MELTON**, former employee, is now home after spending several months in the hospital following an auto accident.

Retired Engineer **BARNEY BELEW**, wife and grandchildren of Stockton visited with the **CARL HAGENS** en route through the Middle Western states and on to the Eastern Coast and down into Florida.

Special Agent **E. L. McCANN** has purchased a new home in Oroville.

#### Sacramento Store Department

Vacation time again. **JIM LEE** returned from a few days in the mountains and some days at home; **MARGARET WESTLAKE** went home to Bakersfield for a few days and re-

turned to help hubby paint their new fence; **EVELYN RICHARDSON** left with plans for a trip up Feather River Highway to Reno and back via Tioga Pass into Yosemite Valley, with stopovers and side trips where their fancies took them; **EUGENE LARGARMARSINO** and wife left for a trip to New York and possibly Niagara Falls; **DALE ROBERTSON** vacationed at home and after returning to work, the Mrs. and two little daughters left for Oregon; and **HENRY J. MADISON** recently returned from the Store Department Convention in Chicago.

**ALBERT MADAN**, chief clerk and his family, have all recovered from an attack of mumps—first victim was little Bill, then daughter Claral, then Al.

The next time **ALTON DABBS** has a toothache he will heed the advice of his fellow employees. After much advice he finally gathered up enough courage to see his dentist only to lose the tooth.

#### Sacramento Shops

Our company nurse, **MRS. EDNA SPRATT** is a busy girl these days! Between attending medical conferences in Los Angeles and San Francisco, she also found time to give a lecture on industrial nursing to a group of student nurses at Sacramento State College. Now, to top everything, she is in Atlantic City, N. J., attending a medical convention. Hope you're having fun, too, Edna!

Have you noticed the man with the perpetual grin on his face these days? That's Machinist Foreman **ANDY JOHNSON**, whose brother is visiting him after a separation of forty years. Andy's brother is in his seventies; and are



E. L. McCann, special agent for WP, presented this bell from engine 205 to St. John's Catholic Church in Quincy, following mass on the morning of May 25. Left to right in the picture, taken by Gambell Photo Service, Quincy, are Father Majes J. Corchoran, Larry Fisher, son of section foreman Fisher; Richard Friendshuh, Tommy Shannon, son of Engineer Shannon, and E. L. McCann.

those two "kids" having fun. Even spent the other week-end in Reno!

A few more of our friends have left for new places and different occupations. Carman JAMES GREER is now operating a lumber camp in Eugene, Oregon; DAN REALI, car apprentice, has entered the Armed Services; and J. BARNES, sheet metal worker helper, left for San Diego.

Whoops! FAY TOMLINSON, write-up man, became a grandfather again — for the ELEVENTH time!

We had our share of tragedy last month, too. Car Foreman LOUIS MACIEL lost his 101-year old mother; Blacksmith Foreman ELLIS ASBURY his 91-year old father; and Machinist

J. HARRIS lost one of his twin girls shortly after birth and he himself is now ill in a San Francisco hospital. We're all pulling for you, Jay, and hope you'll be back with us real soon.

One of our biggest (in size, that is) Foremen is the happy owner of one of the littlest cars in the parking lot. Yep, that's Car Foreman RAY FENDER and his British Austin.

Have a new fire chief—Car Foreman JEFF GIBSON. Only thing is, Jeff, haven't seen you wearing the hat that goes with the job.

L. LASELL, SR., machinist apprentice, is the proud father of a baby girl —that makes one boy and two girls for Louis.

## San Francisco

BOB SALKELD, auditor revenues department, and father of three children, came to work with a handful of cigars on June 16. When startled co-workers VIN HOWARD, SLIM SEEVERS, CHARLES LINDSAY, BERTHA WILLITS and JOHNNY SANDSTROM questioned him about the sex of the new arrival, Bob laughed and replied: "We don't know, as we haven't been able to get close enough to find out!" While his plas drew deep breaths, Bob continued: "After a certain necessary operation on the little two and one-half-inch skunk, we hope to be able to determine that question on our little house pet. You smoke, don't you?"

Life was a little more predictable for the BILL TUSSEY family when mother, Edna, presented father and 5-year old Janis with her second daughter, Joyce Merl, born June 12. Bill is assistant labor relations supervisor.

Employees in the auditor of revenues department were saddened to learn of the death of MARY DUFFY on June 14 from a heart attack while convalescing from a recent gall bladder operation.

Not only did JACKIE KASTENBERG, former traffic employee, have her name changed in Reno over the Memorial Day week-end, but shortly before the groom, BOB TOLL, secretary to VP HENRY POULTERER, slipped a certain ring on her finger, he changed his name from Towle. Makes it easier for everyone, says Bob.

Welcome to GERALDINE ROSS, new secretary to Treasurer R. E. LARSON, and AGNES STOFKA, who replaced LOIS KNOLL as sten-clerk in the chief special agent's department.

Ian Ball, husband of LILLIAN BALL, treasurer's office, graduated from the San Francisco College of Chiropraxy June 7 and expects to enter practice about November.

We were saddened to hear of the recent illness of DALE WIGHTMAN, retired bookkeeper. He is now home from the hospital and anyone desiring to drop Dale a card may reach him at: Morgan Hill, California.

CLIFF WARNER, auditor of disbursements, recently spent a couple of weeks at St. Joseph's trying to locate in place a dislocated disc in his spine. Must have been successful as he is again rushing around the office in his old style.

MARION SANTOS, formerly secretary to Comptroller and General Auditor, L. J. GOSNEY, was presented with a combination play and high chair by her friends. No, it's not for her, but her anticipated newborn, due to arrive soon. Husband, JOE, is now assistant supervisor to auditor of payroll accounts.

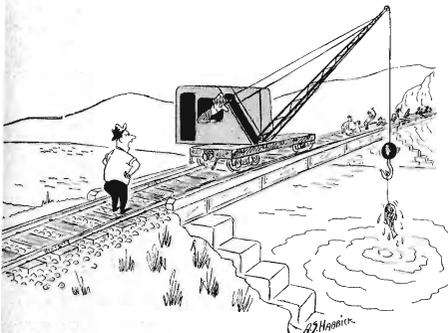
ANNE McDANIEL, typist, auditor of disbursements office, left her friends at WP June 20 to join her Marine Corps husband recently transferred to Santa Ana. Good luck!

MILDRED NIELSEN, supervisor comp-tometer bureau, disbursements office, recently spent some time at St. Joseph's undergoing surgery but is expected back to work before this goes to press.

ELEANOR GOWAN, secretary to comptroller, recently underwent surgery for a sinus condition and is getting along nicely. Understand JIM ELKINS, head file clerk, is also looking forward (?) to the same operation later this month. Both are from Elko.

Howard Beltz, 24-year old son of DICK BELTZ, office manager in the general manager's office, finished his term at college in South Carolina and headed straight for Dayton, Ohio, where he was married on May 29 to student, Jeanne Warwick. Both will return to school in the fall. Howard worked in the transportation department at general office following his Army discharge and before entering college to major in business education.

J. A. SHINGLER, WP telegrapher for 18 years, visited the office in June. Retired for five years, he now lives on a small place in Lake County.



"Okay, Clancy, there's work to be done."

The thrill of becoming a grandfather struck GIL KNEISS, assistant to president - public relations, June 22, when his daughter, Gloria Lord, presented him with a lively 6½ pound granddaughter, Cathleen Diane Lord.

FLORENCE L. HOLLAND, stenographer-statistician in the perishable department, became the bride of C. C. "TEX" HUGHES, WP brakeman, in the courtroom of Justice of the Peace J. H. Heward at Winnemucca on May 31. Standing with the couple for the cere-

mony were Mrs. Jeanne Duarte and PAUL RUTHERFORD, a fellow railroad employee of the bridegroom.

### Los Angeles

CHARLEY FISCHER, our new general agent, can now be classed as a confirmed Southern Californian. He has now taken to getting up at 2 a. m. to go deep-sea fishing. He lived up to his name by pulling in an 18-pound (more or less) bass and acquiring a fine Southern California sun-tan. We understand, however, that the fellow next to Charley on the boat caught a 35-pound bass while our boy was napping—trying to make up for his 2 a. m. departure.

Welcome to BILL MICHAELSON, new stenographer-clerk. Bill formerly worked for the Canadian Pacific in Vancouver as a transportation clerk, is married and has two children.

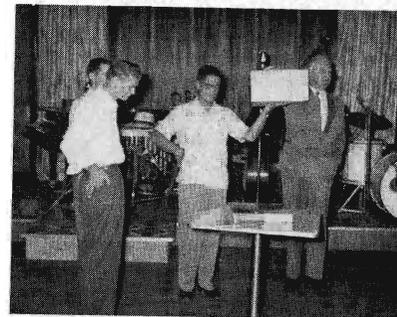
BERNICE HOPKINS spends all her spare time—when she isn't selling tickets on the *California Zephyr*—knitting a dress which she hopes to have finished by the Fourth of July. There is considerable wagering going on as to whether it will be finished on time, but from the looks of her raw fingers when she appears at the office each Monday, the chances look pretty good.

After talking to our former colleague BOB MUNCE, DOC HENSLEY, baggage man at Stockton, and his wife lost no time in coming to Los Angeles for an enjoyable week taking in radio and television shows and, of course, some of our wonderful sunshine.

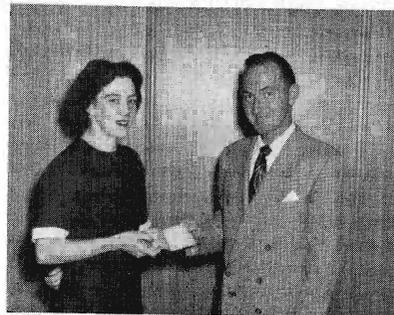
*Don't criticize your wife too harshly; it may be that it was her poor judgment that kept her from getting a better husband.*



Raymond M. Jackson, Sacramento patrolman, receives a check for \$500 from Mary Nichols, MILEPOSTS' correspondent at Sacramento, which he chose rather than the two-week all-expense trip to Mexico, as winner of the Vacation Club first prize. Mrs. "Pat" Johnston, auditor of revenues, won the second award, and was presented with a check for \$75 by George Welch, one of the Club's chairmen.



H. C. Munson, vice president, picked the lucky winners under the watchful eyes of Bill Smales, behind Jack Ford, and Johnny Etchebehere, also one of the Club's chairmen, at the Roundup Room in Stockman's Hotel in Elko on June 12. Frank Rauwolf, coordinator of employee activities, lost no time in phoning the lucky people to tell them of their good fortune.



Clarisse Doherty, MILEPOSTS correspondent at Sacramento, sent in these two laughs:

*A farmer was trying hard to fill out the railroad claim sheet for a cow that had been killed by a train. He managed to answer all the questions on the form until he came to the last item, which asked: "Disposition of carcass."*

*After puzzling over the question for some time, the farmer wrote: "Kind and gentle."*



"Freddie," asked the teacher, "please give me a sentence using the word 'diadem'."

*Freddie had overheard certain remarks at home, and out of his subconscious store of worldly wisdom, he drew this reply:*

*"People who hurry across railroad crossings diadem sight quicker than people who stop, look and listen!"*

# SPORTS



Five teams in Western Pacific's Summer Bowling League who have had almost identical records up to now, are finally separating their

standings as the league entered the final half of their schedules. The pace-setting Silver Bay, comprised of Lenore Studt, Hank Donnelly, Glenn Fischer and Virginia Price, holds undisputed first place position, and a tie for second exists between the Silver Feather and Silver Dollar teams.

Don Johnson's 551 and Tony Jak-enovich's 517 are top series thus far for the men, while Lenore Studt, with a 438, and Joan Hudson, with a 433, share honors for the girls. In the high game department, Don Johnson and Frank Thomson lead with 217 for the men, and Lenore Studt and Joan Hud-son lead with respective 189 and 188 scores.

League standings and top averages based on fifteen or more games are:

Standings	Won	Lost
Silver Bay .....	14	7
Silver Feather .....	12	9
Silver Dollar .....	12	9
Silver Canyon .....	11	10
Silver Thistle .....	10	11
Silver Range .....	9	12
Silver Palm .....	9	12
Silver Arroyo .....	7	14

	Average	Game	Series
Lenore Studt .....	145	189	456
Retta Alexander .....	130	164	415
Joan Hudson .....	129	188	433
Don Johnson .....	160	217	551
Frank Thomson .....	154	217	501

(Continued on Page 30)

## GOLF TOURNAMENT

Jim Green, traveling accountant, won a two-stroke victory over runner-up Dean Dorsey, general agent's office, Oakland, and employee low gross honors in Western Pacific's golf tournament held at Richmond Golf Club on June 7.

A five-handicap man on his home course at Stanford, Jim found the wind-swept greens a little too fast, as did the others, and he finished the round with a seven over par 79. His card included a near hole-in-one on the short sixteenth for one of his two birdies, eight pars, seven bogies and one double bogie.

Dorsey, winner of the hole-in-one contest, with a shot three feet six inches from the cup, collected one birdie, eight pars, eight bogies and one double bogie, finished with a 41-40 for an 81.

Low gross winner among the guests was Cy Harbecke, D&RGW, who finished with a 78, low score for the day, one stroke ahead of S. S. Hankus, CB&Q, runner-up for the guests.

Alma Painter, auditing department, won low net for the women, and low net honors went to Mrs. K. R. Stoney, wife of Ken Stoney, assistant general freight agent.

Low net for the men went to Frank Rauwolf, coordinator employee activities, who wound up with a 63 for his first game of golf. Runner-up Ian Ferguson, special assistant, and another

(Continued on Page 29)



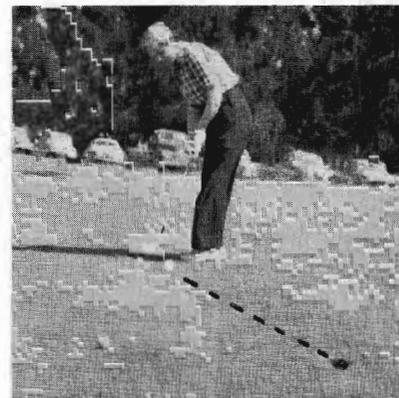
Jim Green, Dean Dorsey, Frank Rauwolf, and Ian Ferguson, winners of the WP Golf Tournament.



Early finishers gather around the score sheet and watch the results.



Jim Musilani, from Sacramento, sinks a long putt on the 18th.



Alma Painter, auditor's office, dropped this one, but she wouldn't tell her score.

newcomer to the game, finished with a 72 net score.

Ted Lindquist, nephew of Elmer Lindquist, Oakland traffic representative, had a 71 for low net among the guests, with a four-way 74 tie for runner-up honors by J. R. Spieght, D&RGW, Wayne Lindquist, brother of Elmer, T. Dunne and D. Dunne.

Carl Van Heuit and R. Crossman, guests, won second and third honors

(Continued on Page 30)



"These tournament specials occasionally get out of hand..."



Western Pacific's softball team dropped their last game in the San Francisco Industrial Men's Softball League to the Stock Exchange 9 to 6, and unable to field a team of nine players due to illness and other reasons, took a loss in their final game scheduled against the Southern Pacific Shops nine.

Although the standings show them in fifth place with two wins and four losses, their playing was not as bad as the record shows. Near victories in two of their games would have placed them in third place with a possibility of tying for second.

Final standings were:

	WON	LOST
Globe of California.....	6	0
California Packing Corp.....	6	2*
Southern Pacific Shops.....	4	3*
Stock Exchange.....	4	3*
Western Pacific.....	2	4
Glenn Falls.....	1	5
Golden Gate Magazine.....	0	6

The team finished the season with a .250 batting average, and individual percentages were as follows:

	AB	H	R	RBI	PCT.
Beban, outfield.....	12	6	2	1	.500
McGrath, ss.....	11	5	2	3	.455
Ditty, R., c.....	13	5	4	4	.385
Santiago, 3b.....	11	4	2	4	.364
Lohmeyer, 1b.....	10	3	3	1	.300
Walsh, p.....	11	3	3	2	.273
Kostner, outfield.....	10	2	0	2	.200
Dowd, outfield.....	1	0	0	0	.000
Martin, 2b.....	7	0	2	0	.000
Brock, outfield.....	6	0	0	0	.000
Baylor, utility.....	10	0	0	1	.000
Hanson, c, outfield.....	10	0	0	0	.000
Totals.....	112	28	18	17	.250

\* Extra games account play-offs for second place.

## CASTING CLASSES

Commencing July 14 and continuing on week - ends and evenings during the summer and fall months, National Champion Kay Brodney, engineering, and ranking titlist Jeannie Brodney, signal department, will instruct classes in trout, steelhead and black bass bait and fly casting for distance and accuracy at the Golden Gate Park Casting Pool, located adjacent to the Polo Grounds near 36th Avenue and the Park's main drive.

Applications are being accepted from employees in Room 101, general office, and students not having their own casting equipment will be given assistance in selecting proper equipment at a substantially reduced cost.

Classes will be limited to six students and will be filled on a first-come first-served basis.

## Bowling . . .

(Continued from Page 28)

Anyone who does not receive an application form for the Winter (all men) Bowling League by August 1 and wishes to bowl, should contact Spen Lewis, Room 500, Extension 206. League play will get under way around August 28.

## Golf Tournament . . .

(Continued from Page 29)

in the hole-in-one contest, and consolation prizes were presented Walter Brunberg and Mrs. F. R. Woolford for high gross honors.

Forty-two entries competed in the tournament.

## BASEBALL IS HIS HOBBY

Several years ago a group of young boys, including his own two sons, came to Dan Costello, commercial agent, looking for a sponsor for their baseball team. Having been a successful semi-professional pitcher himself for many years, Dan was highly enthusiastic about the idea, and after watching the youngster perform, immediately set about getting their team organized.

The team played successful ball for about two years and were getting a name for themselves when the sponsor sold his business, and the boys again approached Dan with their problem.

Costello went to work and secured another sponsor, this time Mr. Willie Osburn, president of the American Brass & Copper Company, of Oakland, whose name now appears on the team's uniforms. Under the management of Dan, the boys have turned in an excellent record, and when a friend, re-

cently watching the boys play, asked Dan where he got his players, he replied: "from Universities and various other places. The first baseman is a Swede, the second baseman is Dutch, I have a Colored shortstop and an Irish third baseman. They are all fine boys and you are looking at young America."

One son, Danny, plays center field, and the other son, Ken, plays third base, and both boys are among the team's heaviest hitters.

Their dad is also president and a director of the Central California Baseball Managers' Association, which promotes and regulates semiprofessional baseball.

Commercial agent since 1944, Dan first came to WP in November, 1910, as the traffic department's second office boy, later serving as freight solicitor and chief clerk in the general agent's office.



Ken Costello, Dan Costello, and Dan Costello, Jr.



Albert M. Richards, train desk clerk, took this picture in South Sacramento yard on June 19. A long way from its home in Cuba, the car was built by the Pressed Steel Car Company, Mt. Vernon, Illinois, and was loaded in West Sacramento and is now on its way to Minnesota with a load of rice.

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## *Railroad Lines*

Class I railroads set new all-time record in carload freight, averaging 42 tons per car during 1951.

. . .

Installations of new Diesel-electric locomotives and retirements of old steam locomotives continue at high levels.

. . .

Mid-1953 delivery of three diesel tugboats at a cost of \$1,300,000 will replace four steam tugs and completely dieselize the Erie's tug fleet.

. . .

Twenty covered steel barges ordered from Bethlehem Steel by Delaware, Laka-wanna & Western.

. . .

Tennessee Central has requested I.C.C. authority to construct and operate 7.5 miles of new line to serve coal fields in Putnam County, Tennessee.

. . .

Texas & Pacific has authorized installation of a 1.5-million gallon diesel fuel storage tank at Forth Worth.

. . .

Union Pacific to install centralized traffic controls on 14 miles of single track between Villard, Washington and Mile Post 4.3.

. . .

Strata-Dome cars on two Baltimore & Ohio trains now equipped with four flood-lights grouped in front of the dome to light up the countryside for night travelers.

. . .

Louisville & Nashville to purchase 55 diesel electric locomotives.