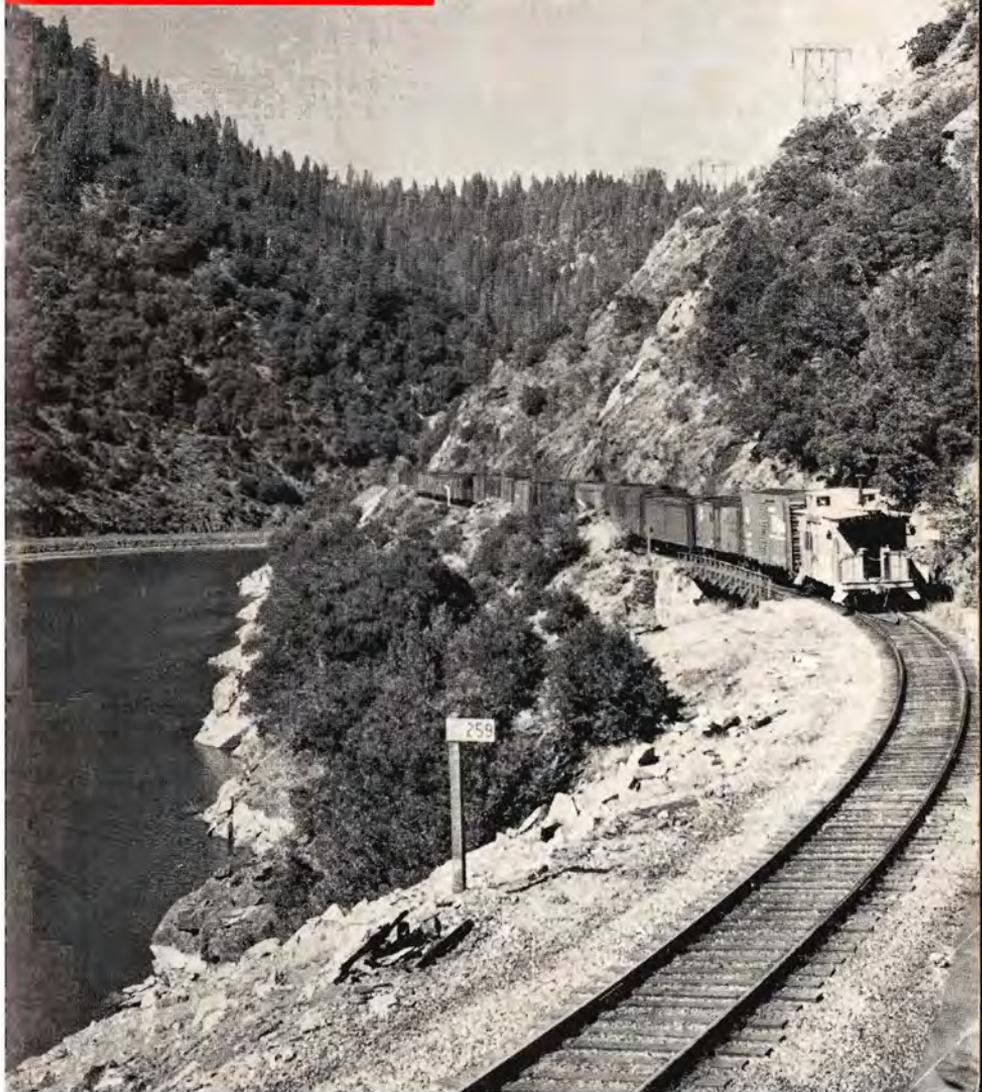


WESTERN PACIFIC
Mileposts
MARCH 1954



WESTERN PACIFIC Mileposts



Vol. V., No. 8

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*Milepost No. 56

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*

CONTENTS

	Page
"You've Got to Make Calls . . ."	3
The "Time-Lag" Bill	10
Employee's Son Wins Fellowship	11
WP Gets New Industrial Site	13
The Nicest Neighbor on Earth	14
Dear Editor:	15
School in Engineering	17
Mileposts in Gold	18
Jewel Chests	19
In Memoriam	20
WP Will Remember	21
Caboosing	22
Sports	35
Railroad Lines	36

* Milepost 56: Approaching Altamont, Milepost 56.2, highest point in the Altamont Pass between Livermore and San Joaquin valleys. Name is coined from two Spanish words, means high hill.

"YOU'VE GOT TO MAKE CALLS IF YOU WANT TO GET RESULTS"

MILEPOSTS was curious to find out just how Western Pacific goes about getting business from the customers it serves . . . business that keeps our freight and passenger trains rolling, business that helps to pay for new equipment and materials needed to keep those trains running, and business that makes possible the pay checks we receive twice each month.

MILEPOSTS learned that traffic originates from many sources. We continue to get business from customers who have been using our services for many years, because they like our service, because we're dependable, and because they think we're nice people to do business with. New shippers come to us on the recommendation of other satisfied customers, and on many occa-



Les Stoltzman, traffic representative.

sions "hot tips" are received from traffic managers who are aware of forthcoming movements from other firms. They read our advertisements in national magazines telling of our services, new equipment and latest developments. Also, business originates from contacts made by various WP railroaders — boilermakers' helpers, the switchmen, stenographers, agents and linemen, to mention but a few. Yes, we even get business from those who receive this magazine, read in each of the 48 states and several foreign lands.

Principally, though, our business is obtained through the efforts of our freight and passenger traffic departments, and to find out just how these departments tick, MILEPOSTS spent a day with a traffic representative from the general agent's office in San Francisco.

Les Stoltzman, one of eight traffic representatives in that office, was selected at random. When the day was



Les gets a word of encouragement from his attractive wife, Marilyn, and two handsome sons, Kent, 6, and Richard, 11, as he leaves home each morning.



Les makes an appointment to call on a customer later in the day and prepares his day's working schedule. Other salesmen shown in the picture are, from left: Harry Stark, Paul Harris, Howard Jaeger, Frank Murphy, and Gene Macomber. Not present when the picture was taken were Leo Baker, Herb Spencer and Fred Brandes.

Before leaving the office, he discusses important business matters with John H. Coupin, general agent.



over, MILEPOSTS was convinced that the freight traffic salesman, as typified by Les, is first of all sold on Western Pacific. He's friendly, he's courteous, and he has an extremely good background on all matters pertaining to transportation. But, if he doesn't know the answer he is quick to tell his customer so and informs him that he will get the information for him just as rapidly as possible. He's a stickler for details and leaves no stone unturned when delving into a shipper's problems. Such problems might involve the mechanics of rate making procedures, routings, schedules, credit regulations, or information on Government regulations. About all these things, Les showed a working knowledge usually sufficient to answer the hundred and one questions he received during the day. He also had to be proficient in matters pertaining to procedures in filing claims for damages, average agreements, indemnity bonds, loading procedures, available industrial property, counseling shippers in bill of lading procedure and expediting or ordering cars.

Les told MILEPOSTS that a traffic representative must know a good deal about his customer's business, its operation, the products manufactured, or the services sold. He must know the personalities of the men on whom he calls, their likes and dislikes. If they are bowlers, Les is the man who can talk their language. The same with those who golf, work in the garden, or collect stamps. Busy men, all of them, Les can tell when a traffic manager has time for lunch, what brand of cigars he smokes, and whether he enjoys a good joke now and then. He must "sell" Les Stoltzman as well as



First call is made on Jack J. Smith, vice president, Western Dairy Products, Inc., to give passings on shipments of butter, important information to any shipper. In addition, a routing order was obtained.

Western Pacific Railroad Company.

Les works south of the "slot," which, as anyone familiar with San Francisco knows, means Market Street. In the midst of this sizeable territory which

Georgene Austin, secretary, Les, and George Kelley, traffic manager, Leo J. Meyberg Company, check over car records on latest movements. Visit was primarily to thank customer for traffic received last year.





Kelley and Stoltzman return from lunch at a neighborhood restaurant, at which time they discussed possibilities for additional traffic and prospects for coming year. Time is valuable to busy TM's.



A call at Golden State Flooring Company found owner Cliff Coates out of town. Left card with assistant and said would call again to discuss movement of lumber. In a phone call the next morning Les told his customer he was sorry to have missed him and the desired information was obtained.

Les had to wait his turn to see Jack Schwartz, traffic manager, L. H. Butcher Company, regarding orders placed during past month. Also discussed extension of lease on building occupied by L. H. Butcher Company.



extends south and east of San Francisco Bay, lies most of the city's heavy industrial district. A trip through the territory involves calls on a cross-section of agents, manufacturers, service firms, and factory representatives. Most of the things we eat, the clothes we wear and the things we use originate or terminate within this area. Coal, toys, appliances, dairy products, acoustical tile, peanuts, soap and sawdust—glassware, chemicals, meat and paper—these are just a sample of the hundreds of varied products handled by firms from which Les may obtain business.

No one man could call on all these people every day, or even once a week. Of Stoltzman's customers, some are



Photo of recent shipment made by Enterprise Engine & Foundry Division, General Metals Corporation, is shown by Jim Wilson, traffic manager. Customer was very happy with crane operation, loading and handling. Les gave progress report on shipment so customer could keep an accurate record of shipment en route. Photo below shows loading of engine consigned to Port Richmond, Philadelphia.



regular shippers, some frequent, and some occasional. By knowing their requirements and their problems, he can stagger his calls as most needed.

In addition to calling on customers already established, Les also calls on prospective shippers who might not be familiar with the services Western Pacific has to offer. "All I ask for," says Les, "is the opportunity to let Western Pacific show how we can handle a carload shipment. If I get the order I assist in any way I can in ordering a car, arranging routings, providing rate information, and I keep him posted with passing information and schedules. I'm convinced that Western Pacific can offer the best of



After opening these WP compartmentizer car gates, inspection revealed no damage or shifting in load.

service and it's up to me to convince the traffic manager likewise."

The Railroad's rapidly expanding industrial program offers the traffic representative many opportunities leading to more Western Pacific traffic. "I'm amazed at the amount of interest shown in our new industrial tract at Milpitas, for instance, even by those who are in no way connected with the development of the site, or who have no plans for securing any business from the Ford Motor Company," stated Les. "But it certainly proves to me that Western Pacific is 'on the ball' and that fact is becoming more widely talked about every day."

Stoltzman works closely with the other departments of the railroad, such as Operating, Engineering, Claims, Law and Purchasing, often furnishing them with, and receiving in turn, valuable information.

Although most passenger traffic is obtained by representatives of that department, Les is often called upon



Les remained to see initial unloading and make a further check on condition of the shipment received by Graybar Electric Company. Results: shipment found to be in excellent condition.

to arrange for space, tickets and schedules for his customers making business or pleasure trips, and it's always a pride and joy to him to be able to accommodate them whenever he can do so. "It makes me feel mighty fine when I call on a traffic manager after he has returned from a trip on the *California Zephyr* and be told what a wonderful trip he enjoyed. That, to me, is good railroading, and I know I've made a better friend."

"I would like to say a few words to the other WP railroaders, if I may. I like to know—as I do—that I can depend on them to help me with my work. It's one thing to go out and get the business, which is the biggest part of my job. It's another thing to keep that business through good handling, improved service, on-time schedules, delivery of the shipment. I can't run the trains, and I can't deliver the goods. This is done by the men in train service, in the section gangs, in the telegraph department, and in the offices. My customers don't like excuses, and a pleasant solicitor of traffic doesn't mean much to the man whose shipment is late or is delayed because of damage. We're all working together to sell Western Pacific."

Les was born at West Point, Neb., on October 19, 1913. He received his early railroad training with the Rock Island at Lincoln, Neb., as a stenographer-clerk in the traffic department, after a business college and University of Nebraska schooling. He joined Western Pacific as chief clerk in the traffic office at Omaha in January, 1942, and came to San Francisco in the fall of 1945 as city freight agent. He became traffic representative in 1949 after serv-

ing as chief clerk in the general agent's office under John H. Coupin during 1948 and 1949.

Les lives in San Francisco with his wife, Marilyn, and two sons, Kent, 6, and Richard, 11. His hobbies are gardening and his family, though he enjoys golf, fishing and other sports whenever the opportunity prevails. He is quite active in Church work, being a member of the choir at Stewart Memorial United Presbyterian Church, a member of their Board of Trustees and the Board of Elders, and teaches a class at Sunday School. He is a committeeman for Troop 333, Boy Scouts of America, and belongs to the San Francisco Traffic Club, Pacific Traffic Association, and the Fraternity Club.

Sounds like a busy guy—and he is.

It's just like he says, "You've gotta make calls if you want to get results!"



Back at the office, Les promptly returns any telephone messages received during his absence and catches up on his correspondence, of which there is considerable. Barbara Parker, clerk, checks records.

THE "TIME-LAG" BILL

In the next session of the Congress the so-called "Time-Lag" Bill will come up for action. Because the popular name by which this measure is known provides no hint of its nature . . . nor of its importance to the railroads and the public . . . the Railroads of Texas have prepared the following information:

WHAT IS IT? . . .

It is a bill designed to avoid undue delay in the adjustment of rates and fares of railroads and other regulated carriers as may be necessary to meet sudden increases in wages and in the cost of materials.

HOW WOULD THE "TIME-LAG" BILL DO THIS? . . .

It would direct the Interstate Commerce Commission to: (1) authorize within 60 days such temporary increase as in its judgment would be proper; (2) conduct such further investigation as may be necessary to reach a definite and final decision; (3) require the carriers to give back any difference if the increase finally allowed is less than the temporary increases initially authorized.

WHY IS SUCH A BILL NECESSARY? . . .

Experience since World War II has shown that the procedure under the present law is both slow and burdensome. Extensive hearings are held in various parts of the nation involving months of delay before the ICC can finally render a decision. The railroads, meanwhile, must pay the increased operating expenses without any hope of recovery. All the railroads

seek is some measure of freedom in adjusting their rates to meet unusual conditions . . . a privilege most business and industrial enterprises long have enjoyed.

WHAT HAS BEEN DONE TO RELIEVE THE SITUATION? . . .

The ICC has tried to lessen the harmful effects of these delays by authorizing interim increases, but even these have been unduly delayed and they have been far below the increases finally found justified. It is estimated that these revenue losses suffered by the carriers from 1946 to 1952 under the present procedure amount to over one billion dollars.

WHOM DOES THIS AFFECT? . . .

This loss has retarded the efforts of the railroads to obtain maximum improvements in their operations by forcing them to curtail the purchase of new motive power, the building of needed cars and the laying of heavier rail, all of which contribute to more efficient and more economical service, which is in the public interest.

WHAT STEPS ARE UNDER CONSIDERATION TO IMPROVE THIS SITUATION? . . .

Senate Bill 1461 was introduced in the 83rd Congress based on suggestions of the National Industrial Traffic League, a nation-wide shippers' organization dedicated to the policy of promoting sound and economical transportation. The Bill in no way alters the ICC's full authority over the establishment of rates and fares. Under the terms of the Bill, the Commission

could refuse to grant any rate increases, if it so decided.

WHAT IS YOUR INTEREST? . . .

At some stage in their manufacture or distribution, just about everything we eat and use and wear is handled by the railroads. Therefore, if the efficiency and the economy of rail transportation can be further increased by enactment of the "Time-Lag" Bill, it will benefit all of us. You can help secure passage of this important Bill by writing your Congressman.

MORE BOX CARS

Western Pacific placed an order with Pullman Standard Car Manufacturing Company on February 12 for 100 fifty-ton box cars.

Delivery of the fifty-foot double-door cars, equipped with "ride control" trucks to insure better and safer transit for shippers' products, is expected during April, at a total cost of over \$800,000.

Patron: "I'll take the dollar dinner."
Waiter: "On white or rye, sir?"

Jack and Joe were sitting on a park bench with a sweet young thing between them. "Joe," said Jack, "you remember that old saying—'two's company but three's a crowd'?"

"Yeah," replied Joe, "but this babe is so cute I ain't got the heart to ask her to leave."
—*B and O Magazine.*

A well-intoxicated man on the way home from a local convention was stopped by a policeman who spied him walking with one leg on the sidewalk and the other in the gutter. Told he was under arrest for drunkenness, he gasped, "Thank the Lord, I thought I'd broken my leg."
—*Reading Railroad Magazine.*

To the blonde dancer who had just finished her act in the floor show, the rich young man said sadly, deplorably, "Why does a beautiful, talented, and apparently educated girl like you have to dance in a sordid joint like this?"

"I don't know," she answered just as sadly, "unless it is the fact that I meet a great many more prominent young men here than I did when I was a public librarian."
—*Fort Dodge-Des Moines Time Reporter.*

EMPLOYEE'S SON WINS FELLOWSHIP

William C. Sanford, son of W. H. Sanford, retired ditcher engineer, has been chosen to receive a Rotary Foundation fellowship for graduate study abroad during the 1954-55 school year, following nomination by the Oroville Rotary Club.



Sanford earned his bachelor of arts degree in 1952 while attending College of the Pacific. He is studying for a bachelor of divinity degree in the Pacific School of Religion in Berkeley.

He plans to attend a university in the British Isles as one of 102 graduate students from 27 countries granted scholarships by Rotary International.

His father entered WP service in January, 1914, as ditcher fireman, returned to service as a ditcher engineer following military service in World War I, and retired on September 30, 1951.



KEEPING THE LINE OPEN

Winter snow began piling up on the Keddie-Bieber line last month and Western Pacific's newest equipment was brought into service to keep the "Inside Gateway Route" open for traffic. A Jordan spreader, equipped with front-end special snow plow, deicing devices and spreader arms did the trick. Two of these heavy-duty models and a lighter model were purchased during the last two years, one for Elko, one for Portola and one for Keddie. Two older models are used with ditchers. Two rotary plows, one at Portola and one at Keddie, are also used to combat the Sierra snows. These pictures were taken by Norman Roberts, road foreman of engines.



WP GETS NEW INDUSTRIAL SITE

Deeds were recorded February 8 for the purchase of a 346-acre tract by Standard Realty and Development Company, subsidiary of Western Pacific, one mile south of Stockton.

Bounded by Sharps Lane on the east and Sperry Road on the south, the property will be served by Western Pacific and Tidewater Southern Railway, a Western Pacific subsidiary.

Termed a "million dollar development for the community," the property is one of the choice sites for industrial development in the Stockton area. The level character of the land, the close proximity of rail, water, air and truck-

ing facilities, the availability of gas and electricity and nearness of low-cost housing units were major factors deciding the purchase and development of the land. The development company has prepared plans for laying two drill tracks and a 60-foot access road into the property.

The area is within a three-mile radius of two-thirds of the low-cost housing sections of the community, meaning a minimum of cross-town traffic by industrial workers heading for their jobs.

The site was purchased from R. A. McEwen, farmer and former building contractor.

THE TAX COLLECTOR AIN'T DOIN' SO BAD

Like most all of us, our Uncle Sammy can probably always use a few extra "bucks," but unlike most all of us, he's in a pretty good position to get them whenever the occasion need be through his tax collector. That's a pretty good job if you can get it.

For instance, the latest preliminary income figures for 1953, as reported by the Association of American Railroads, indicate that railway tax accruals are still pursuing their upward course, reaching a total of \$1,300,000,000 for the year, or an average of \$3,562,000 a day. This compares with \$1,262,000,000 in 1952 and \$1,203,000,000 in 1951.

That 1953 figure represents approximately 49.1 per cent of the railroads' entire net operating revenue, or, in other words, the entire net revenue of

179 days' operations of all railroads in the United States. So far as net revenue for their owners is concerned, 49.1 per cent of all the railway facilities in the country might just as well have been operated by the tax collectors.

On the average, employees to the number of 594,000, with 17,000 locomotive units, 17,000 passenger-train cars, 872,000 freight cars worked throughout the entire year, not for the owners of the railroads, but to produce sufficient net revenue to pay railway taxes.

Western Pacific's total railway tax accruals (payroll, Federal income, property, and other taxes, but not including sales and use taxes) for 1953 amounted to \$9,257,874.93. That would buy a lot of coffee!



For 32 years I've lived next to the nicest neighbor on earth—a four-track, main-line railroad.

The railroad is a good neighbor, and every train is a friend, from the Limited with its Pullmans and club cars to the commuters' local that squeaks leisurely to a stop beside the house. You get to expect the early mail as you're getting up just before seven, and to listen for Jim Sheehan's cheery tones as he tosses the mailbags up from the platform, and the trainman calls down in the crisp morning air:

"Sure cold up New Haven way!"

Living next to the tracks you also learn that trains have personalities, like ships. Trains are human, and each one is different. By its sound you recognize the express freight, going from Oak Point to the Readville yards, which gets the "green board" and thunders past before midnight. If you watch the long, heavy Clipper barreling into a blizzard with passengers seated in the lighted lounge or relaxing in the diner at a meal, you get a feeling of the power and strength and purpose of the nation. When you're digging in the garden and the brakeman waves from the upper bunk of the caboose of a ponderous freight, you realize the warmth and kindness of Americans.

Railroad men love their work. Of all labor they seem the most cooperative, somehow the most American. If I drop off the early express in summer and suggest to the conductor that the sumac and growth along the bank are a fire hazard, a team comes along within a week to cut them down. Fact is, the railroad takes care of its property better than

my other neighbor, who permits his backyard to become a mess of tangled weeds and undergrowth.

Folks often ask, "Don't the trains bother you at night?" If you live 50 yards from a main line, the fast freights seem to be coming right into your bedroom the first few nights. After that you never hear them. It's the man next door with his television and his late parties who keeps you awake.

One hot summer evening I was sprawled out on the bank when the late mail pulled in. The engine stopped just opposite as usual, and the engineer waved a massive glove in my direction. "Hey! Where's your dog been lately?"

He was asking about my big Aire-dale, who greets him every evening by rushing toward the fence, barking and wagging her tail violently. The dog had been at the vet's all week. He missed her immediately. When she returned there was a reunion of old friends.

A cynical acquaintance of mine says it doesn't matter which side of the railroad tracks you live on, it's the wrong side. But my friend knows nothing of the railroad as the good neighbor, the way I do. Millions of Americans all over the country live beside the tracks. We are fond of every train and every trainman too. In an



Dear
Editor:

LIKES MILEPOSTS

The readers of MILEPOSTS might enjoy an article I am enclosing which appears in the February issue of *The Reader's Digest*. The title is "The Nicest Neighbor on Earth," by John R. Tunis.

I enjoy reading MILEPOSTS very much. Wouldn't think of missing a single issue.

Mrs. Chris Gnesios
San Francisco

Mrs. Gnesios is the wife of Chris G. Gnesios, assistant architectural engineer. The article she mentions appears on Page 14.

THANK YOU

Mrs. Peninger and I would like to thank our many friends for the words of encouragement and the lovely cards and letters received during my illness. We are indeed grateful to each and everyone for all the kindness shown us.

Ernest L. Peninger
Oroville

unhappy world we feel a little happier by day and by night because we are next to the nicest neighbor on earth.

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WANTS THE BOYS TO WRITE

Enclosed please find picture of me in my wheel chair, in which I travel around since suffering a stroke last March.

Guess the boys who go by my house on the Second Subdivision miss me and my reports on the "hot ones" (hot boxes). I hear you boys go by and once in a while stop on the south or north side of Bear River, as I am a half mile west of the subway over the highway. Tell them to send me a card in care of Donley's Rest Home, Rio Oso.

Rio Oso
Ernie Whitlock



FINEST TRAIN

The promptness with which Western Pacific handled the refund which was sent me is another example of the excellence of your service.

The *California Zephyr* is the finest train we have ever traveled on. Everything about it was perfect and I want to particularly compliment you on the

dining car service. No standing in line, clean table cloths, clean waiters. Everything was orderly, clean and quiet and the food excellent and prices reasonable.

You are doing a grand job and we wish you the best of success.

Gerald A. Cooper

St. Thomas
Virgin Islands, U. S.

NEW M.R.S. MAGAZINE

A bi-monthly tabloid-size newspaper for men who served with the Military Railway Service during World War II and in Korea began publication November 1.

If interested, write Clarence Gordon, Editor, P. O. Box 1769, Denver 1, Colorado, for free sample. Subscription rate \$1.50 year.



"Stop wishing!"



Members of the Sophomore World History Class, St. Helena Unified School District, journeyed to Oakland last month to make an inspection of the California Zephyr. The 49 students were taken through the entire train before it left on its eastward journey. The more technically minded boys enjoyed a quick inspection of the diesel engine. Following their visit, the class secretary wrote: "Thank you for the wonderful tour through the California Zephyr. We enjoyed it very much and you have certainly sold us on making a trip. We benefited from the tour by not only enjoying ourselves, but learning something new, too."



From left to right around the table: Don E. Nash, Maury Crespo, C. B. Rushmer, instructor, Chris Gnesios, and Bob Nordstrom.

SCHOOL IN ENGINEERING

In order that the younger generation of employees in the engineering department might have the benefit of experience acquired by those who will retire within the next few years, Chief Engineer Woolford and his assistants developed a training class with the older men as instructors.

Such a class has been in session since October, 1953, and each Friday two hours are devoted to the study and analyses of practical problems, the solution of which have been the responsibility of the instructor.

The anticipated subjects of this class are varied, and consist of normal office routine, deck systems for bridges, setting up orders for various structures, and economies of design and location

of structures. Also included in the course is the study of design of bridge abutments and piers, rating of capacities of various structures under rolling loads' impact and other forces, discussion of loadings on bridges, various types of railroad buildings, and discussions of specifications for railroad engineering projects.

At the present time four engineers from the office of A. W. Carlson, bridge engineer, are participating in this training under the instruction of C. B. Rushmer, design engineer. They are: R. D. Nordstrom, assistant design engineer; C. G. Gnesios, assistant architectural engineer; M. J. Crespo, junior design engineer; and D. E. Nash, junior engineer.

MILEPOSTS



IN GOLD

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

40-YEAR PINS		
Frank Harton.....	Locomotive Engineer.....	Eastern Division
John V. Stager.....	Locomotive Engineer.....	Eastern Division
35-YEAR PINS		
Jesse E. Adams.....	Locomotive Engineer.....	Western Division
John V. DePangher.....	Machinist.....	Mechanical Dept.
George L. Harlan.....	Dispatcher.....	Western Division
Austin N. Lambert.....	Locomotive Engineer.....	Eastern Division
Gerald W. McCauley.....	Warehouse Foreman.....	Western Division
John J. O'Brien.....	Boilermaker.....	Mechanical Dept.
30-YEAR PINS		
E. S. Bentz.....	Head Traveling Auditor, Acctg. Dept.....	San Francisco
Ray E. Good.....	Sheet Metal Worker.....	Mechanical Dept.
Robert L. Grubbs.....	Locomotive Engineer.....	Western Division
Roy F. Hill.....	Conductor.....	Western Division
Ivan Johnson.....	Marine Deckhand.....	Western Division
Frank Smith.....	Locomotive Engineer.....	Eastern Division
William A. Soule.....	Clerk.....	Western Division
25-YEAR PINS		
Raymond L. Ackeret.....	Asst. Car Foreman.....	Mechanical Dept.
John C. Arruda.....	Sheet Metal Worker.....	Mechanical Dept.
Royal W. Bingham.....	Section Foreman.....	Eastern Division
T. Bingham.....	Section Foreman.....	Eastern Division
Thomas E. Crosley.....	Conductor.....	Eastern Division
Mrs. Pearl Cunha.....	Clerk, Aud. Equip. Service Accts.....	San Francisco
James P. Drury.....	Chief Clerk, Aud. Equip. Ser. Accts.....	San Francisco
Claude E. Finley.....	Clerk.....	Western Division
Herbert W. Francis.....	Carman.....	Mechanical Dept.
Samuel F. Hiatt.....	Locomotive Engineer.....	Eastern Division
Ernest R. Hoit.....	Carman.....	Mechanical Dept.
Mike M. Matich.....	Carman.....	Mechanical Dept.
Earl R. McKellips.....	Clerk, Accounting Department.....	San Francisco
E. Parker Swain.....	Chief Clerk, Transportation.....	San Francisco
William C. Wells.....	Yardmaster.....	Western Division
20-YEAR PINS		
John L. James.....	Boilermaker's Helper.....	Mechanical Dept.
Herbert Keil.....	Sheet Metal Worker.....	Mechanical Dept.
David W. Richards.....	Ditcher Engineer.....	Western Division
Leo P. Waters.....	Telegrapher.....	Eastern Division
15-YEAR PINS		
David D. Davies.....	Blacksmith Helper.....	Mechanical Dept.
Kirby L. Reser.....	Conductor.....	Eastern Division
Frank Sell.....	Chief Clerk, Traffic.....	Los Angeles
10-YEAR PINS		
Eldridge Barnett.....	Locomotive Fireman.....	Western Division
George Barto.....	Telegrapher.....	Eastern Division
Homer G. Birdsall, Jr.....	Brakeman.....	Eastern Division
Harry W. Brown.....	Carman.....	Mechanical Dept.
Harry R. Cartwright.....	Switchman.....	Western Division
Thomas W. Filson.....	Clerk.....	Western Division
Fortunato R. Greco.....	Locomotive Fireman.....	Eastern Division
Dewalt Hoffer.....	Stationary Engineer.....	Mechanical Dept.
Alta L. Kemble.....	Telegrapher.....	Western Division
Robert H. Mann.....	Clerk.....	Western Division
Louis F. McGarrah.....	Water Service Foreman.....	Eastern Division
Patricia J. O'Malley.....	Clerk, Passenger Traffic.....	San Francisco
Clarence E. Rowe.....	Clerk.....	Mechanical Dept.
Claude V. VanHorn.....	Yardman.....	Eastern Division
James G. VanNamee.....	Locomotive Fireman.....	Western Division
Jack H. Wade.....	Asst. to General Auditor.....	San Francisco



From his first attempt in making a birthday gift for his wife in 1948, W. H. Francis has turned an idea into a successful, interesting and unusual hobby.

The work is painstaking, requiring approximately three months to complete each unit, but his attractive jewel chests are a thing of beauty. Francis does his designing work entirely by hand with an assortment of chisels, all of which he designed and made during spare time while away from his work as boilermaker at Sacramento Shops.

Each jewel case is six inches in length, three and one-half inches in width, and five inches in height. Constructed of Monel metal, completely riveted and bound in copper or bronze, they each weigh three pounds. The interior of each chest is lined with plush and silk satin for the utmost protection of milady's jewels.

According to Francis, the price of \$40 hardly exceeds the work that goes into each one of his creations. Complete with plastic tray, the price is \$45, and with tray and music box, \$50.

Anyone interested in obtaining one of the jewel chests may obtain further information from Mr. Francis at his home, P. O. Box 1234, Oakland, or by contacting him at Sacramento Shops.

Francis was born April 4, 1907, at Freeport, Maine. He became a boilermaker helper at Sacramento Shops on May 17, 1939, became boilermaker helper apprentice, setup boilermaker, and then journeyman. He served two years in the Army during 1943 to 1945, and after return to Western Pacific worked for one year at Keddie during 1949 and 1950.



By
W. H. Francis

W. H. Francis, hobbyist, on the job.



In Memoriam

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

Charles Allen, Sacramento Northern carman, December 30, 1953.

O. H. Cripe, retired, January 20, 1954.

Robert E. Cronin, retired locomotive engineer, January 16, 1954.

James English, locomotive fireman, January 14, 1954.

Nicholas P. Grassner, retired Sacramento Northern clerk-trucker, November 13, 1953.

Henry H. Hardy, retired conductor, January 30, 1954.

Lynn W. Holt, Sacramento Northern track supervisor, January 9, 1954.

Percy G. Lauver, Oakland Terminal demurrage clerk, January 10, 1954.

William E. Luckie, retired locomotive carpenter, January 14, 1954.

Anton Mortensen, retired Sacramento Northern motorman, December 31, 1953.

Henry Petty, janitor, January 7, 1954.

Ralph B. Williams, Sacramento Northern conductor, December 23, 1953.



Mrs. Stanley McKay, of Sacramento, sent in this picture of Jim Tobin, Stanley McKay, and Guy Haskell, WP engineers. The death of Mr. Haskell was reported in the January issue. Retired, he had been ill for but a few months when he passed away on December 16. He began his railroad career as a fireman on the Yosemite Valley Railroad and joined Western Pacific as a fireman in 1908. He retired in 1943.

WANTED!

One of MILEPOSTS' readers is interested in obtaining any available information pertaining to Boca & Loyalton locomotives, for use in preparation of a Boca & Loyalton locomotive roster.

Information particularly desired is the number, type and specifications of the engines, from whom they were purchased and the dates they were scrapped or sold.

It would be appreciated if anyone having such information available, or knowing where it may be obtained, would notify the Editor, who will refer it to the party making this request.

WP WILL REMEMBER

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

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

John W. Adams, Central California Traction freight brakeman, Stockton.

August J. Carlson, Sr., carman, Portola.

**Elmon S. Cobb*, switchman, Portola.
Sidna A. Dale, machinist, Sacramento.

**Edwin S. Delaney*, extra-gang laborer, Extra Gang No. 7.

Clyde E. Elliott, janitor, Oakland.

James G. McKinstry, switchman, Stockton.

Hugh Mecham, Sacramento Northern B&B carpenter, Sacramento.

Jack S. Moss, conductor, Portola.

**Dan F. Mulkern*, assistant extra-gang foreman, Elko.

**John E. Powers*, laborer, Oroville.

**Philip Riley*, section laborer, Smoke Creek, Nevada.

Jack H. Stahlnecker, agent-telegrapher, Pleasanton.

*Left service prior to retirement.

STOCKTON CREDIT UNION HOLDS ELECTION

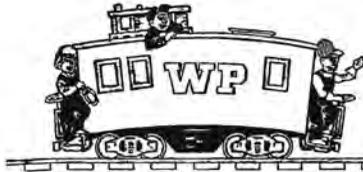
George Benedict was elected president of the Stockton Credit Union at the annual membership meeting held on January 21. At the same meeting J. C. Sterner, E. A. Trace, and Elaine Obenshain were elected vice president, secretary-treasurer, and clerk.

Committee members elected were: A. H. Nourse, George Schank and E. P. Miller, Members Committee; S. E. Craig, chairman, R. L. Meyer, secretary, and Aliene Meyers, member, Supervisory Committee; H. L. Ross, chairman, Chris Thompson, secretary, J. L. Miller, F. L. Farlow and O. K. Bones, members, Credit Committee.

Sacramento Spring Dance coming soon. Watch for announcement!



Earl and Mrs. Fonda cut a cake during a retirement dinner given for the former cashier by the Brotherhood of Railway Clerks at Portola on January 15. Mayor Ira C. Baldwin presided at the dinner and many long-time associates of Fonda spoke briefly. The cake was inscribed: "Fonda, 32½ years, retires." Born in Sierraville, Earl remembers Portola when it was a homestead. He became a warehouseman in 1921, later became yard clerk and then cashier in 1931. "I've enjoyed it very much," he told the audience.



Caboosing

SACRAMENTO FREIGHT STATION

Nancy De Riso

Head Cashier FRED PETERS is a busy man, what with being a member of the Carmichael Fire Department, Junior Past President of Carmichael Firemen's Association, and folk dancing enthusiast and a caller for square dancing.

BENJAMIN T. MAIER, head demurrage clerk, is another busy fellow. For hobbies, he has an extensive collection of bow ties and as a gardener, every girl in this office receives, at one time or another, either a corsage or a bouquet of roses, which Ben especially enjoys growing.

We understand that RICHARD C. FINLEY, demurrage clerk, and A. J. BERTERO are pretty fair with the rod and gun and seldom come home empty handed.

Another handy man, Claim Clerk JOSEPH CONLEY, lists among his many accomplishments, cooking spaghetti, gardening, weaving braided and hooked rugs.

Warehouse Foreman KENNETH R. VAN SNIKE likes hunting and traveling and, if being an all-around handy man in and about his home can be called a hobby, he has one. There isn't anything that Ken cannot fix or build, not only for his own home and family but for anyone else who needs help.

Stenographer-Clerk EVELYN WYATT enjoys gardening on her week-end trips to her Stockton home.

OAKLAND

Hazel Petersen

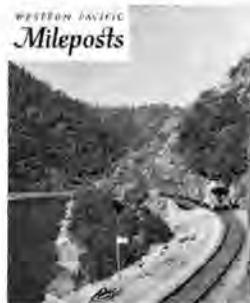
Congratulations to JOE MATSON, manifest clerk, traffic department, on his graduation from Dale Carnegie Institute after completing a course in "How to Win Friends and Influence People," for which a dinner is in order at Palo Alto to celebrate the occasion.

GERALD TURNER, traffic chief clerk, and his wife, Doris, have been doing a little remodeling on their home in East Oakland where they enjoy life in general with their two small ones, Scott 2½, and Patricia Ann, one year old last month.

FRANK SCHMALEBERGER, traffic representative, is a "quick change artist" of the first order. In fact, Frank says he is so good at the "quick change"

MARCH COVER

A Western Pacific freight eastbound through Feather River Canyon near Belden, as evidenced by Milepost 259. Good train handling and reliable schedules, combined with friendly and efficient solicitation (see page 3) have contributed much towards WP's success.



Instruments used in this "Spike Jones Band" were made by Cub Scouts under the direction of Carl Hunter, assistant cubmaster, and carman at Oakland Repair Track. Carl is pictured with the boys and Den Mother Mrs. Bob Hallett. Music is by record.

that he can change little Steven Allen in the middle of the night without turning on a light. Steven was born December 28 and our congratulations to Frank and Mrs. Schmalenberger.

DICK HOCKER has a new 1954 Ford Victoria, cream and green, and SHELDON GLATT (both traffic representatives) is now occupying a new home in Sheffield Village.

Welcome back, ED WUELFING. We thought you'd get tired of the fog down on the Bay and welcome a return to the train desk at the yard office.

Wedding bells rang out for LEROY J. GODWIN, clerk, Oakland yard, who married the former Lila Evans in Reno on January 31. The newlyweds are at home to their friends at 4454 Piedmont Avenue.

The second floor tenant called the party below and shouted: "If you don't stop playing that blasted saxophone, I'll go crazy."
"I guess it's too late," came the reply. "I stopped an hour ago."

MARCH, 1954

PORTOLA

Phyllis Laughlin

I. C. BALDWIN has that grandfather look now since a son made the appearance at the home of his son, Clerk and Mrs. BUD BALDWIN, of Oroville.

Belated wedding anniversary congratulations to Trainmaster and Mrs. VIRGIL EDWARDS, January 15.

Congratulations to BARNEY IRWIN, new night diesel foreman, replacing G. P. LAMBERT who has taken the new relief position between Winnemucca and Wendover.

Vacations were recently enjoyed by Mrs. THELMA EPPER, steno-clerk at Portola Hospital, who spent the time resting at home, and Ed DALY, nurse, who spent his time in New York City. Mrs. ERMA RAY relieved Mrs. Epper while she was away.

Mrs. MARY LEACH, PBX operator at Stockton yard office, spent a week-end at Portola with her daughter Darlyn, during which time we had quite a snowstorm. Mary was a little concerned about being snowed in, but finally returned to Stockton.

Condolences to the family of ROBERT E. CRONIN, retired engineer, who passed away at the home of his daughter, Mrs. L. W. McDuffie, January 16, while sitting beside the fireplace. Mr. Cronin was a Portola resident for 45 years, was an honorary member of the Brotherhood of Locomotive Engineers and had long been active in Masonic circles. He was a member of Grizzly Lodge, F. and A. M., who conducted the services with Earl Fonda acting as Master; Granite Chapter, Royal Arch Masons, Loyalton; Lassen Commandery, Susanville, and the Scottish Rite bodies of Oakland.

We're glad that CHARLES RUSE, switchman, is back from St. Joseph's Hospital. Although confined to Portola Hospital he hopes to return home soon.

Engineer BILL WISE had an unfortunate accident while skiing at Mt. Rose and at the present time is confined to St. Mary's Hospital at Reno with a broken leg.

LYMAN LANDRETH, engineering inspector, overturned his car while en route to Tunnel 37 at Chilcoot and was fortunate in coming out of the accident with only bruises, scratches and aching muscles. After seeing his car we wonder how Lyman escaped serious injury.

Switchman C. M. PENDERGAST, who has been off over a year and a half due to an injury, visited his friends here recently. He is living in Oroville presently.

Birthday Greetings to HAROLD E. YOUNT, clerk, January 9; BILL BELL, janitor and W. C. ZENT, roadmaster, January 15; W. J. FERGUSON, car inspector, January 20; CHARLES RUSE, switchman, January 22; and E. F. REYNOLDS, brakeman, January 24.

SACRAMENTO SHOPS

Ray Fender

EUGENE McCORKLE, machinist, says his little English sport car will really get out and "dig." He won the sports car event at the Kingdon drag races with the Jupiter.

Another machinist, LOU LASALL, is driving a new car these days; really classy.

The *California Zephyr* is THE train claims CHARLEY JAMISON, machinist, and is still raving about it following his return from a winter vacation in Virginia.

Congratulation to MARION VELASICH, new president of the WP Amusement Club. Outgoing president, ACE DRUMMOND, was presented with a fishing rod and reel.

"POP" DALE, machinist, retired after ten years with Western Pacific. His friends here presented him with a new wallet stuffed with some of that nice crinkly green paper.

Ed RYDER, carman, was so excited over the new addition to his family he took his two weeks vacation to celebrate the occasion. Congratulations!

MONTE LATINO, paint foreman, is wondering if he is a good enough carpenter to build an addition to his home, or whether he should get a real carpenter to do the job.

MARCELLA KAHL, on leave of absence, writes that her name is now Mrs. F. H. Schultze, which brings her our congratulations and best wishes.

NEW YORK CITY

Alan Hudson

An old crony of his from railroading days of yore, JOHN DENNIS, traffic manager of The Texas Company, will preside as 1954 president of our Traffic Club, and will be seated at the speakers' dais with PRESIDENT WHITMAN who, with MALCOLM ROPER, is attending their 44th Annual Dinner.

RAY GREVE and his wife Claire balanced the sexes in their house once again when Thomas Raymond came into this world on January 24, weighing eight pounds, 13 ounces. Mother and child are fine. So are father and older sister, Carol.

JOHN STILL, the boss, wants it known that with the birth of Ray Greve's son, the balance of the sales force of this agency have, by their collective efforts,

managed to equal ALAN HUDSON in the matter of number of progeny. In other words, Ray's two, with ART POVIN's three, and JACK EDWARD's three equalize Alan's eight! (EDITOR'S NOTE: You can't stand for that, Alan. What'll the Yankees do for a team in a few years?)

KEDDIE

Elsie Hagen

Conductor E. E. REDDICK made a trip to Colorado and returned home with a bride, which brings our heartest congratulations. They will live in Oroville.

Robert Hanley, son of Mr. and Mrs. PETE HANLEY, has enlisted in the Navy and is now in San Diego. Their other son, Allen, is also in the service and is now overseas.

Another Navy lad is Wilbur Stubblefield, son of Mr. and Mrs. BILL STUBBLEFIELD, who has finished his training at the Great Lakes Training Station and is now on a cruise in the Caribbean.

Two of our young men, CY BATES and PAUL DUFFY, have taken over the service station at Keddie which they are running during their spare time.

Roadmaster and Mrs. CHET BARRY's daughter, Hazel, graduated from St. Mary's School of Nursing last month, one of a very large class of 57. She plans to be married in June but will work in the Industrial Hospital in Quincy for a while, beginning in March. Her sister, Linnie, has entered business college in San Francisco.

Brakeman BUDDY DELLINGER spent a few days in Industrial Hospital, and TIM HANLON was taken from the train at Marysville after suffering a heart attack while on his way home to Stockton.

February vacations were enjoyed by Brakemen GILBERT and GRIFFIN.



One of 57 nurses recently graduated from St. Mary's Nursing School in San Francisco is Hazel Barry, daughter of Roadmaster and Mrs. Chet Barry of Keddie.

SALT LAKE CITY

John C. Martin
J. B. Price

TOM FOX, retired conductor, recently became a great-grandfather. That made GLEN FOX a grandfather for the first time. Don't forget to get your cigars, fellas, when you next see Tom or Glen.

Vacations this month were enjoyed by Brakemen and Mrs. B. Q. PERKINS, who traveled to Seattle and haven't dried off yet. Brakeman JOHN T. McLAUGHLIN spent his time working around his home, and Brakeman and Mrs. WALLACE H. REESE journeyed to Montana.

Section Foreman BRENT PETERSON just returned to Delle, Utah, from Elko which puts him closer to his first love, the farm in Grantsville.

Section Foreman SAM DAVENPORT, of Delle, retired January 1 because of ill health. Good luck to you, Sam, hope you will soon be well!

Brakeman DON B. CROSBY recently underwent an operation and we are glad to report he is up and around again.

A recent visitor to Salt Lake City from Winnemucca was the tiny granddaughter of Engineer and Mrs. DON T. WOODS. Of course they didn't spoil her . . . much!

Engineer HY "MACK" CLEGG, and Brakeman D. C. ANDERSON, are both recuperating from the "flu."

MODESTO

Dora Monroe

We understand that Engineer FRANK EDGERSON is at home and convalescing from a recent operation, and now hope to see him back on the job soon.

Fireman MARTIN JOHNSON is off to the state of Washington for his vacation, where he is visiting his family.

Engineer C. C. GROSS is visiting with relatives in Ohio.

Excitement a-plenty occurred recently at the Modesto station when a person or persons unknown broke into and entered the office. Certainly doing it the hard way, they entered under the loading platform at the rear of the building and crawled some 150 feet beneath the building. They then chopped their way through the floor of the back office, directly beneath a Coca-Cola machine. After wielding a track chisel against the combinations of both office safes, without success, but with resulting severe damage to both doors, they pried open locked desk drawers in the Superintendent's office. Their only loot for all their work

was the very meager contents of the "Coke" machine's coin box. "Crime doesn't pay!"

OROVILLE

Helen Small

Graveside services under the direction of the Oroville Masons were held for retired Engineer ROBERT E. CRONIN, who passed away on January 16.

Switchman ROY PETERSON has been confined to the Oroville-Curran Hospital and to his home due to injuries sustained when struck by a boxcar in the switchyards. He suffered three broken and several fractures of bones in the neck.

Larry, son of Brakeman R. B. REYNOLDS, of the the Air Force at Chanute Field in Illinois, brought his bride home for a visit with his parents while he is being transferred to another post. His wife will remain in Chico.

Recent visitors to San Francisco and Oakland were retired Boilermaker A. C. LEQUELLEC and wife, Mrs. O. G. MEAD, Mrs. E. E. SLAUGHTER, Conductor E. L. PENINGER and wife, and Mrs. E. L. FERGUSON.

Lorene, wife of Clerk GEORGE W. WIGGINS, has suffered a serious siege with blood poisoning in her hand, spending several days in the hospital, but latest reports say "much improvement."

Train Desk Clerk HENRY E. BALDWIN and his wife announced a new son born January 26, weighing eight pounds, 14 ounces.

The Oroville WP Amusement Club's officers for 1954 are: Mrs. L. L. POWELL, president; Mrs. A. V. DRYDEN, vice president; Mrs. STANLEY O. KISTER, treasurer; and Mrs. H. R. SMALL, secretary. A potluck dinner was held at



"Aw, I won it fair and square from an old ship's captain."

El Medio Hall on February 5 with a good attendance.

Brotherhood of Railway Clerks held their meeting in the freight office on January 19 with Brother WILLIAM MILLER, of Sacramento, present. Clerk VINCE H. NELSON received the attendance prize.

Retired Conductor TOM FOX and his wife, from the Eastern Division, are spending a few winter months in Oroville.

Retired Conductor T. D. LAPOINT, of Winnemucca, has been visiting friends in Oroville the past month.

WINNEMUCCA

Doris Cavanagh

Mars, the war god, rules part of March. Here's a salute to the military.

Second Lt. George Williams was paid a recent visit at Warren Airbase, Cheyenne, Wyo., by his father, Roundhouse Foreman LEONARD WILLIAMS.

Lt. j.g. Stuart Pearce, son of Fireman and Mrs. LOUIS PEARCE, completing several months training at Treasure Island, rejoined the U.S.S. *Destroyer DeHaven*, back from Pacific waters.

Also in the Pacific with the submarines is Sk/3 Richard Golliber, son of Fireman and Mrs. F. M. GOLLIBER. His sister, Peggy, continues nurse training in Salt Lake City.

Cpl. (now fireman) JERRY BAUMERT, home from a year in Korea, is in Army Reserve. His sister, Diana, attends a Salt Lake City business college. Another WP'er, Pfc. JOHN T. SMITH,

works as a mechanic with the 185th Engineers in Korea.

Former Signal Maintainer JOHN ANDERSON's army base is Fort Hood, Texas.

Stanley Miller, son of Telegrapher and Mrs. M. C. MILLER, is with the Army in Germany.

Address of Lt. EDISON FRANCIS, former cashier, is Parks AFB, California.

A/2 PAUL RUTHERFORD is stationed at the AFB in Colorado Springs.

Eastern Star past patron and matron jewels have been received by Conductor PAUL RUTHERFORD and Engineer BILL SHOLL's wife, Emma.

Telegrapher FLORENCE McCLURE subs at station since returning from Reno.

Retired Engineer BALDY NICKOLS died in the Humboldt Hospital January 5.

Kenneth, young son of Section Foreman and Mrs. JOHN HERRON, of Bronte, passed away in Reno January 19. They formerly lived at Cholona.

We always thought Agent C. C. DUCK was a pretty good talker, but he'll probably have a lot more to say now since he's joined the Toastmasters' Club. His son, Kenneth, attends university in Reno while daughter, Beverly, finishes school term in Elko.

One high school honor roll listed WP employees' students MARIAN LAUGHLIN, ALDEN MILLER, DOUGLAS TANG, LEN MARRS, with honorable mention going to JACQUELINE STONESTREET, FLORENCE RUTHERFORD, MARGARET HAMILTON, DIANE EYRE, and BETH MACKEY of Section Foreman ROYAL BINGHAM's family.

Vacationers included Fireman and Mrs. ADOLPH DEONIER in Mexico City; Brakeman PAT LARGAN; Yard Clerk BILL BROWN; Section Foreman TED BARRERA, Sulphur; Section Foreman

CLYDE MILLER, Cholona, who welcomed a baby boy at Elko; Brakeman and Mrs. LARRY ROBERTS, to Reno, where she received treatment.

Working out of Elko were Firemen FRED ELWELL, DICK HARRISON, and TINY ANDERSON, while Fireman ACE QUIGLEY's port of call was Portola.

Signal Maintainer at Winnemucca is GARY NIELSON, replacing BOB KINKADE transferred to Jungo when GUY LEWIS went to Shafter.

Last winter Conductor GEORGE STONESTREET was seen spading in a straw hat. During a frosty month this year, he greeted a visitor at his front curb shirtless!

Forty-five years ago this month the WP tracks had reached Carlin and were coming west at the rate of a mile and a half a day. Tracklaying west of here was to start latter part of the month. Daily supplies reached the material yard east of town where three gang bunkhouses were being erected.

STOCKTON

Virginia Rustan

Taking an early vacation, Stenographer IRENE ARMITAGE is spending a week at home getting started on a little advance spring house cleaning.

Conductor GEORGE MILES has taken an extended leave of approximately 90 days to enjoy the winter months in Florida visiting relatives and friends.

Happy to report that LINCOLN REMY, baggage clerk, is up and around again and steadily improving from a leg ailment which required surgery.

Also, that Engine Foreman HARRY WAIT, who suffered an injury several months ago, has returned to work completely recovered.

GRACIE GAYNOR, telegrapher, was a recent visitor in Stockton, spending a few days at the home of EDNA SCOTT.

The annual membership meeting of the Stockton Credit Union was held on January 21 at which directors, officers and committee members were elected (reported elsewhere in the magazine). All employees who are not acquainted with the benefits derived from membership in this organization may obtain all information from any of the officers.

MECHANICAL DEPARTMENT

Norma Joseph

We're all happy to see C. E. MARCUS back at his desk and hear his familiar voice on the phone again. He has been recuperating from a serious automobile accident since October.

Congratulations to File Clerk and Mrs. A. G. "ROD" RODRIGUEZ on the arrival of their son, born January 19. He will be a nice playmate for their daughter, Cheryl.

The officers of the WP Credit Union at Sacramento are very happy over the 4 per cent dividend declared for 1953, far beyond their expectations.

Accountant DON CARMAN and his family are planning a trip to Portola for some fun in the snow. We hope they find some, though we understand Portola, too, is enjoying the unexpected spring weather we are having.

Perhaps W. B. WOLVERTON, mechanical engineer, will be able to bring us some of that real snow he saw from the train window while en route to St. Louis.

Posing the farmer with his college-age son for a picture, the photographer suggested that the boy stand with his hand on his father's shoulder.

"If you want it to look natural," said the long-suffering parent, "he could put his hand in my pocket."

WENDOVER

Esther Witt

FLORENCE McCLURE, recently displaced at Reno, is agent at Burmester while Agent and Mrs. JOHN NAYLOR and son are on vacation.

Telegrapher and Mrs. JACK FORST have returned to Wendover from Herlong, Calif., where Jack has been doing relief work. He has now gone to Garfield to work for DAN BREW who is taking some time off.

Signal maintainers are on the move again: L. H. BUEHLER has returned to Wendover after two and one-half months in Elko. EDWARD SAMSOM from Wendover to Shafter, and Mr. and Mrs. PETE FARSELLA from Shafter to Knolls.

Those recently attending a supervisors' school conducted by W. G.

In observance of Camellia Week, Mrs. Marie Kistle, social security clerk at Sacramento, presented a Diakagura Camellia to the railroad to beautify the grounds. Don Richmond, gardener, did the planting, under observation of Mrs. Kistle and Supt. Curtis.



HOWELL, assistant trainmaster, were Yardmaster HARLAN C. FORD, Roundhouse Foreman ROBERT COLVIN, Hotel Manager H. P. RAWLINGS, and Agent LEO P. WATERS.

While the Western Cafe is closed for remodeling the dining room in the WP Hotel is open 24 hours now. Hot meals plus the added attraction of TV are being relished by the men who now don't have to make the trek up town for fare after 8 a. m.

Leslie Deniese, six pounds 1½ ounces, was welcomed into the home of former Switchman JIMMY DAVIS and wife, Mary Lou, on December 16, at Enid, Oklahoma.

Former hostler helper and Mrs. TONY MARTINEZ, of Richmond, Calif., announced the birth of a six pound 10 ounce baby boy on January 6. The lad has been named Gerald Antonio.

Switchman and Telegrapher DAN and SHIRLEY LEE, accompanied by DAN's mother, Mrs. Thelma Lee, made a trip to Reno recently to see Dan's sister and Thelma's daughter and family, the Jay Remingtons.

LIND HUTCHINSON, motor car maintainer, has been kept busy the last month installing storm equipment on the motor cars of signal maintainers, section crew and extra gangs.

Birthdays recently celebrated were those of Telegraphers SHIRLEY LEE and ANNA BELLE ALBRECHT; Engineer W. F. SEICKMAN; and Conductor GLEN FOX. Understand Yardmaster H. C. FORD is the next to have a birthday, and he will be as reticent as the ladies in regards to age!

While on their westward trip to Oroville, Retired Conductor and Mrs. Tom Fox stopped in for a chat with Wendover forces. Tom and the missus were

anxious to get to Elko to see their great-grandson, Tommy III, son of Tom, Jr.

A speedy recovery is wished for Margie Stapp, wife of Brakeman HENRY STAPP. Margie submitted to surgery in the Elko Hospital. Their son, Billie, had the measles at the same time, so Dad was kept busy as nurse.

We're glad to welcome back GEORGE P. LAMBERT, who returned as relief roundhouse foreman, relieving ROBERT COLVIN on his assigned days off.

Fireman A. D. DRAKE has returned to work after a trip to California. He visited in Los Angeles and took in the Pasadena Rose Parade which he claims was extraordinarily beautiful this year.

Switchman H. D. WORTHY spent his vacation at home—but such a way to spend a vacation. A siege of the "flu" confined him to bed for the most part of two weeks.

SACRAMENTO STORE

Irene Burton

AL MADAN, chief clerk, was glad to get back to sunless California last month after a few days in Elko where he found the weather extremely cold.

LARRY HENNIG has taken a leave of absence, after which he hopes to join the Air Corps.

LAVON ROBINSON and daughter, Flavia, attended a piano recital at the Memorial Auditorium given by guest artist Walter Gieseeking.

We were glad to hear from MARIAN LEAVENS, of Portland, but were sorry to learn of their misfortune in the burning of their plant nearby. A note to fishermen—if any are caught in that vicinity, why not take them to the Leavens for canning?

Things have been happening around our office building since the material has been moved to our new building. The B&B gang have stepped in and have placed all of the racks at one end of the basement and they will now hold the old records and files. We hope the rumor is true—that we are to have a conference-recreation room. Something's going on from the smell of paint drifting into our office.

We were glad to see LUCIUS REAVES and GEORGE HOOVER recently. Since retiring, they both say that they have been more than busy, and we will say that they look younger and younger each time we see them so their work must agree with them.

ELKO

Elsie E. Hart

We extend our sympathy to the family of HENRY PETTY, WP janitor since August, 1942, until his death early in January.

The passing of Mrs. Mattingly on January 27 was saddening. The wife of former Chief Dispatcher E. J. MATTINGLY, who retired in 1947, Mrs. Mattingly suffered a stroke and succumbed a few hours after being taken to the LDS Hospital in Salt Lake City.

On a happier note, it's a baby girl for West Signal Maintainer and Mrs. J. L. LEWIS of Gerlach. Took us some time to find out who was passing around the candy and cigars.

Newcomers to Elko are: J. E. VLASAK, signal maintainer, formerly of Signal Gang 3. He replaced L. H. BUEHLER who bid in the Wendover east maintainer position. DONNA PARKER, new B&B clerk who replaced ELIZABETH TOM, who in turn moved up on

ROSALIE ENKE's position as trainmaster's clerk. Rosalie deserted us to return to the Western Division. HARRIET WALLACE, new telegrapher, is currently bucking the extra board.

M. K. ANDERSON, associate engineer, was transferred to Sacramento as track supervisor on the SN. A step up for Andy. He is to be replaced at Elko about March 1 by a MR. GREER, details of whom we will later report.

R. A. WEST is our new car distributor replacing TOM GRAVES. H. E. "HARRY" BALDWIN, wire chief, has left us, transferring to the Western Division. What goes out there in California?

CHARLEY FORSETH, division engineer, is back on the job after a severe bout with the "flu." An attack of pneumonia kept Engineer W. S. THOMPSON away from work for several weeks, and NELS P. PETERSON, fireman, is still away recovering from an operation. We (that's an editorial "we") had an uncomfortable, though not fatal operation on our nose during January, and as a climax to Elko troubles, we understand BILL SMALES, assistant account-



"I assure you, when Western Pacific needs Indian fighters, we'll call you!"

ant, is much better after a siege of sickness.

NEVADA MICHELSON, clerk, tells us she spent her vacation in Salt Lake City during December visiting her daughter, Mary Todd, attending college there.

MARGARET THOMPSON, telegrapher, was also on vacation during December but had to cancel plans to spend the holidays with her family in California to nurse her husband's pneumonia.

BLANCHE MILLER, telegrapher, spent Christmas with her family in Sparks.

SACRAMENTO NORTHERN

Milton Ziehn

Our genial assistant division engineer was recently nicknamed "BUCK-IN-THE-HOLE" SWITZER after one of his beloved silver dollars rolled into a deep and narrow hole and defied all attempts at rescue. We suggest a suction pump, or a nice wad of freshly chewed gum.

Our good friend and fellow worker, BILL HOLT, track supervisor, passed away in his sleep on January 9. We'll certainly miss Bill, well-liked and a hard-working fellow, as will, we know, his widow, Lodemia, son Timothy, and parents, Mr. and Mrs. Lynn C. Holt, who have our deepest sympathy.

All SN'ers—present, retired and ex—who attended the retirement party last July will vouch that it should be held each year and that is just what the committee hopes to do. Possibly in June this year to avoid the late summer heat. Watch this column for developments.

We welcome INA W. BENNETT, newly assigned to the position of general clerk, Sacramento.

CHICAGO

Don Banks

FRED ROBBINS is bursting out all over. Not that his clothes are wearing out, but with pride, as daughter, Ramona Mae, has been made secretary of The Student Nurses' Association of Illinois for the entire state. Congratulations to Papa Robbins, and certainly to Ramona, who just recently graduated from nursing school!

TERRY CINKUS must have made her first million in a hurry as she is leaving after being with us for only six months. Our arms are open to anyone qualified to handle a switchboard and take dictation. Good luck, Terry, on your new venture.

It's so peaceful in the country that GLADYS HESSON is leaving this month to become a lady suburbanite in Libertyville. That one and a half hour ride in the morning and evening to and from work was a strong convincer, we think, that life gets "tejus." We'll miss you, Glad, as will those at the various reservation bureaus, and we hope you'll miss us a little, too.

JOHNNY REIGEL's been having quite a siege with a germ or two. Like the man who came to dinner the old bug (not John) doesn't know when to leave. BOB JOHNSON, of our Milwaukee office, went to the hospital for a spring checkup and found out all working parts were still in good shape. ANN WEBER is also scheduled for a checkup and we hope your report is the same.

The Windy City has certainly been spared the full blast of "O' Man Winter." So far this year snow has been as scarce as a second cup of coffee. Hope we don't have to eat these words

before press time, for in Chicago anything (and we mean *anything*) can happen. Nineteen Fifty-Four will not only see the end of Chicago streetcars, but if these mild winters keep up, we might well say "Mush" and farewell to BILL McGRATH's dog team which he's been using to commute.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Howard Jaeger, Gwen Monds, Maurice Notter, Mary Nichols, Carl Rath, Bill Royal, Dudley Thickens, Frank Tufo.

It's a daughter for LILLIAN BULGARRELLI, former secretary to our chief special agent, born January 25 and named Mary Grace, and a daughter for VERNE WILDE, secretary to R. C. BELTZ, office manager, born January 30 and named Debra Jean. Debra's brother, Robyn, is four.

Mark David arrived at the BOB RUSSELL household February 6. Bob is a member of our signal department.

Joanie Kessler, talented 12-year old daughter of DELLA KESSLER, write-up clerk, interline accounts, recently danced the rôle of one of the children in the San Francisco Ballet Company's presentation of the Nutcracker Suite. The "big deal" for Joanie, was traveling with the troupe to Sacramento for another performance there at the Memorial Auditorium.

GENE MACOMBER, traffic representative, entered St. Joseph's Hospital February 7 for removal of a troublesome ulcer. We wish Gene a speedy recovery and hope to see his smiling face and enjoy his "Irish wit" before long.

From the Los Angeles *Commercial News* we learn that WILLIAM B. COOK, traffic representative there, was elected

to the board of directors of the Citrus Belt Traffic Club of Southern California on January 15 at the Altadena Town and Country Club.

Congratulations are in order for NORMA THORSON, former comptometer operator, who on November 21 became the bride of Ed O'NEIL, payroll clerk.

First of the four officials to return to work following recent hospitalization at St. Joseph's Hospital is GIL KNEISS, now in best of health. At home, following recent operation, is BERT STRATTON, absent since January 15, and coming along fine but still at St. Joseph's at press time were KEN BROWNING and CLARENCE DROIT.

MAUREEN MURPHY, daughter of FRANK and KATHLEEN MURPHY, WP employees, succeeded VIOLET JAMES as file clerk, law department.



Nancy, 11, and Bill, Jr., 15, children of W. F. Paden, assistant freight claim agent, recently enjoyed their first trip on the California Zephyr.

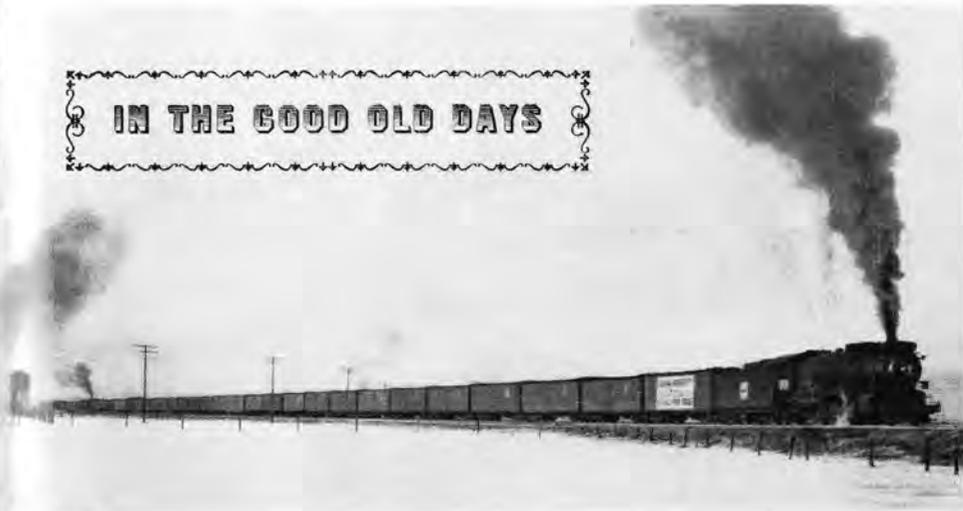


A luncheon was given by members of the traffic department on February 10 honoring Mrs. Ellen Hamilton, who began a maternity leave on February 26. At the luncheon, from left to right around the table, were: Olga Cagna, Lois Burgess, Ruth Lyon, Marvel Frasch, Betty Jaeger (former employee), Carol Cracknell, Marje Moore, Ellen, Helen Decker, Dorothy Voto, Dorothy Crespi, Terry Boyce, Margaret Corcoran, and Ruby Gore.

Harry Perrine, chief clerk, signal department, and Mrs. Perrine, right, enjoy luncheon with Mr. and Mrs. J. L. Branson at Banyon Court, Moana Hotel, Honolulu, during recent vacation. The two Wahines? Unidentified.



IN THE GOOD OLD DAYS



The sign on this WP special, January 1933, reads: *HELPING PROSPERITY by bringing the farmer and railroad employees additional work with this train-load of California peaches. NATIONAL TEA COMPANY FOOD STORES.*

SPORTS

BOWLING

The California Zephyrs won the first half of the Western Pacific Bowling League at San Francisco by five full games. After fifteen weeks of pin smashing, the Feather River team finished in second place and the Auditors in third.

Don Johnson and Harry Munson rolled a 605 tie for the first half high series honors, and Charlie Dooling's 252 nosed out Pete Casey's 250 for high game.

Individual averages for the five leading keglers were:

Munson (Transportation).....	174
Johnson (Zephyrs).....	172
Dooling (Traffickers).....	170
Casey (Zephyrs).....	167
Thompson (Transportation).....	164
First half league standings were:	

	WON	LOST
California Zephyrs.....	30	15
Feather River	25	20
Auditors	23	22
Traffickers	22	23
Freight Claims.....	18½	26½
Transportation	16½	28½

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RAILROAD LINES



New York Central orders 2,500 box cars, 500 with perforated steel linings, for delivery early next year.

• • •

Northern Pacific plans \$5 million electrically-operated hump-retarder yard for Pasco, Washington. Completion scheduled for early '55.

• • •

Thirty-eight miles of centralized traffic control installed by Missouri Pacific on its Illinois division between Raddle and Gale for improved train operations on two sections of double track.

• • •

New York Central considering "piggyback" transportation of truck trailers.

• • •

Southern Pacific places order with Budd Company for one rail diesel car for Oakland-Sacramento service.

• • •

Baltimore & Ohio announces new credit-card program to cover practically all passenger travel expenses.

• • •

Dislike for tax on transportation exceeded only by dislike for tax on telephone calls, claims Gallup poll.

• • •

Elgin, Joliet & Eastern speeds movement of cars and provision of passing records with new punched card-teletype system of car reporting.