

WESTERN PACIFIC
Mileposts
MAY 1953



WESTERN PACIFIC Mileposts



Vol. IV, No. 10

MAY, 1953

*Milepost No. 46

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

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• Arthur Lloyd, Jr., Associate Editor

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

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* Milepost No. 46: Set-out used for motor cars when clearing track for passing trains.



Western Pacific has spent nearly \$7,000 for modern stainless steel restaurant equipment to insure its workers receiving clean, hot and nourishing food while on the job. Beef stew was the main course here.

POWER MACHINES

SPEED RAIL CHANGE

Power machines and modern methods have made it possible for Western Pacific rail gangs to more easily do a better job, faster and safer, when changing out old rail to new.

Pictures on this page and the three following, were taken in March near Milepost 79, where Extra Gang No. 2, under the supervision of Foreman W. E. Yaeger, were keeping ahead of schedule in one of several rail jobs now in progress on the Western Pacific.

Work on this job began at Milepost 60.5 on February 24, and new 115-pound (per yard) rail was laid as far as Milepost 63.4 by March 4. On March 5 they began work at Milepost 66.7 and by April 7 had reached the west switch at Ortega (Stockton Yard),



The removal of spikes is no problem for a modern power spike pulling machine, here shown in action.



Barring out old rail after removal of the spikes is still more easily done by hand using crow bars.



Power adzing and creosoting machines quickly prepare the ties for proper seating of new tie plates.

Milepost 89.9. Work was necessarily slowed through Stockton Yard to the end of the job at Milepost 92.69, on Charter Way, in Stockton, due to the heavy volume of traffic at that point and complexity of trackage.

This 100-man rail gang works a five-day week, six to ten hours per day, of which from two and one-half to seven

A Burro crane assists the workers in placing new 115-pound rails, each thirty-nine feet in length.



hours are spent in actual work on the track each day. Removing and replacing work equipment because of passing trains, time out for meals (which are coordinated with passing train schedules when possible), and other interruptions account for the remaining hours in each day.

From the beginning of the job on

A gauging gang quickly sets gauge between rails with use of a gauging bar, spiking every fifth tie.



Fred Burt, Western Editor, Modern Railroads Magazine, gets material for story from Foreman W. E. Yaeger, left, and J. P. Connelly, Roadmaster. Burt was impressed with speed and quality of work.

February 24 through April 7 when they reached Milepost 89.9, the gang had averaged approximately nine-tenths of one track mile per day. During their best day they changed out 1.32 track miles of rail.

Following the gauging gang, workers drive new spikes with aid of a Nordberg power spike driver.



MILEPOSTS

At the present time the old rail, tie plates, rail joints, spikes and bolts are being picked up and shipped to the location of the new yard soon to be constructed adjacent to the Ford plant at Milpitas. When not required for immediate use, the rail and fittings are shipped to the store department at Sacramento to be drawn on as needed.

The engineering department has just released a new booklet, "About Rails," compiled by Erich Thomsen, engineering inspector. The first chapter describes the process of manufacture used for most of the rail sections used on Western Pacific, and the second chapter deals with the performance of rails in track. Anyone interested in obtaining one of the booklets may request same by writing F. R. Woolford, chief engineer, Western Pacific Railroad Company, 526 Mission Street, San Francisco 5, California.



"Hey, Ed, how do you like my new tie?"

COUPIN PRESIDENT OF RAILROAD GENERAL AGENTS' ASSOCIATION

John H. Coupin, general agent at San Francisco, was elected president of the Railroad General Agents' Association of San Francisco at their meeting in San Francisco during February.

The Association includes in its membership representatives of fifty-two of the nation's important railroads maintaining offices in San Francisco.

Coupin was born at O'Fallon, Ill., on April 9, 1891. He completed a business administration course at Columbia College in St. Louis and studied law at Golden Gate College in San Francisco, for which he received his LL. B degree.

After receiving his first railroad service with the Missouri Pacific, he came to San Francisco in 1912 and entered Southern Pacific's passenger department. Following Naval service during World War I he assisted the late George F. Detrick in the reorganization of the Northern Electric Railroad and then began soliciting freight traffic for the renamed Sacramento Northern Railroad during the period it was being converted from a passenger to freight line.

After sale of the Sacramento Northern to Western Pacific, Coupin was named commercial agent at San Francisco on July 1, 1927. He was appointed general agent at Oakland on January 1, 1929, and took over those duties at

San Francisco on January 1, 1939.

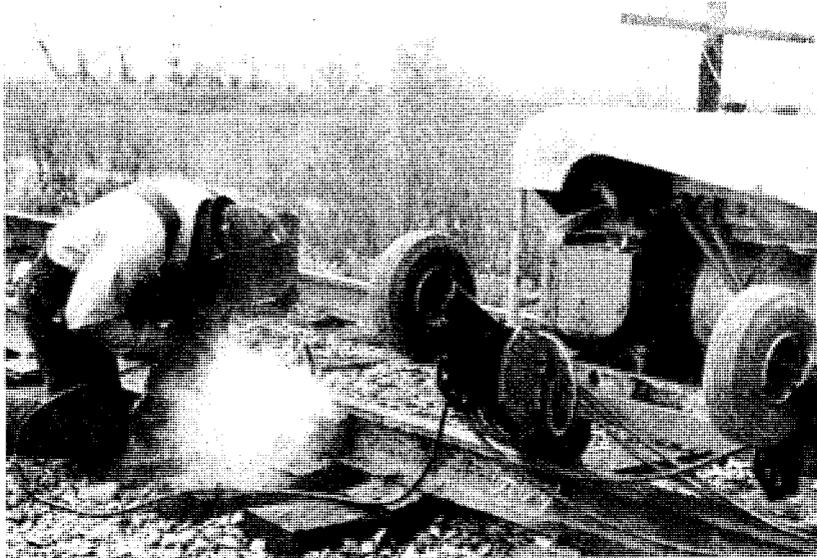
John is a lawyer and practitioner before the I.C.C. and worked under the direct supervision of the late President Harry Adams during the 1930's, obtaining support from civic bodies

in securing the Certificate of Public Convenience and Necessity to construct the Northern California Extension through Bieber to connect with the Great Northern. He also carried on a similar campaign during which the Western Pacific was successful in obtaining a Certificate from the I. C. C. to construct the

once proposed Peninsula line running from San Francisco to Redwood City.

In 1923 he was a member of the Commission which pioneered in the organization of the first comprehensive Traffic and Transportation Course for Golden Gate College.

John holds membership and is active in the San Francisco Chamber of Commerce, and holds membership with the American Society of Traffic and Transportation; State Bar of California; Association of I.C.C. Practitioners; Pacific Traffic Association (past president); Oakland Traffic Club; Board of Trustees of Golden Gate College; Transportation Club of San Francisco; San Francisco Commercial Club; Pacific Railway Club; National Defense Transportation Association; and Railroad General Agents' Association of San Francisco.



Immediately following spike driving crew, a welder from the signal department applies bonds to rail joints, for uninterrupted of signals.



Among other things, Burro crane is also used for removing and replacing power track machine to allow freight and passenger trains to pass. Burro crane proceeds under its own power to nearest side track.

Thanks to WP Railroaders

WESTERN PACIFIC RAILROAD MAKES FINE SHOWING IN 1952 OPERATING PERFORMANCES

PART I Operating Averages	Rank Among All Large Roads in the U. S.					
	First Place	Second Place	Third Place	Fourth Place	Fifth Place	WP, if Below 5th
Freight Service:						
GTM per train hour	KCS 73,076	DM&IR 70,728	C&O 69,329	N&W 68,820	WP 68,797	
Gross tons per train	DM&IR 4,386	N&W 4,185	C&O 3,970	CGW 3,874	P&LE 3,851	WP 3,034
Net ton miles per car day	StSWL 1,845	WP 1,765	UP 1,528	StL-SFKT 1,418	MOFAC 1,296	
Car miles per car day	StSWL 93.4	WP 84.4	UP 78.2	T&P 75.3	StL-SFKT 73.5	
Train miles per train hr.	CNO&TP 23.3	UP 23.2	WP 22.9	T&P 22.5	Wab 22.1	
Miles per locomotive day	StL-SFKT 232.0	LV 225.1	KCS 162.8	WP 159.8	C&E 158.6	
Passenger Service:						
Train miles per train hr.	WP 47.4	UP 47.2	PA 44.8	AT&SF 44.5	KCS 43.3	
Miles per locomotive day	LV 555	WP 438	ACL 428	AT&SF 405	C&E 337	

PART II Operating Averages	Rank Among Large Roads in the Central Western Region						
	First Place	Second Place	Third Place	Fourth Place	Fifth Place	Sixth Place	Seventh Place
Freight Service:							
GTM per train hour	WP 68,797	UP 64,194	AT&SF 61,321	CB&Q 55,431	D&RGW 53,179	SP 51,417	CRI&P 48,841
Gross tons per train	D&RGW 3,061	WP 3,034	SP 3,022	AT&SF 2,858	CB&Q 2,832	UP 2,804	CRI&P 2,659
Net tons per train	D&RGW 1,472	WP 1,385	CB&Q 1,279	SP 1,242	UP 1,216	CRI&P 1,129	AT&SF 1,111
Net ton miles per car day	WP 1,765	UP 1,528	SP 1,159	CB&Q 1,133	D&RGW 1,112	AT&SF 1,097	CRI&P 1,035
Car miles per car day	WP 84.4	UP 78.2	AT&SF 64.3	SP 63.2	CB&Q 56.1	CRI&P 54.4	D&RGW 47.4
Train miles per train hr.	UP 23.2	WP 22.9	AT&SF 21.6	CB&Q 19.6	CRI&P 18.5	D&RGW 17.4	SP 17.2
Miles per locomotive day	WP 159.8	CRI&P 134.5	AT&SF 124.3	UP 120.8	SP 109.1	D&RGW 95.0	CB&Q 88.8
Passenger Service:							
Train Miles per train hr.	WP 47.4	UP 47.2	AT&SF 41.5	CB&Q 41.2	CRI&P 39.4	SP 38.3	D&RGW 35.2
Miles per locomotive day	WP 438	AT&SF 405	D&RGW 336	UP 318	CB&Q 317	CRI&P 248	SP 208

As shown by the charts on the preceding page, just released by the Interstate Commerce Commission, Western Pacific's operating performance record for the year 1952 was a creditable one. The fact that these records were made despite the unprecedented snow conditions in January, traffic dislocations caused by flood conditions and the protracted strikes by the Sailors' and Steelworkers' Unions in the spring and early summer of last year, and finally the fire in Tunnel No. 9 in August, further emphasizes a well organized and well balanced company-employee work team.

In commenting on the results obtained, President Whitman said:

"I consider this creditable performance in the face of the many adverse conditions during the year to be a demonstration of Western Pacific's

basic efficiency and particularly of the loyalty, skill, and competence of its workers. All members of the Western Pacific organization should be proud of this record.

"In the national picture, we continued to occupy a position among the five top roads in most performance measures; in our own Central Western Region we took first place in a majority of measures, second place in the remainder.

"Looking forward, I believe that under normal operating conditions we can achieve a degree of operating efficiency which will put us in first place nationally in all measures of performance. I think that goal is a realistic one which can be reached with a continuation of the spirit shown by all workers in overcoming the operating obstacles present during 1952."

WORK PROGRESS

Work has been resumed on the Paired Track signalling modification project. While the earlier anticipated May 1 completion date will probably not be realized, it is hoped the project will be finished during the month of May. The signal department is also finishing up other smaller outstanding jobs prior to concentrating on the Oakland - Stockton signal revamping project provided for by the 1953

Budget which, dependent upon receipt of materials, it is planned to start some time in July.

The replacement with concrete of 574 feet of timber lining in Tunnel 31 is nearly fifty per cent completed, and approximately 75 per cent has been completed on the replacement with concrete of 1,038 feet of timber lining in Tunnel No. 6 on the Northern California Extension.

Sales Development Program Gets Under Way at Oakland

Designed to aid Western Pacific sales representatives in the basic concepts of selling transportation service, the first of a series of thirty-two sales development meetings got under way at Oakland on March 16, following revision in the program occasioned by experience gained from trial runs at San Francisco and Los Angeles.

The program consists of five two-hour meetings at each of the Western Pacific traffic offices located throughout the country, which are attended by John C. Nolan, assistant to vice president-traffic, who acts as moderator. The program is aimed toward attracting more shippers to Western Pacific rails through assimilation of ideas exchanged between the sales representatives in attendance at the meetings, who relate to each other their past experiences and offer suggestions and methods thought to be conducive in presenting Western Pacific to those who may use its service.

As a conclusion to the meetings, traffic managers representing one large and one small industry are carefully selected and invited to attend a dinner (in some instances a luncheon) and present their particular problems, likes and dislikes, as a result of their experiences with railroad sales representatives, Western Pacific in particular. The railroaders thus obtain an inside viewpoint from the other side of the fence, and then lay themselves open to commendation and criticism in several rounds of questions and answers.

Meetings have tentatively been scheduled as follows:

Oakland.....	March 16, 17, 18
San Jose.....	March 19, 20
Oakland.....	March 23, 24
San Jose.....	March 25, 26, 27
Omaha.....	April 6, 7, 8
St. Louis.....	April 9, 10
St. Louis.....	April 13, 14, 15
Omaha.....	April 16, 17
Chicago.....	April 20, 21, 22
Detroit.....	April 23, 24
Chicago.....	April 27, 28
Detroit.....	April 29, 30, May 1
Stockton.....	May 11, 12, 13
Sacramento.....	May 14, 15
Sacramento.....	May 18, 19, 20
Stockton.....	May 21, 22
Reno.....	May 25, 26, 27
Salt Lake City.....	May 28, 29
Salt Lake City.....	June 1, 2, 3
Reno.....	June 4, 5
Cincinnati.....	June 15, 16, 17
Pittsburgh.....	June 18, 19
Pittsburgh.....	June 22, 23, 24
Cincinnati.....	June 25, 26
New York.....	June 29, 30, July 1
Washington, D. C.....	July 2, 3
New York.....	July 6, 7
Fresno.....	July 13, 14
Portland.....	July 20, 21, 22
Seattle.....	July 23, 24
Seattle.....	July 27, 28, 29
Portland.....	July 30, 31

John Nolan, assistant to vice president-traffic, celebrated his twenty-fifth anniversary with Western Pacific while en route to Omaha to act as moderator at the opening meeting of the sales development program there on April 6. His entire career with Western Pacific, which began as city passenger agent at Chicago in 1928, has been in the Traffic Department. Before being granted a leave of absence in 1942 to enter the U. S. Army

Transportation Corps as captain, he served as assistant general passenger agent at Chicago, and following his return to Western Pacific was appointed

assistant general passenger agent at New York City and later general eastern freight agent. He assumed his present position on May 1, 1952.



Jack Meyers, divisional traffic manager, Durkee Famous Foods (above) and Dan McCown, traffic manager, Ford Motor Company (below) addressed members of the Oakland traffic department and traffic department officials at their dinner meeting March 18. Similar talks are scheduled for remaining meetings.



PROMOTIONS AND TRANSFERS

James L. Michael is appointed assistant treasurer, effective April 1, 1953.

Michael comes to Western Pacific after four years in the investment department of Crocker First National Bank of San Francisco and as Western division credit manager in the treasurer's office of the Monsanto Chemical Company for a short period.



J. L. Michael



W. A. Tussey



R. J. Cleland

Jim was born in Washington, D. C., on September 7, 1916. He spent the most his childhood, and was graduated from high school, at Bradenton, Florida. After four years as accountant with a Florida canning concern and one year of travel, he enrolled at San Jose State College, which education was interrupted because of a five-year duty with the U. S. Army Air Force from which he was discharged as First Lieutenant. He then entered Stanford University and received his A. B. in 1946 and M. B. A. in 1948.

Jim lives with his wife, the former Elizabeth Ketcham of Pensacola, Florida, daughter of Vice Admiral

Ketcham, Ret., and one son, Mark, 2, at Menlo Park. He follows all sports, plays golf and tennis, and enjoys photography and gardening.

William A. Tussey is appointed assistant to general manager in charge of labor relations effective April 1, 1953, succeeding Henry Fegley, who

has reached retirement age but will continue as assistant to general manager with duties as assigned by the vice president and general manager.

Tussey was born in Sacramento on October 17, 1916. Following graduation from Sacramento High School he majored in landscape architecture at University of California's Division of Agriculture at Davis, California. But like his father, Arthur E. Tussey, who had been a Western Pacific employee since 1910 and was dispatcher at Sacramento at the time of his death in 1937, Bill turned to railroading and became assistant file clerk in the superintendent's office at Sacramento

in 1937. Following promotion through several positions he transferred to San Francisco in January, 1942, as chief clerk in the office of chief special agent and claim agent. He entered the general manager's office on July 1, 1942 as secretary to the late E. W. Mason, vice president and general manager. From 1943 to 1946 Bill served as First Lieutenant in the U. S. Army Transportation Corps. Returning to Western Pacific, he continued as secretary until April 1, 1949, when he became chief clerk in the Mechanical Department at Sacramento. In August of that year, Bill returned to San Francisco as assistant supervisor of labor relations, which position he retained until his recent appointment.

Tussey married the former Edna Moore of Sacramento and Stockton in 1943, and the couple have two children, Janis May, 5, and Joyce Merle, 1, and live in Oakland.

Russel J. Cleland is appointed office manager for the Freight Traffic Department at San Francisco, effective April 1, 1953.

A native of Toronto, Russ moved to Vancouver in 1906 at the age of two. His first railroad service was in 1920 as office boy in the general passenger office of the Canadian Pacific in that city, where his brother, George, is assistant general passenger agent. Following promotion through several clerical jobs in that office, he transferred to that company's San Francisco office as stenographer-clerk in 1928. Apparently he had some spare time because he discovered another homeless waif from the Frozen North, Mildred Irwin, and they were soon married. "Shorty" must have had con-

siderable influence on Russ, for he soon became ticket clerk.

He took advantage of an opening as ticket clerk in Western Pacific's ticket office, then located at 287 Geary Street, on September 19, 1936, and became the fourth member of the office staff, namely, Messrs. Wheeler, Wyman, and Hickey. His next promotion was to city passenger agent on January 1, 1938, from where he went to Los Angeles on February 1, 1939, as district passenger agent, then to general agent, Passenger Department at Oakland on July 1, 1942. When that position was abolished in September, 1950, he transferred to the Freight Department as traffic representative at Oakland.

Russ is the type of fellow you will like from the day you first meet. He is a member of the freight traffic team in the WP Bowling League at Oakland, and dearly loves to play golf, any kind of cards, and shoot pool whenever he finishes his gardening and other chores that must be done around their home in Walnut Creek.

Following promotions, which included an appointment as chief of the Rate Bureau on June 1, 1952, and office manager for the Freight Traffic Department on February 1 of this year, David H. Copenhagen has been appointed assistant general freight agent at San Francisco, effective April 1, 1953. The previous appointments were reported in the June, 1952, September, 1952, and March, 1953 issues of MILEPOSTS.

Dave succeeds T. P. Wadsworth, whose appointment as assistant freight traffic manager, effective February 1, 1953, was reported in the March, 1953, issue.

Don't Be HALF Safe!

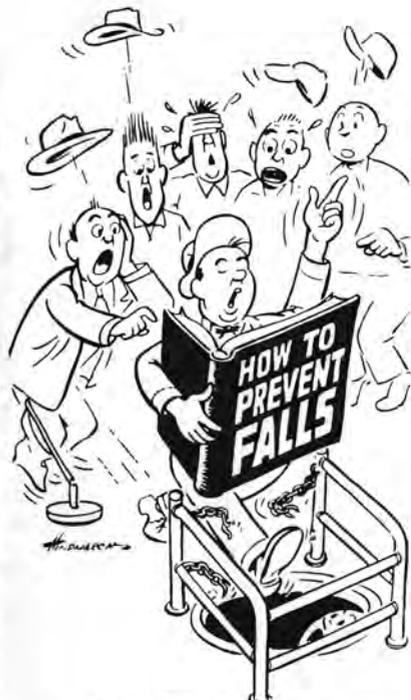
By Paul H. Jenner

The safety and welfare of all its employees is of vital importance to Western Pacific management. It was wonderful news to learn that we got off to a fine start in January, but an increase in injuries during February and March have caused considerable concern.

Not to be inferred as the primary accomplishment to be achieved, but only as a goal which may be of assistance in avoiding personal injuries in that all humans are competitive minded, the management has established as something to shoot for, a ratio of "6 for '53." Such ratios are based on the number of reportable injuries per million man hours of work.

In order to help prevent the possibility of your becoming injured during 1953, for one thing, several months have been spent revising the Safety Rule Book (to be released soon), bringing it up to date with improvements that have been made in modern equipment, to coincide with the new Operating Rule Book. During review of the Safety rules we couldn't help but think that many of those rules were created or formulated because of some previous accident where some employee suffered, was crippled, or parted with his life, or as a means of preventing repetition of an injury.

Most employees recognize the fact that some of their working habits are not safe, but they believe that inasmuch as nothing has seriously happened to them for a long period of time, it is unnecessary for them to discontinue such practices. You may believe that when you take a "short



Courtesy National Safety News

cut" exposing you to danger, and you get away without injury, your action involves only yourself. Actually, you may be influencing some other employee to take that same chance. You do not know "John Smith," injured in an accident and unable to work for several weeks or months, and you are inclined to overlook the fact that his accident may have affected more than one person. In most instances, his family and fellow employees who are dependent upon him likewise suffer because of his injuries and loss of earnings.

If all of us would only make it a habit to think before acting we would

have far fewer accidents. You can do so much to make your jobs safer if you will study the safety rules, knowing that a thorough knowledge and

application of those rules will prevent you from injury and save your life.

Employees of Western Pacific are capable of meeting this challenge.



Safety Committeeman J. D. Garris, Sacramento paint shop, which has established a remarkable all-time safety record on the Western Pacific without a reportable injury, as shown above, is presented with a wallet and twenty dollars donated by E. E. Gleason, E. T. Cuyler, D. R. Sarbach and L. M. Morris, for his safety slogan, "Be Alert, Don't Get Hurt," selected by the management as the best from 200 entries.

WESTERN DIVISION DANCE

Three hundred WP-SN-TS employees turned out at Governor's Hall, State Fairgrounds, Sacramento, on March 14 to help celebrate in advance St. Patrick's Day.

That a good time was had by all was authenticated by the disappearance of a large quantity of delicious foods, especially prepared by the Commissary Department under the expert supervision of Harold G. Wyman, superintendent of the Dining Car Department,

and the popularity of Forrest Long, his twelve-piece orchestra and vocalist.

Committee members were co-chairmen Hy O'Rullian, Dan Irwin, Al Madan, Ray Withrow, and Milt Ziehn, and their assistants, Lee Willis, Irene Burton, Norene Johnston, Mary McKinnon, Marcella Kahl, Marian Selders, Marie Kestler, Ross Kelleher, Jim Quick, H. F. Latona, Bruce Stillwell, Elsie Gonsalves, William Miller, C. E. Bennett, and Mary Nally.

WP WILL REMEMBER

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

Receipt of application for annuity has been received from the following employees who retired from service during the past six months after many years of loyal and efficient service, and we extend to them our sincerest best wishes for their future happiness:

**George S. Anetakis*, Sacramento Northern section laborer, Walnut Creek.

**Arthur M. Allen*, signalman, Oakland.

**Joseph S. Carter*, Sacramento Northern section laborer, Concord.

Claud E. Clay, Tidewater Southern track laborer, Manteca.

Steve Douras, section laborer, Terminus.

**Albert R. Gehlken*, carpenter helper, Chilliton, California.

**Harold A. Johnson*, freight handler, Hayward.

Peter McAlister, machinist, Stockton.

John L. Nichols, switchman, Oakland.

Garret W. Spiva, blacksmith helper, Sacramento.

Chester H. Storey, Sacramento Northern conductor, Chico.

Daniel P. Ugarkovich, Sacramento Northern B&B carpenter, Concord.

James F. Williams, car distributor, Sacramento.

* Left service prior to retirement.

Foreman: "Hey, bud, how come you're sleeping on the job?"

Quick-thinking employee: "Goodness gracious, can't a man close his eyes for a minute of prayer?"

WESTERN PACIFIC PICNICS

Once again employees, their families, and friends will be guests at Western Pacific's annual picnic to be held at Linda Vista Picnic Paradise, one-half mile south of Mission San Jose, on State Highway 21, May 17. From all indications there will be a record turnout, exceeding even the 2,300 who attended last year.

As in the past, admission is free, but tickets will be required for all above the age of twelve. Tickets will be given the children at the gate for free soft drinks, and free coffee will be available for all. For those who do not wish to bring their lunch, a standwith stand will be in operation throughout the day.

Under the chairmanship of George Welch, there will be a baseball game, games, and a special surprise for the children. Swimming and wading pools will be open, as well as midway-type rides for the children, concessions for adult entertainment, barbecue pits, and dancing to a four-piece orchestra.

Picnics have also been announced for employees unable to come to Linda Vista, the first of which is scheduled for Elk Grove Park at Sacramento on July 12, and the other to be held some time during July at Elko. Watch for further announcements.

A deck of playing cards is much like the calendar: The four suits represent the four seasons; the 12 face cards the 12 months. The 13 cards in each suit correspond to the 13 weeks of each season, while 52 cards in a deck equals the 52 weeks in a year. To top it all off, the sum of all the cards in a deck (counting the Jack as 11, the Queen as 12 and the King as 13) plus a Joker, totals up to 365.



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

Charles F. Blachford, switchman, died on February 18, 1953. Mr. Blachford entered company service in November, 1942, and last worked for Western Pacific on July 24, 1948.

William Z. Connolly, who retired from the company as a pumper on June 30, 1946, died on March 8, 1953.

Don L. Cooper, telegrapher, died on March 20, 1953. Mr. Cooper entered company service on August 21, 1936. He is survived by his widow, Mrs. Violet Mae Cooper, of Westwood, California.

Clyde L. Corbin, locomotive fireman, died on March 17, 1953. Mr. Corbin entered company service on January 17, 1942. He is survived by his widow, Mrs. Bess Grace Corbin, of Oroville.

Andrew A. Crist, patrolman, died on March 20, 1953. Mr. Crist entered WP service on May 7, 1942, and previous to that had been political campaign manager for various Republican office seekers, a liquor control officer for the State Board of Equalization and an assistant sergeant at arms in the State assembly. He was chairman of the WP unit of Railroad Patrolmen's International Union, a captain of WP's Sacramento bowling team, the American Bowling Congress, Fort Sutter Toastmasters Club and the Oakland Lodge No. 7, Benevolent and Pro-

tective Order of Elks. He is survived by his widow, Mrs. Ella Mae Crist, of Sacramento.

Ernest H. Crowther, retired telegrapher, died recently. Mr. Crowther entered service in April, 1945, and last worked for the company on January 12, 1947.

Edwin C. Eager, car foreman, died on March 17, 1953. Mr. Eager entered company service June 1, 1932. He is survived by his widow, Mrs. Marie Enid Eager, of Sacramento.

John S. Ferguson, who last worked for the company on January 15, 1938, as a car repairer, died on April 1, 1953.

Frederic O. Harvey, division line-man, Oroville, died on March 31, 1953. Mr. Harvey entered WP service on May 22, 1939. He is survived by his stepmother, Mrs. P. D. Harvey, of Richmond, Kentucky, and a brother, Stuart Harvey, of Johnston, Iowa.

Robert Lincoln, janitor, died on February 20, 1953. Mr. Lincoln entered service on April 21, 1917, and last worked for Western Pacific on November 19, 1939.

Benito Lujano, who last worked for the company on May 31, 1947, as a track laborer, died on March 24, 1953.

George Tepovac, Sacramento Northern B&B carpenter, died on February 25, 1953. Mr. Tepovac entered company service on August 16, 1931.

Paul I. Williams, machinist, died on February 14, 1953. Mr. Williams entered service on October 16, 1941, and last worked for Western Pacific on December 3, 1941.

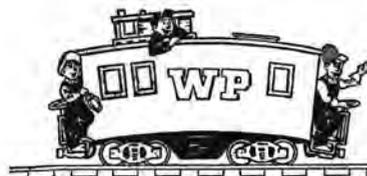
MILEPOSTS



IN GOLD

MILEPOSTS congratulates the following employees to whom Service Pin Awards were issued during the month of April, 1953:

40-YEAR PIN		
John E. Gouldy.....	B&B Foreman.....	Western Division
30-YEAR PINS		
Noel S. Culley.....	Boilermaker.....	Mechanical Dept.
Flornace R. Kelleher.....	Car Foreman.....	Mechanical Dept.
William E. Kennedy.....	Switchman.....	Western Division
Peter J. Lund.....	Conductor.....	Western Division
25-YEAR PINS		
E. S. Bentz.....	Head Traveling Auditor.....	Auditor's Office
Vernon C. Brain.....	Locomotive Engineer.....	Western Division
Herbert H. Gillespie.....	S.M.W. Foreman.....	Mechanical Dept.
Ernst Gommer.....	Asst. to Passenger Traffic Manager.....	Traffic Dept.
William D. Good.....	Roundhouse Foreman.....	Mechanical Dept.
L. B. Larson.....	Asst. General Freight Agent.....	Traffic Dept.
John C. Nolan.....	Asst. to V-P Traffic.....	Traffic Dept.
Clovis V. Oojev.....	Wire Chief.....	Western Division
James Procarione.....	Machinist Helper.....	Mechanical Dept.
Henry J. Quigley.....	Roundhouse Foreman.....	Mechanical Dept.
Noble H. Wakefield.....	Locomotive Engineer.....	Western Division
20-YEAR PINS		
James M. Sutherland.....	Clerk.....	Western Division
William Wikander.....	General Bookkeeper.....	Auditor's Office
15-YEAR PINS		
John Jessiman.....	Section Foreman.....	Western Division
James D. Ronan.....	Brakeman.....	Western Division
10-YEAR PINS		
Samuel M. Autra.....	Carman Helper.....	Mechanical Dept.
Harry W. Bale.....	Switchman.....	Western Division
Nellie C. Brown.....	Laborer.....	Mechanical Dept.
Olga Cagna.....	Statistical Clerk.....	Traffic Dept.
Walter A. Clausen.....	Conductor.....	Eastern Division
Bernardo Cornejo.....	Warehouseman.....	Eastern Division
Clifford F. Gamble.....	Fireman.....	Eastern Division
Edward Hardy.....	Switchman.....	Western Division
John H. Kelly.....	Carman.....	Mechanical Dept.
Frank C. Lawell.....	Clerk.....	Western Division
Robert C. Lemon.....	Fireman.....	Western Division
Helen G. Lilly.....	Government Clerk.....	Auditor's Office
Hamilton Loveland.....	Carman.....	Mechanical Dept.
Harrison B. McNulty.....	Brakeman.....	Eastern Division
Bianche A. Miller.....	Telegrapher.....	Eastern Division
Voy L. Neuman.....	Switchman.....	Western Division
Louis J. Pearce.....	Fireman.....	Eastern Division
L. R. Pember.....	City Ticket Agent.....	Traffic Dept.
Manuel V. Peralta.....	Section Laborer.....	Eastern Division
Thomas C. Reynolds.....	Brakeman.....	Eastern Division
Larry J. Roberts.....	Brakeman.....	Eastern Division
Roy B. Steed.....	Carman.....	Mechanical Dept.
Dorothy Storey.....	Reservation-Information Clerk.....	Traffic Dept.
M. Stoughton.....	Ticket Clerk.....	Traffic Dept.
Evva B. Thompson.....	Telegrapher.....	Eastern Division
Nick Villa.....	Carman Helper.....	Mechanical Dept.
Melvin I. Whaler.....	Clerk.....	Western Division
Ernest E. Wong.....	Clerk.....	Western Division



Caboosing

OROVILLE

Helen Small

Agent W. W. LANG's son, Rodney, returned from military service and is now employed in the Bank of America at Oroville. On March 28, Rodney and Betty Parvin of Biggs, slipped over to Reno and were married. All their railroad friends wish them much happiness.

We extend our sympathies to the Roundhouse Clerk, ARTHUR E. McNALLY family in the loss of their little son, Arthur, Jr., who lived only a few days following his birth on March 25.

FRED O. HARVEY, who passed away on March 31, was buried in the National Golden Gate Cemetery at San Bruno on April 3 with full military services.

Fireman CLYDE CORBIN, a resident and employee at Oroville for many years, was stricken with a heart attack while on duty at Portola with Engineer N. WAKEFIELD on March 17 and passed away very suddenly.

Mrs. Pauline Connelly, wife of JAMES T. CONNELLY, roundhouse employee, passed away March 31 following a short illness. She also leaves a daughter, Linda Marie, and her mother, Mrs. John M. Miller.

LOLA HENSLEY, wife of Telegrapher ED HENSLEY, took over his duties at the depot during an absence of several days because of sickness.

The Western Pacific Amusement

Club held a Hard Times Party at El Medio Hall during March. Carman and Mrs. BEN EDMONDSON and Mrs. E. L. McCANN, wife of special agent and claims agent, won prizes for their costumes. The five little children of Carman H. B. KELL and wife sang several numbers, accompanied by Jack Orr, accordionist. Music was furnished by Mansell's orchestra and an enjoyable time was had by all.

Signalman LARRY LAWSON and wife are the proud parents of a little baby girl born March 31.

Roundhouse Foreman R. T. RONAN is batching it while his wife is visiting her sisters in Marlin, Dublin, and Dallas, Texas.

D. J. HANSEN, machinist helper, is a patient in the Oroville Curran Hospital.

Vacationing are Electrician F. W. ROGERS, Carman S. M. NOBLE and wife, visiting their son in Ogden, and Brake-man LOUIS J. HAMBY, who is spending his time at home doing spring work required on his little ranch.

MAY COVER

Grather Price, member of Extra Gang No. 2, and a Western Pacific employee since 1949, secures rail joint holding together two rail ends by tightening a nut on one of four track bolts with the aid of a Raco power wrench. See story on

Pages 3-6.

WESTERN PACIFIC
Mileposts





Bruce Hinton, center, receives best wishes from Conductor Jim Wilkinson, right, and Brakeman Roy Hill, before leaving Oroville on his final run April 8 as brakeman on the California Zephyr, ending a railroad career of 46 years which began with the Cotton Belt in 1907. He became a W P brakeman in 1927. A. Appleman, Oroville Mercury photo.

O. J. CROWE, eastern division conductor on the *California Zephyr*, finally found just the right location for his new home in Oroville—locating on NEVADA Avenue.

We enjoyed Assistant Superintendent J. J. McNALLY's little visits while at his home here recuperating from an operation.

Brakeman FRANK W. BROWER, JR., returned from military service after most of two years spent in Korea, Japan, and Okinawa. He reported to Portola Board and it's nice to see him home.

Signalman PAUL DUFFY and family of Pulga are vacationing in Gerlach, Reno, and Winnemucca. He was relieved by LARRY LAWSON.

Conductor A. W. ARNALL and family of Oakland spent Easter Sunday with E. L. McCANN, special agent and claim agent.

Conductor O. G. MEAD is at home fol-

lowing surgery at the Oroville Curran Hospital.

Brakeman W. H. FULLER reported for military service at Oroville on April 9.

WINNEMUCCA

Doris Cavanagh

The wives of HUGH EDMUNDS, GEORGE STONESTREET, THOMAS GILBRAITH, JODY GREEN, DONALD WOODS, A. M. RANKIN, LARRY ROBERTS, and ROBERT WIRTHLIN attended a farewell dinner party in the home of MRS. ALBERT JONES in honor of MRS. L. M. HAYES before she left with her husband to live in Elko.

Engineer C. L. HAWKINS answers to the name of "Mazoo"—in fact most of his family does. Hailing from the "show-me" state, famous for its mules, it could be Maude.

Now a successful motel owner on U. S. Highway 40, near the underpass, former Telegrapher ELMER SHEPARD enjoys keeping up on rail news through the Post.

Death here of Mrs. E. Saunders took her daughter, Roundhouse Clerk RUTH SMITH, Engineer JOHN SMITH and their family to Inglewood for the funeral March 21. The same day Chester Fransway, father of Fireman RICHARD HARRISON's wife, died suddenly.

Switchman LOWELL CRAWFORD returned to work at Winnemucca yard the latter part of March after a seven-month absence due to a broken heel.

Travelers include Fireman and Mrs. E. H. DUNSTON to Albany and other scenic Oregon spots; Mrs. CRAWFORD to St. Louis; Engineer and Mrs. RAY MOORE, Los Angeles; Fireman and Mrs. GEORGE TORNFELDT, Phoenix; Signalman BOB KINKADE, Boise; Telegrapher BILL STEPHENSON, Sacramento and Elko.

When high winds caused power failures recently, Roundhouse Foreman TOM SNOW had a hot hassle with a defective steam boiler. He slept round the clock one night to make up lost sleep.

Engineer BILL SHOLL underwent eye surgery in a San Francisco hospital; BILL BROWN, yard clerk, received treatment in Reno and California. Relief Telegrapher GERTRUDE BLAIR and Fireman PETE MENICUCCI are convalescing.

There were wedding bells the latter part of February for the former Switchman, ROBERT MYERS, and ANN SMITH, employee of Hotel Humboldt.

A solitary four o'clock tea time for Yard Clerk THEL LEWIS consists of soda crackers and a thermos of milk at the center desk in the yard office. Soothes his ulcers, he says.

Inlay rails and their wives were guests at a potluck dinner and bingo party given by Winnemucca engineers and their lodge women recently.

Fireman F. J. PUTNAM has returned from Sacramento.

In the hospital here were Hostler MARVIN VENABLE and JULIAN MONTANO, laborer at Cholona.

Winnemucca section foreman, ROYAL BINGHAM, is a grandfather, a baby boy having been born to his daughter, Mrs. Bob Johnson in Portola the latter part of March.

Retired Conductor and Mrs. JACK DEEMS' eldest son, Harold, has been promoted from Army Major to Lieutenant Colonel with headquarters at Long Island, New York.

Corporal LOUIS ARANO, railroad car inspector in the Army, and JACK VETER, Army Ordnance, spent 18 months in

Korea before release at Camp Stone-man.

A/B Larry Reynolds has finished basic training at Parks Air Force Base in California. Son of R. B. REYNOLDS, he is interested in a pilot's rating.

LOS ANGELES

Frank Sell

Since FRANK SELL, chief clerk, and correspondent for this column, is on extended leave, we decided to pass the typewriter around to the remaining personnel for a few unbiased comments about themselves or their fellow employees. In case anyone should like to drop Frank a line (he'd appreciate it, we know), his address is Earle Hotel, Tacoma, Washington.

E. R. MILLFELT is having bifocal trouble at the present time, having tried to play ball last week-end with his glasses instead of a ball. If it wasn't for the invention of Scotch tape, Ed would probably be using a guide dog.

That four-cent an hour raise reminds us of the parrot story: "My! What a short day this was!" Or was it a raise?

CHARLEY FISCHER, now that he moved into his new home in Altadena, has become a Jack-of-all-trades—painting, sanding, papering, watering, weeding, plumbing, and just plain handy man.

That's all for now.

KEDDIE

Elsie Hagan

We all want Trainmaster LEE MICHELSON to know that he and his family will be missed very much. He did so much and made so many friends in the short time he was here and we feel our loss is Stockton's gain. We do hope LeRoy FOSTER will enjoy being

at Keddie and we are ready to make him at home.

Mrs. GLADYS FLIPPEN, wife of the late BILL FLIPPEN, is now clerk in the roadmaster's office, replacing Mrs. ELEANOR BURROWS, who recently resigned. Mrs. HERTHA SIMPSON was relief clerk until the position was assigned.

Conductor BILL JANES is still in the hospital, but slowly recovering from his fall from the top of a box car last month.

Mrs. Nettie Monroe, mother of the wife of Conductor BILL STUBBLEFIELD, received cuts and bruises when her car went over a bank at Spring Garden. Brakeman THURMAN also received slight injuries in a similar accident at Tobin. Both cars were totally wrecked.

CLYDE WHITMAN, local chairman for the B. of L. F. & E., was a Keddie visitor for a day recently.

Agent PETE HANLEY is driving a new station wagon.

Mrs. LeRoy Foster, wife of Trainmaster FOSTER, spent a few days in Salt Lake recently visiting with her family.

Brakeman and Mrs. L. C. GILBERT attended the baseball game at Sacramento on opening day, and other visitors there were JOE CLINTON, yardmaster, and RAY BECKLEY, operator, and his wife.

The wife and children of Fireman RAY WILLIAMS returned from Stockton to visit friends here for a short time.

Brakeman and Mrs. VIRGIL SIMPSON and daughter, Davney, spent Easter in Coming, and Fireman and Mrs. CHARLEY MAXWELL spent several days here from Stockton visiting friends.

The many friends and neighbors of JAMES CONNELLY, Oroville diesel department, and Brakeman and Mrs. JOHN MILLER express their sincere

sympathy in the loss of his wife and their daughter.

Mrs. Ray Beckley, wife of Operator BECKLEY, is in the Industrial Hospital at Quincy, and Mrs. Claude Tripp, wife of Brakeman TRIPP, is recovering from an operation. The wife and son of Roadmaster BURMEISTER have recently recovered from the mumps.

The Sheriff still has not ruled out foul play in the death of OLE JOHNSON, engineer, whose body was found in the Feather River at Virgilia, March 27, five months after he disappeared while on the way to his cabin after taking his call for duty.

ELKO

Rosalie Enke

L. L. MORRIS, cashier, is sporting a new Dodge sedan.

"SONNY" CORNEJO, son of Warehouseman BEN CORNEJO, returned to naval base at San Diego after spending a few days of his leave at home.

CAROL JONES, general clerk, is spending his spare time putting his fishing tackle in shape for opening day.

J. F. McELROY, agent, and J. Gonzales, SP cashier, spent an afternoon in jail a few days ago. They were not under arrest, but were paying off a group of Mexican laborers picked up by Immigration officers.

HARRY MORTENSEN, trucker, is glad to have his jaw back to normal again after receiving dental assistance.

HANS TEICHMAN, retired assistant chief clerk, has been seriously ill for several months and just returned from major surgery at St. Joseph's Hospital and is making good recovery.

MARY LAMBERTY, secretary to chief clerk, departed for Los Angeles via Salt Lake City recently. She plans to

spend her vacation around Glendale with her sister and brother-in-law, the Lambert Hendersons.

Assistant Accountant NEVADA MICHELSON attended her daughter's capping ceremonies at the University of Utah the latter part of March. A relief clerk at Elko last summer, Mary Todd Michelson plans to graduate from nurse's training in 1955. Understand Nevada had car trouble on the way in. Next time try Western Pacific!

We trust Vice Lambert, wife of Zephyr engineer ED LAMBERT, will soon be fully recovered following major surgery.

We were sorry to learn of the death of Yardmaster HENRY WESOLOWSKI's mother, in Manitowoc, Wisconsin. DEAN MASTIN is filling in for Henry in his absence.

Conductor ALEX RANKIN has been off sick for over a month, but is back to work between Winnemucca and Elko.

Brakeman JERRY D. "CATFISH" BASS is now back to work after spending seventeen months in Korea. Welcome home!

"KING" COLE has returned to Elko from the Western Division and is holding down the first trick west dispatcher position. WARD C. BOND moved to Western Division as dispatcher. WILBUR GOLDSBERRY is vacationing in Alturas before settling down in his new home. EVAN NIELSON is also a new home owner.

Accountant JOHNNIE ETCHEBEHERE was named president of the local Junior Chamber of Commerce and Timekeeper TONY PRIMEAUX is present Master of Elko Masonic Lodge No. 15. Congratulations to you both!

Janitor CARL PACINI is giving up his

"other" job with a local cleaning company in order to raise chickens. Ummm—chicken and dumplings!

Cigars were passed out left and right the other day by Switchman GOLDEN ASAY, celebrating the birth of a six-pound ten-ounce daughter, LeAnn.

Things are humming in the telegraph office now. BILL TATE dropped in to say he expected to return to duty at Gerlach April 11 after being off sick. DAVE WILLIAMS is at Shafter, relieving George Toothaker, who suffered a heart attack. GERTIE BLAIR has gone back to work at Winnemucca and FRANCES McCLURE is bidding in the vacancy at Reno. FRED KINSEY (no relation to the doctor) is a new recruit at Elko.

Our sympathy is extended to Carman NEIL DICKEY, whose father-in-law passed away recently at Rose Creek.

Carman FORTINO GARCIA and his wife are now on a month's vacation in Mexico, visiting relatives in San Luis, Potosi, and in Culiacan, Sinaloa.

We trust Electrician JAY KUMP will soon be out of the hospital after observation and treatment for several days.

We regret very much to report word just received that HARRY YOE, retired trainmaster, passed away at 7 a. m., April 21, following a heart attack.

NEW YORK

Alan Hudson

After a couple of weeks of anxiety which say Daddy's nerves shot to perdition, Marge Massi, wife of our FRANK, gave birth to baby Frank on March 25. Now we are daily regaled with tales of formula, baby oil, night wailings, etc., etc. It's nice to have all hands back to normal, and the cigars were smoking good. In fact,

since Frank passed them around BOB MORACE is beginning to resemble Winston Churchill with his ever-present stogie jutting out from his physiological appendage.

No WP traffic office, on or off-line, will be more happy to become educated than we 'uns here in New York, because it will mean the return to his old stomping grounds of Perfesser JOHN NOLAN. We like to think that these educational meetings had their beginnings in the after-hours sessions we used to have in the New York office back in 1949, at which prominent New York traffic officials like John Roemish, Hearst Magazines, and Eddie O'Connor, Thomas Cook & Sons, were guest lecturers. We learned a great deal and added a few pounds, avoirdupois, afterwards with our friendly dinners.

PORTOLA

Phyllis Laughlin

Mrs. Pauline Davis, wife of the late LESTER DAVIS, is now assiduously carrying out his pledges as one of California's two new Democratic feminine legislators. Her husband, whose former Assembly seat she now holds, was nominated on both tickets in the 1952 primary election, but died before the general election.

Easter Sunday was nice with Easter bonnets prevalent, but now everything is frozen—ground, plant life, and most of the natives.

Birthday greetings to Relief Clerk ROBERT PETERSON, March 11, and to FLOYD MILLER, SR., conductor on the Reno local, April 10. On March 19, IRA C. BALDWIN, supervising icing agent, celebrated his birthday with his daughter, wife of Electrician BARNEY IRWIN,

at the home of the Baldwins on March 18. Mrs. Irwin's birthday was on the 17th.

The welcome mat is out to WINSTON C. CULP, baggageman-janitor.

Friends will be glad to learn that LOYAL POTTER, baggageman-janitor, is now at home from Portola Hospital after recovering from a recent illness.

Sorry to see BURNICE COGGINS and CARL REPASS from B&B 3 leave Portola. Coggins is now temporary foreman at Winnemucca on B&B 1, and Repass is now traveling carpenter on Gang No. 1.



The nurses quarters at Portola Hospital have been remodeled and redecorated with new walls, ceilings, and painted pastel colors, under the supervision of B&B Foreman PATRICK SULLIVAN and his crew. Nice work, fellows!

New homes have been purchased by RUEBEN DALTON and FOY COLE of the perishable department. Both formerly of Carlin, Nevada.

Up to the present storm cat-fishing was very good here, with the river

banks lined with young and old. Guess we'll have to wait for clear weather again now.

Mrs. Francis Kuttler and husband are visiting at Portola before leaving for Minnesota. She is the twin sister of Mrs. FLORENCE HUGHES, perishable department, and the daughter of FRED TRUCKEY, car inspector.

Wedding congratulations to WILLIAM EDWARD BALDWIN, iceman, and to his bride, Miss Elizabeth Strong, who were married in Berkeley on March 28 at the First Congregational Church. Bill is the son of Mr. and Mrs. IRA BALDWIN. The double ring ceremony was at Pilgrim Hall. Mrs. Baldwin is the daughter of Mr. and Mrs. Horace Strong of Berkeley. Mr. Strong is farm advisor for University of California. Baird McKnight, son of Dr. McKNIGHT, formerly of Portola Hospital, and William Cauldwell and Warren McClasky of Graeagle were ushers. Don Hook was best man and Mrs. Don Hook, matron of honor. Bill attends Sacramento State College and Mrs. Baldwin will teach school in Cortland.

Condolences to WILLIAM J. FERGUSON, car foreman, at the death of his father, J. S. FERGUSON of Klamath Falls, a retired carman.

Vacation time found "HAP" WINN, roundhouse clerk, and his wife on their way to Denver to pick up a new Buick sedan and visit there.

Glad to hear that Mrs. Phyllis Hibbs, wife of LOY HIBBS, special agent and claim adjuster, is returning home after surgery at St. Joseph's.

Portola Yard is now an observation post for the Civilian Air Defense, through the cooperation of the yardmasters and switchmen.

SACRAMENTO

Don Richmond

All of his many friends will miss Car Distributor JIMMIE WILLIAMS, who retired March 31 and was feted with a retirement dinner at Roberts Fish Grotto attended by 60 guests. VAN DAVISON, first assistant T&E time-keeper, did a fine job as chairman of arrangements as did ED HILLIER, chief dispatcher, as master of ceremonies. Called on for speeches were FRANK NOTT, SN traffic agent, LOU JASKALA, dispatcher, DAN IRWIN, chief clerk, FLOYD COPELAND, ED HUGHES and VANCE GARWOOD, telegraphers, E. B. ALLISON, retired motor car operator and AGNES WELCH, secretary. Jimmy was presented with a fishing outfit which should get him some big ones. His brass pounding career began in 1922 on the C.M.St.P.&P. followed by service with Western Union, SP, and Postal Telegraph & Cable, where he was branch manager until coming to WP in May, 1928. He became car distributor in February, 1944. FLOYD COPELAND has been assigned to that position and Telegrapher ED HUGHES bid in Relief No. 10 vacated by Cope-land.

A grand welcome to new faces (and figures) as VIRGINIA COOK, PBX-Typist, and JUANITA ARNEY, assistant file clerk, join our forces. Also to DEAN DORSEY, chief clerk traffic, and JAMES PEARCE, instrumentman.

MAURICE CRESPO, instrumentman, has transferred to the chief engineer's office at San Francisco and we wish him success in his new position.

Wires must have been overheated lately as visitors recently seen were N. W. MENZIES, superintendent of com-

munications, J. C. COTTER, assistant superintendent communications, H. H. GARRIOTT, traveling wire chief, and BILL STEVENSON, telegrapher, and Local Chairman of the ORT from Winnemucca.

We are all glad to have Telegrapher DICK GRIFFIN back after a leave of absence spent in Florida.

Back at their desks after enjoyable vacations are BILL YEAW, division accountant, VAN DAVIDSON, first assistant T&E timekeeper, BETTY LANDERMAN, assistant T&E timekeeper, LOU JASKALA, dispatcher, and JEAN SMITH, voucher clerk.

While en route to Oregon, ETHEL OWEN, PBX-roadmaster's clerk, Winnemucca, stopped off at Sacramento for an enjoyable week-end at the home of MARY NALLY, stenographer-clerk.

Birthdays Greetings to:

MARIE KISTLE, social security clerk, May 13.

HAROLD CONTOIS, JR., instrumentman, May 13.

CHARLIE HARPER, assistant file clerk, May 17.

GEORGE DARLING, assistant T&E timekeeper, May 21.

CLIFF SCHUETZ, relief clerk, May 23.

BOB KECK, report clerk, May 24.

Thought for the Day: *"Never put off enjoyment—there is no time like the pleasant."*

STOCKTON

Virginia Rustan

Congratulations to BERNARD HARDING, assistant cashier, who announced the arrival of a daughter last month, which makes two little lassies in the Harding household.

Welcome to Terminal Trainmaster

L. D. MICHELSON, who recently transferred here from Keddie.

GENE TRACE, claim clerk, is spending three weeks in Indiana with his wife, due to the serious illness of Gene's father.

NICK COEN, ticker clerk, and GEORGE SRILL, yard clerk, have returned to work after several weeks' illness.

GENEVA PENDERGRAFT, crew clerk, is again hospitalized, having undergone additional surgery. Our best wishes for your recovery, Geneva!

W. H. PLANK, agent at Lathrop joint agency, is happy to be back on the job after four months' absence because of a leg injury. We expect to see him throw away his crutches before long and resume his activity with the folk dancing group again.

W. E. MYERS, engineer, and BLE general chairman, presented a gold badge commemorating 35 years of membership with the Brotherhood of Locomotive Engineers to GEORGE P. HAMMA during March. Hamma retired in May, 1946, after serving Western Pacific nearly 30 years.

CHICAGO

Jim Baker

With thousands of acres of parks and forest preserves in the Windy City unfurling their springtime glory, we all have a touch of spring fever and are thinking of vacations and other activities appropriate to the season. We realize that you good people in (particularly Southern) California won't know what we mean by "a touch of spring fever."

FREDDIE ROBBINS couldn't wait for spring to arrive and with his wife, Evelyn, took off for the Ozarks (Mena,

Arkansas) the last week of March. We right away thought of their safety when local newspapers carried a story of storms in Arkansas with hailstones weighing one-half to three pounds. Despite the storms and no tin hats they arrived safely home and reported a lovely trip.

JOHNNY "BEN HOGAN" RIEGEL is all smiles these days for more reasons than the approaching golfing season. He recently took delivery of a snazzy new two-tone blue Buick Super Riviera, and is soon expecting his son, Bob, home on a 15-day leave from the Air Force.

Old man stork arrived at the FRED SWEENEY household on March 19, presenting dad and mother, Theresa, with a daughter, Carol. With three daughters now in the household, Fred soon hopes to erase that dreaded chore of "dishwashing" from his mind.

We welcome a newcomer to our fold, DOROTHY ELFLMANN, steno-clerk, to succeed MARY BROWNE, who resigned to devote full time to housekeeping for hubby John.

Believe it or not . . . free tap beer for railroad employees and visitors at the local freight house. We have reports that at the Chestnut Street warehouse, Milwaukee Road, Milwaukee, where all beer cars are loaded, a tap has been installed next to the employees locker room. According to IRA WALLACE, agent, the tap is the compliments of a local brewery. And some people wonder why that guy, CHARLIE MATHENY, loves Milwaukee!

Bossman ART LUND recently returned from a trip up Milwaukee way and reports a lot of excitement among baseball fans over their new club, the

Milwaukee Braves. With their backing the Braves can't help but play good ball. Good luck!

SACRAMENTO NORTHERN

Milton Ziehn

Engineer J. H. CRENSHAW has returned from a trip to Los Angeles to be with his daughter who is recovering from a recent illness.

JUANITA MCBAIN, clerk at Yuba City, is vacationing in Salt Lake City with her daughter, Joann.

Wedding bells will ring this summer for IRA BIGGS, SN dispatcher, and ANNIE J. THOMASON, sister of PETER JOSSERAND, WP dispatcher. Looks as though the dispatcher has tied in a SN-WP consolidation.

We had the pleasure of a nice chat with Mr. and Mrs. FRED ALBERTSON, of Carmel, following their return from a trip to Europe and a drive home from the East in a new Cad. Hmmm! He is a retired Captain of our ferry, *Ramon*.

Everything was as good as advertised at Governor's Hall on March 14—music, plentiful food, refreshments and atmosphere. It was certainly nice to talk with so many old-time friends from San Francisco and other points who joined with us.

OAKLAND

Hazel Petersen

RAY RICH, switchman and RYA general chairman, and his wife, Grace, just returned from an exciting trip to Havana, Cuba; GEORGE FEVRIER, marine engineer, just terminated his 1953 vacation and FRED KOCH, marine mate, and the missus will soon be heading East on an extended vacation.

GLENN McCORMICK, train desk clerk, underwent surgery at St. Joseph's and we wish him a speedy recovery and return to Oakland yard.

WALLY LOGAN, traffic, is under the weather and convalescing at home. Hope to see him on the go again soon.

ART ROKE, interchange clerk, finally got that call through. . . . Came on Easter morning, just before sunrise, from Art, Jr., in Lucerne, Switzerland, where he is spending a few days on leave from Military Service.

HAZEL WOCHOS, chief operator, officiated at the Oakland switchboard for a few days last month and it was nice to have her on our side of the Bay.

FRANK DIGNIN, switchman, and Mrs. Dignin, took their first trip on the *California Zephyr* last month to see the beautiful Feather River Canyon.

KEITH A. PETERSEN, A 2/c, AF 28762014, Base Supply, 7532nd MTS Sq., APO 125, Care Postmaster, New York, would like to hear from some of his friends. Keith was with the WP telephone department before entering the USAF. Stationed at Bushy Park, England, ten miles from London, he has made trips to France and Sweden but would like to be home with the WP.

JOHN REIS, marine deckhand, will never forget March 20. His first child, Georgana, a 7 lb. 9 oz. daughter was born on that day.

SACRAMENTO STORE

Irene Burton

DALE ROBINSON fell and badly bruised his knee while recently on maneuvers with the National Guard.

CHARLES MARCHAND really brought home the bacon—as a prize at the last

meeting of the Trades Club. BRUCE STILWELL was also on the receiving end and won a case of grape juice.

We're looking forward to helping Mr. and Mrs. HARRY MESSER celebrate their Golden Wedding Anniversary next March, a lucky month for Harry. That's his birthday month, he started working for WP in March 27 years ago, and it's the opening of baseball season for these two ardent fans.

JULIUS FRICK accompanied Harry to the opening game here.

We're sorry to learn that PARKER ROBINSON had to take an indefinite leave of absence because of illness. Hurry back, Parker.

JOSE CHAVEZ is back to work again after being away for several months undergoing a serious operation.

Welcome to FERN WALSH, LILIAN TOURTE and VIRGINIA ANDERMANN. Fern is working on the 213 requisition desk and Lilian and Virginia are busy typing up the new cards for the new store system.

We enjoyed meeting MARGARET PEDROTI at a recent Eastern Star meeting. A former employee of the passenger accounts department at San Francisco, she left in 1947 after nearly 20 years with Western Pacific, and now lives in Sacramento.

ROY FALQUIST is walking around looking at the ceilings in preparation for some sightseeing he and his wife, Nanette, will do on their trip East to Chicago, New York, Niagara Falls, Washington, D. C., and other stop-over points before returning via the southern route to Los Angeles and home.

The Finance Committee of the Railroad Business Women's Organization of Sacramento wish to thank everyone



U Kyi Win, chief engineer, and U Yone Mo, chief mechanical officer, for the Burmese Government Railways, made a tour of Western Pacific facilities while in San Francisco recently on a purchasing and inspection mission in the United States. Top left, F. R. Woolford, chief engineer, points out San Francisco landmark from ferry boat for U Yone Mo, also enjoyed by U Kyi Win and W. T. Richards, engineer M. W. & S. They also enjoyed a visit in the diesel cab of the *California Zephyr* before departing from Oakland and a trip through the dome cars accompanied by W. E. Moss, district car foreman. After a visit at the Sacramento shops they were driven to Stockton to inspect the rail laying job in progress there. They were directed to Western Pacific by E. E. Englebright, retired assistant to the president, now on location in Burma.

who in any way participated in the recent donation drive for our Convention Fund. As a result of its success MARCELLA KAHL, founder president, Virginia Christian, vice - president (SP), Ruthann Clark, Editor of *Railway Belles* (SP), and Lois Clark (SP), will attend the convention at St. Louis. Organized in January, RBWO now has a membership of 118. ELSIE GONSALVES, LAVERNE WILLIAMS and JOE ANDERSON, personnel record room, superintendent's office, were winners of the case of bottled beverage.

MECHANICAL DEPARTMENT

Norma Joseph

Whew! Just got back from vacationing down Los Angeles and Mexico way in time to make the deadline. Had a very enjoyable time with only one complaint—time is too short.

Congratulations to General Car Inspector and Mrs. G. M. MIDDLETON who celebrated their 33rd Wedding Anniversary a few weeks ago.

The accounting room had a small farewell party for KEITH WILCOX, accountant, who is going into the hardware business. Representing his years

with WP, eleven candles were on the cake and Keith was also presented with a gift. Good luck with those nails, tools and implements, Keith.

Welcome BOB REDUS, special trainee. It will be our pleasure to have you with us for your seven months mechanical department training.

Congratulations to the following officers installed by HY O'RULLIAN, deputy governor, at the Fort Sutter Toastmasters Club: E. T. CUYLER, president; A. S. ASBURY, vice - president; J. R. QUICK, secretary-treasurer; and M. LATINO, sergeant-at-arms.

JENNIE SIMMINS, steno-clerk, welcomed home her brother from duty with the Navy in Korea and Japan.

Best Wishes for a Happy Birthday to:

CHARLES JERAULD, secretary to C.M.O.; MARION EVERT, general clerk; W. B. WOLVERTON, mechanical engineer; ART DE LA LATA, assistant time-keeper; H. O'KELLY, A.A.R. clerk; and W. H. MITCHELL, passenger car accountant.

DAVE LYTLE, grandson of retired superintendent of Eastern Division, J. J. DUGGAN, is a member of the conference committee of General Motors Institute, sponsored by Western Pacific. Dave was editor last year of the students' monthly newspaper, *The Technician*, and is making a name for himself in this school of GM's Electro - Motive Division.

SALT LAKE CITY

Lee Marshall
Chas. W. Owen

On March 15 we welcomed back MARGE DAVIS, secretary to RAY COULAM, general agent. While away from

the office on leave of absence, Marge became the mother of a daughter, Patricia, born November 11, 1952.

We have had quite a siege of illness around here lately. Brakeman ORVILLE HAYS was recently released from the hospital after undergoing an abdominal operation; Engineer CECIL TRUMBO is laid up with a major operation; Brakeman GEORGE PATTERSON is still in St. Mark's Hospital after several blood transfusions; and Fireman FRANK AIELLO is back on the job after being off a month with a back injury. We wish them all a speedy recovery.

Our sympathy to Brakeman JOE COOK, whose mother passed away recently in Willits, California; also to Conductor W. T. PATTERSON's wife on the death of her father in Idaho.

Brakeman VAL KIMBALL's younger brother returned home recently from a three-year mission in England.

Vacation's here again! Brakeman W. H. "BOOMER" REESE and his wife enjoyed a trip to Wyoming during March. He informed us the most interesting part of the trip was the beautiful plate glass mirrors in back of the soda fountains!

Brakeman J. C. PARKER left the first of April and claims he will come back with that "new" look.

Our beautiful weather has brought out the golf bugs already. We now have about twelve fanatics in our club and would like many more. The recent victims are Conductor D. W. SULLIVAN and Brakeman LAMAR PORTER. Haven't quite convinced Brakeman A. G. WOODWARD yet, but he's weakening. You wives are eligible too, so come out and let's have a big tournament this summer.

It's not official yet but we believe we will be seeing two new faces in the engineers' freight pool soon. ERNIE WILLIAMS and JIM PARKINSON are trying to talk each other into making the move to Salt Lake. Look out, boys, seniority is going up!

Brakeman BRUNO PERRI has his home remodeling finished and we expect a house warming soon. Watch out for this one.

Understand Conductor GLEN FOX is about to move back to the city of Zion. Welcome home, G.F.!

Ticket sales on the WP Vacation Club are very brisk around here. Seems the Eastern Division employees are unhappy about all previous winners being from the West end and are determined to remedy the situation by getting as many chances in the drawing as possible.

Operator DAN BREW, Delle, looks very lonesome. No trains stop there since the completion of T.C.S.

Zephyr Conductor HARRY STEVENSON looks wistful these days. He has just one year to go before retirement.

Congratulations to Engineer PETE MORRISON on his recent marriage and the best of everything to you and your new bride, Pete.

This is an old story but still strikes us funny. During World War II Retired Conductor CHARLES MYERS had a student brakeman on the rear end leaving Wendover. Charlie was standing at the switch as they were pulling out and the engineer, thinking someone was going to highball the gate, took right off. As the caboose went by, Charlie yelled at the rear man, "Don't leave me!" He didn't; he grabbed his coat and got off, too!

SAN FRANCISCO

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

The "Route of the *California Zephyrs*" received a good plug on the Red Blanchard Show over KCBS April 6, when teen-agers Ted Gold and Allen Offenham boosted their Junior Achievement Company product and told about their sponsor, Western Pacific.

While in St. Joseph's Hospital with an ear infection, KEN LEWIS, president's office, enjoyed getting acquainted with two on-line employees, ROBERT WATTERSON, section laborer, Golconda, and JOSEPH A. ESPINOSA, electrician helper, Oroville mechanical department. Watterson returned home March 30 and Espinosa went to surgery March 31.

SID HENRICKSEN, secretary to PRESIDENT WHITMAN, has a multitude of cuts and bruises to show as the result of a motorist going through a red stop signal at a high speed and crashing into his 1950 Pontiac. The Pontiac, only 9,000 miles old, suffered much more than Sid, in fact, any resemblance to a Pontiac is purely coincidental. Next case!

PEARL KATZ arrived from her native New York last November and has become a steno-clerk in the passenger accounts bureau. Tired of the cold weather on the Eastern seaboard, she thinks San Francisco is wonderful.

JOHN SUSOFF, assistant accountant, Eighth and Brannan, underwent an operation on his ankle recently and is now recuperating at home.

WALTER HARPER, yard and inter-

SPORTS

REPAIR TRACK TEAM NO. 2 OAKLAND BOWLING CHAMPS

Windup of Western Pacific's East Bay Bowling League on April 16 found the Repair Track No. 2 team out in front with a 65 games won 19 games lost record.

High individual game went to Harold Fly, Passenger Traffic, for a 237 score, and Dick Schmidt, Repair Track No. 1, copped high series with his 614.

Second place Passenger Traffic team rolled an 875 for high team game as well as a 2,402 for high team series.

All winners were presented with trophies.

FINAL STANDINGS

Team	Won	Lost
Repair Track No. 2.....	65	19
Passenger Traffic.....	51	33
Repair Track No. 1.....	47	37
Freight Traffic	43	41
Switchmen	40	44
Zephyr Yard.....	35	49
Dining Car & Hotel.....	28	56
Freight Agents.....	27	57

GOLF

Western Pacific's golf tournament originally scheduled for last month will now take place Saturday, June 6, at the Mira Vista course in Berkeley.

Starting times will begin at 9 a. m., and play is open to all employees and their guests. According to the co-chairmen, Jim Hickey, Chuck Faye and Russ Cleland, there will be prizes galore for high gross and high net winners on a blind bogie system of handicapping, a hole-in-one contest and other "special" awards.

Green fees are \$1.75 and anyone interested should contact any of the co-chairmen or Frank Rauwolf, in charge of employee activities.

* * *

*Conversation overheard between two WP golfers:
"I suppose you heard poor old Dick killed his wife?"
"No! How?"
"With a golf club."
"How many strokes?"*

BASEBALL

Baseball got under way again during April and several of the teams are expected to repeat their championship performances of last year.

Portola—Hardball champs of the Feather River League last year and it looks like a repeat again this year.

Sacramento—Last year's Sacramento Industrial League softball champs, and another expected championship should be theirs.

San Francisco—A good turnout and several wins in practice games have given this team the necessary spirit to finish at or near the top.

Stockton and Oroville—Improved teams expected this year in local Recreation Leagues.

Oakland—A new team in the Oakland Recreation Department League this year and reports indicate a good showing is expected.



A bit of California history was highlighted at the Islam Shrine Luncheon Club on April 2, sponsored by Western Pacific, and the spotlight was also turned on David N. W. Grant, Blood Program Director of the American National Red Cross, honoring Blood Donor Day, who commended Western Pacific for the success of its famous blood procurement car, the "Charles O. Sweetwood." Acting Potentate Noble Ivan Branson rendered the official Islam greeting to the group, pictured above, from the left: M. W. Roper, vice-president, traffic; C. L. Droit, corporate secretary; Dr. David N. Grant; L. J. Gosney, comptroller and general auditor; George Gavin; Acting President Noble; and G. H. Kneiss, assistant to the president-public relations. Thoroughly enjoyed was Western Pacific's Employee Glee Club, of some 25 voices, and the Feather River Can-Can gals, stars of WP's recent anniversary party.

change clerk, is the proud owner of a 1949 Nash, having forsaken his 1940 Chevy. Next, he says, is a Cad.

Welcome to RONALD J. MORRIS, now relief clerk at the local freight office.

EVERETT ENGLAND, rate clerk, Eighth and Brannan, drove up the other day in a new 1953 Henry J. How do you guys do it, Everett?

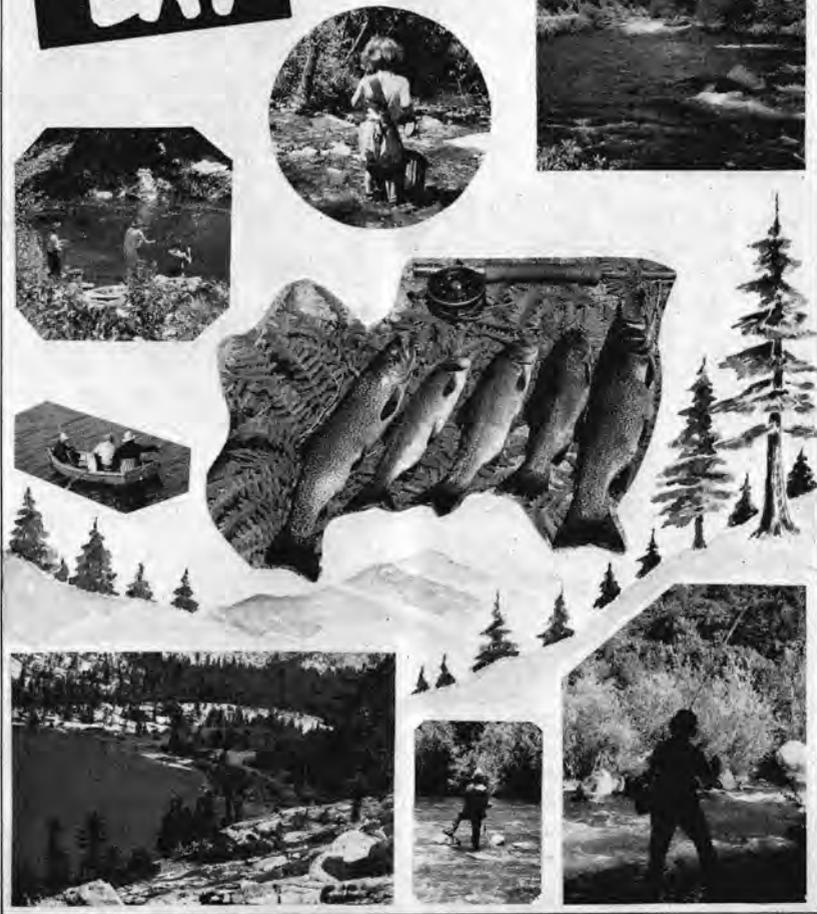
After reading the San Francisco *Examiner* article "Lung Cancer Linked to Cigarette Smoking," several employees in the auditor of revenues department have formed a pact to cut down on the smokes. The men simply went to pipes, but the gals don't like

the "smelly things" and would like other suggestions on how to cut down on cigarettes.

MINETTE FLYNN, former treasurer's office employee, announced the birth of Steven Gary Flynn on March 19.

Along with a new coat of paint and re-arrangement of space in the treasurer's office, several new employees have been added: WILLA DUNN, stenoclerk from Philadelphia; MARGARET HOLMAN, steno-clerk, from Chicago; GEORGE STEFANSKI and BOB WATLINGTON, clerks. ROBERT SHINN left the end of March and is now with the U. S. Army.

OPENING DAY



OPENING DAY

Art Work and Text by Maurice Notter
Signal Department

The effects of spring on fishermen are universally the same. Be they young or old, rich or poor, from the time the very first Crocus appears until the "Big Day" arrives, members of this kindred brotherhood seem to relegate their minds to some ethereal plane and become good for nothing except to dream of bubbling brooks, balmy days and fat, heavy creels. In short, they're out of this world!

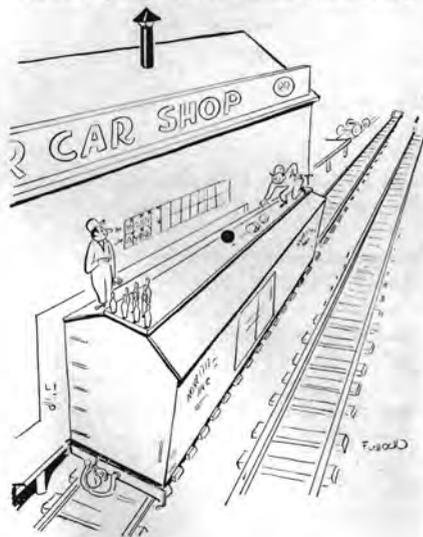
One of the most apt passages describing these effects on fishermen may be found in Henry Marion Hall's book, "A Full Creel." In one chapter he states that "The first hint of spring renders anglers as unstable as dandelion seeds, ready to scatter at the faintest puff." He continues, declaring

that "almost anything suggestive of fishing is sufficient to disseminate the angler, and Opening Day always provides the impetus necessary to scatter them across the countryside."

In the hours that prelude Opening Day, the imagination of fishermen runs riot. The little ragamuffin with his tattered pants and willow pole, or the millionaire and his custom-built rod—both are capable of conjuring up piscatorial visions that would have taxed the mental capacity of Izaak Walton.

Because the fisherman is an optimist to the end, Opening Day is as significant to him as spring is to nature. It means that each year in the past is again his to be relived.

A true fisherman never accepts defeat. That "big one" that popped your leader last year wasn't actually lost—not really. He's still lurking in that deep mysterious pool. You'll get him this year—just you wait and see!



TENNIS

Tennis Committee Chairman Gardner Rogers, engineering, announces WP's annual tennis tournament will be held on Golden Gate Park (San Francisco) courts Saturday and Sunday, May 23 and 24.

The tournament is open to employees only in the men's and women's singles and doubles events, and to employees and guests in the mixed events. Winner of the men's singles will have his name engraved on the Arthur Curtiss James Memorial Cup in addition to winning a separate trophy. Trophies will also be presented to winners of other events.

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Railroad Lines

Union Pacific orders fifteen more gas turbine locomotives from General Electric for 1954 delivery.

. . .

Association of American Railroad's test laboratory in Chicago recently demonstrated device for automatically stopping a train with an overheated journal (hot box).

. . .

Pennsylvania announces a \$34 million expenditure to construct its new Conway Yard at Pittsburgh within next two years.

. . .

St. Louis-San Francisco opens two traffic offices, one at Lubbock, Texas, and one at Orlando, Florida.

. . .

Denver & Rio Grande Western to build a new \$4 million hump-retarder yard at Grand Junction, Colorado, with capacity for 1,200 cars.

. . .

Erie recently put radio into 31 switch engines and tugboats it employs in New York harbor at a cost of about \$141,000.

. . .

Northern Pacific is expanding its radio communication program in freight service this year.

. . .

Duluth, Missabe & Iron Range expects delivery soon of one Budd RDC-3 rail diesel car for service between Duluth and Winton, Minnesota.

. . .

Canadian Pacific successfully puts Budd RDC car through rugged winter test on its 164-mile Montreal-Laurentians line.