

WESTERN PACIFIC
Mileposts
NOVEMBER 1952



WESTERN PACIFIC Mileposts



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NOVEMBER, 1952

*Milepost No. 40

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

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

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* Milepost No. 40: One of the largest rose farms in the State, growing plants for Eastern nurseries, is located adjacent to Western Pacific's main line.



Once again, more than five thousand Western Pacific, Sacramento Northern and Tidewater Southern employees received personal invitations to have dinner with their president. This time, to make the party more of a family affair, the boss also invited the wives (who, he said, "seem to have upheld the railroader's reputation for picking good-looking gals") and husbands.

Nosebag No. 2 was announced by President Whitman as a progress report to his fellow workers on the plans

OPERATION NOSEBAG

he outlined at Operation Nosebag No. 1 (April, 1950). It was a pleasant story that he had to tell.

The series of banquets began at Stockton's Civic Auditorium, October 28, and will be concluded at Elko, Nevada, November 14. Between those dates, dinners were scheduled at Sacramento, Oakland, San Francisco, Oroville, Portola, Winnemucca, Nevada, and Salt Lake City, Utah, respectively. In at least two of those cities—Oroville and Elko—dinners were held simultaneously in two different places, there being no dining room in those cities large enough to handle all the guests. With the programs suitably staggered, the speakers were able to deliver their messages to the employees at both banquets with on-time performances.

Pictures, and a résumé of the other programs and President Whitman's talk, will appear in the December issue.

← Stockton dinner.

PROMOTIONS AND TRANSFERS

Malcolm W. Roper, freight traffic manager since December 1, 1941, was appointed to position as assistant vice-president in charge of traffic, effective October 1.

Roper is a native San Franciscan, born August 6, 1905, but was brought up in Alameda, where he graduated from high school in 1923. In October

of that year, Roper began his career with Western Pacific as an office boy in the general freight office. Advancing through various positions to that of chief



rate clerk, he was named traveling freight and passenger agent in November, 1931, with headquarters at Seattle, Washington. He returned to San Francisco in December, 1936, as assistant general freight agent, and in June, 1937, was promoted to position as assistant freight traffic manager, which preceded his position as freight traffic manager.

Malcolm married Frances E. Boates, a former employee in the car record office, on November 23, 1929, and they have one daughter, Barbara Ann.

Friends will attest to his art in barbequing and say that donned in one of those tall chef's hats he could fool the most fastidious connoisseur of good foods. He has also acquired a remarkable "green thumb."

Roper is a member of Richmond Lodge 375, F. & A. M., San Francisco; California Consistory Scottish Rite; Islam Shrine; American Society Traffic & Transportation (founder member); San Francisco Commercial Club; Chi-

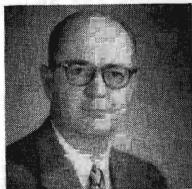
cago Union League Club; Transportation Club of Petroleum Industry; San Francisco Transportation Club; Pacific Traffic Association; Transportation Club of Santa Clara County; and the National Defense Transportation Association.

* * *

Marshall E. Boyd was appointed freight traffic manager, effective October 1, succeeding M. W. Roper.

Boyd was born at Chicago, Illinois, on May 14, 1902, the son of Edward B. and May Marshall Boyd. He was schooled at Harvard School for Boys, from where he graduated in 1922, and continued his education at the Univ. of Michigan, from where he graduated in 1926 with a B.A. degree.

Marshall commenced railroad-ing in 1924 as assistant to the superintendent for the Pullman Railroad, but left to return to college. Upon graduating, he held various industrial sales positions before re-entering a railroad career as diversion and reconignment clerk for the Elgin, Joliet and Eastern Railway Company, Chicago, on January 7, 1930. Following a series of clerical positions in the traffic department of that railroad, he came to Western Pacific on August 16, 1937, as assistant general freight agent. In that capacity, Boyd was in charge of freight rates in territory west of transcontinental, and served as a member of Western Advisory Committee on Uniform Classification. He became assistant freight traffic manager in November, 1940.



Marshall is a member of the Pacific Traffic Association, the Oakland Traffic Club, and the Transportation Club of San Francisco.

The Boyds have one daughter, Betsy, age 17.

* * *

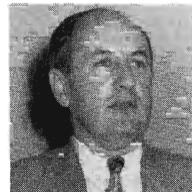
Effective October 1, Charles K. Faye was appointed assistant freight traffic manager, in a newly created position in sales and service.

Chuck was born at LaGrange, Illinois, on February 25, 1907. He graduated from Technical High School, Oakland, in 1925, from Tabor Academy, Marion, Massachusetts, in 1926, and from Dartmouth College, Hanover, in 1930, with an A.B. degree.

During college vacations he made the most of several steamship tours to the Orient, South America and Europe as bell hop and mail clerk.

Following his education, Faye spent a year on the San Francisco waterfront, and entered railroad service in 1931 as traffic representative for Western Pacific. In subsequent service he became general agent in 1936, assistant to general manager in 1942, and manager of the perishable freight service in 1946, which position he held at the time of his recent appointment.

With considerable talent as an amateur photographer, he once made a successful and interesting movie on Western Pacific, featuring the *Exposition Flyer* before the days of the *California Zephyr*. He also swings a rather mean golf club when the opportunity provides an opponent known to the



sports world as a "pigeon." At the present time he is adding to his study of the history of the West, with particular reference to exploration and surveys in the 1850's to locate rail routes from the Mississippi River to the Pacific Coast.

Faye is a member of the Pacific Traffic Association, Transportation Club, Olympic and Lakeside Country Club, San Francisco, the Dartmouth Association and Kappa Sigma fraternity.

He lives in San Francisco with his wife, the former Marie Elene Murphy.

* * *

Kenneth V. Plummer, Jr., was appointed superintendent of perishable service, effective October 1, a newly created position. He will assume the operating department functions of the perishable service formerly handled by C. K. Faye, promoted.

Ken was born at Alameda, California, on June 6, 1914. Following graduation from Alameda High School and the Sacramento Junior College, he first gained a knowledge in the handling of perishable commodities with the Pacific Fruit Express Company on January 1, 1935, as iceman on the natural ice harvest field at Carlin, Nevada. He advanced through various capacities with that company until entering the Armed Forces in World War II as a parachutist with the 82nd Airborne Division in the European Theater of Operations.

Following his discharge, he returned to Pacific Fruit Express Company as



general foreman of the ice deck at Santa Rosa, California, and later served in like position at Sparks, Nevada. Ken resigned from that company to assume the position as supervisor, perishable service, for Western Pacific on November 7, 1948, which he held at the time of his present appointment.

As a member of the San Francisco Rifle Club, Ken has accumulated a sizeable quantity of cups and trophies during the past few years for his ability with the small bore rifle. He finished eighth in the State and Western Regional Small Bore Rifle Matches four years ago, and annexed the Club Championship in 1951. Ken naturally likes hunting and seldom comes home without something to show for his efforts. He also gets in a little fishing when time will allow.

Ken is a member of Midwest Lodge 317, F. & A. M., Hastings, Nebraska, and the Pacific Railway Club.

He lives in San Francisco with his wife, Ethel, and seven-year old daughter, Susanne.

* * *

John D. Still was appointed general agent at New York City, effective October 1.

John was born January 10, 1910, a native of Bamberg, South Carolina, where he attended local schools and later supplemented his education with various night, correspondence and U.S. Navy courses.

He initiated his long railroad career with the Santa Fe in 1931, traveling through various clerical ranks, and in 1935 moved to the Missouri Pacific, in the higher clerical echelons and ultimately, in 1940, as traffic representative. The railroading was briefly interrupted in 1943, when the MoPac

granted John a leave of absence to enter the U. S. Maritime Service Officer Candidate School at New London, Connecticut, from which he graduated as Ensign. After a four-year tour in the U. S. Navy, spending much of the time in the Far East, John met a certain Marie Kaufer, who helped him decide to settle in Fort Lee, New Jersey, just across the stream from Manhattan.

He was engaged by the Western Pacific as commercial agent in November, 1945, serving in that capacity until his recent appointment. John is a member of the Traffic Club of New York, Inc., the Metropolitan Traffic Association, and the Traffic Club of Lehigh Valley.

With the advent of TV, John has finally managed to make Marie a zealous N. Y. Giant fan, and week-ends usually finds them taking rides along the countryside in their new car.

* * *

Joseph Mason has been appointed commercial agent at New York City, effective October 1, succeeding John D. Still.

Joe was born a Bostonian on September 21, 1900, where he attended public school. He obtained a degree of bachelor of law at Northwestern University evening law school. His early training and experience in railroad traffic was acquired while with the Boston office of the Union Pacific



Railroad, by whom he was employed in 1923 as stenographer. He successively progressed as rate clerk, chief clerk and traveling freight and passenger agent for that road.

He entered the employ of the Western Pacific at New York in March, 1941, as traffic representative, which position he occupied at the time of his present promotion, with the exception of three years' service in World War II as lieutenant commander in the U. S. Navy.

What spare time Joe has is spent out on Long Island, where he built a summer cottage last year. Joe and his wife, Marge, have been quite busy during the past summer trying to get the lawn in shape and a garden started, managing at the same time to do a little fishing and swimming.

Mason is a member of the Traffic Club of New York, the Metropolitan Traffic Club of New York, and the New England Traffic Club.

* * *

Arthur Potvin was appointed traffic representative at New York City, succeeding Joseph Mason in that position, effective October 1.

Art was born in New Bedford, Massachusetts, on June 18, 1921, where he received his high school education. Migrating to Gotham shortly thereafter, he held various jobs until his enlistment in the U. S. Army Air Force in January, 1942. He was discharged in September, 1945, with the rank of sergeant, after 36 months in the European Theater of Operations.

His first postwar connection was with Thomas Cook & Son as a rate clerk,

whence he attended Traffic Managers' Institute, from which he graduated in November, 1947. He was employed as secretary to the Eastern Traffic Manager in Western Pacific's New York office in April, 1948, was promoted to passenger clerk in May, 1949, then to stenographer-clerk in January, 1950, and on March 1, 1951, was appointed chief clerk. On his present assignment, succeeding Joseph Mason, he will cover the New England territory.

Art and his wife, Florence, are the parents of three children, Gregory, 6, Wanda, 2, and Guy, a newcomer, at this reading about ten weeks.

Art is an ardent baseball fan and participant, and occasionally enjoys a game of bowling.

* * *

Alan R. Hudson, appointed chief clerk for the New York office, effective October 1, was born in the Bronx on September 13, 1920, but with his family, later migrated to Brooklyn where he received his schooling, graduating from Bishop Loughlin Memorial High School.

Alan's first employment was as "outside securities representative," or if you will, Wall Street runner. He later tried mail clerking for a national radio manufacturer, leaving that firm to enter the U. S. Naval Service. While there he established a record of some sort for being a landlocked sailor for four years in the Intelligence organization.

His first attempt at postwar ladder-climbing was as a life insurance salesman. However, he felt he had not found his proper niche and after three years



Tour Two Hits the Road

The second group of traffic representatives from WP offices across the nation hopped a freight out of Oakland October 20 for a one-week tour of company property and shipper operations between San Francisco and Sacramento.

Following a tight schedule, just slightly changed for more efficient programming by tour conductor John C. Nolan from experience gained with Tour One (October MILEPOSTS), visits were coincided with skull sessions, and questions were answered by on-the-spot inspections.

According to Nolan, the "bull sessions" following the final dinner get-togethers for both Tour One and Tour

Promotions and Transfers . . .

took employment with the Chicago, Burlington & Quincy in New York.

Alan commenced his Western Pacific career on June 1, 1949, as secretary to Perl White, eastern traffic manager. On March 1, 1951, he was promoted to freight and passenger clerk, simultaneously serving as New York correspondent for MILEPOSTS. He graduated from Traffic Managers' Institute.

Hudson has abundant family affiliations, namely, and in order: Dorothy (21 plus—actually minus 31); Barbara, 8; Mary, 6; Donna, 5; Kathy, 4; Regina, 2½; Rosa 1; Edwin (at last!), 6 months. That is SEVEN children!

As you may recall in a former issue of MILEPOSTS, Alan's home is self-constructed, and week-ends will find him making certain and necessary improvements, and devoting what other spare time he may have in raising a second family—chickens.

Two at the Show Boat, in Oakland, revealed an amazing interest in the extent of Western Pacific's industrial development and modernization programs now being carried on.

Tour Three will get under way November 10, with the final Tour Four scheduled for December 8.

In addition to officers accompanying the tour, the group included:

P. E. White, Eastern Traffic Manager, New York.

A. H. Lund, Assistant Traffic Manager, Chicago.

CHIEF CLERKS

L. E. Berkopce.....Pittsburgh
U. F. Bohne.....St. Louis
H. W. Jaeger.....San Francisco
C. H. Myers.....San Jose

COMMERCIAL AGENTS

D. T. Costello.....San Francisco
Joseph Mason.....New York

GENERAL AGENTS

H. R. Coulam.....Salt Lake City
L. F. Gartner.....Cincinnati
C. R. Harmon.....Sacramento
C. W. Mangum.....Oakland
F. M. Rowe.....Reno

TRAFFIC REPRESENTATIVES

L. A. Baker.....San Francisco
C. E. Barton.....Omaha
W. B. Cook.....Los Angeles
L. L. Drake.....Fresno
J. Kaffun.....Oakland
F. G. Lindee.....Stockton
E. H. Lindquist.....Oakland
L. E. Moe.....Portland (Eugene)
J. C. Riegel.....Chicago
F. O. Robbins.....Chicago
L. H. Stoltzman.....San Francisco
C. N. Tackett.....Seattle (Spokane)

While writing this article, we are still enjoying the last days of the good old summer time, but nevertheless there is an apparent chill in the air which indicates to us that Old Man Winter is just around the corner.

We believe it's timely to caution our employees about some of the hazards

Don't Be HALF Safe!

By PAUL H. JENNER

common to the winter months. First on the list is the ever present danger of slipping. Ice, snow and mud are hazardous enough, but we all know that heavy rubbers and over-shoes can become very slippery when wet. We should always assure ourselves of a firm toehold when climbing up or down ladders or steps on engines or cars. Extra care should be exercised by all when getting on and off engines or cars, when operating hand brakes and switches, when coupling or uncoupling cars, steam or air hoses and when servicing engines. Let's keep in mind that one misstep can cause a serious or fatal injury.

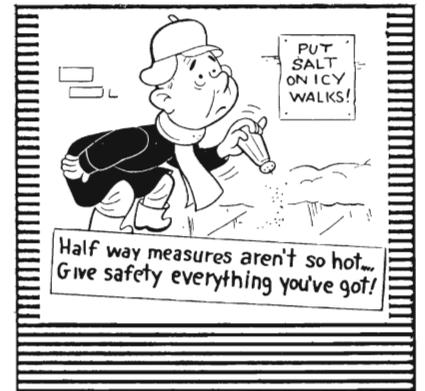
We must also take inventory of our clothing for protection against the severe winter, but here again, care must be used so that in protecting against the cold, we don't endanger ourselves by hampering our ability to move freely and to see and hear properly.

Employees must be extra cautious around dual control switches, keeping their hands and feet out of movable parts. If it becomes necessary to clean out the points, use a broom or other tool to remove snow and ice. When

cleaning out the points around a hand operated switch, make sure the points fit properly.

Be careful when walking along buildings covered with snow, ice and icicles. Although it may sound highly improbable, many persons have suffered serious accidents from falling snow and ice, and it could happen to you!

Most all accidents can be avoided, even when there are especially hazardous conditions such as winter brings, if you just REMEMBER THAT NO JOB IS SO IMPORTANT THAT YOU CAN'T TAKE TIME TO BE CAREFUL!



SHOP—MAIL EARLY

With Christmas just around the corner, the nation's railroads are getting geared to handle what is expected to be a record-breaking volume of Yuletide mail. All railroaders know what this means because last year was a record-breaker, too.

The Post Office Department has begun an intensive drive to get everyone to do his Christmas mailing earlier.



A portion of the huge crowd fills in behind the President's special as it leaves Sacramento.

President's Special Well Handled

"Thank you ever so much for a smooth and enjoyable ride over the scenic route of the Western Pacific."

Those were the words telegraphed by President of the United States Harry S. Truman to President Whitman October 6, following arrival of the President's Special at Salt Lake City early that morning.

The "smooth and enjoyable ride" was the result of a tremendous amount of planning, advance preparation, and precision handling of the special by nearly 400 WP employees, far too many to list in MILEPOSTS. However, the departments represented included, maintenance of way, train and enginemen, dining car, traffic, mechanical, perishable, engineering, telephone and telegraph, chief special agent, public relations, signal and clerical.

H. C. Munson, vice-president and general manager, who received a card from President Truman with the comment, "nice trip, Harry," stated: "I

think everyone did a splendid job in handling this train, particularly in carrying out our advance preparations, the importance of which was well demonstrated throughout. I thought every employee with anything to do with it did well."

The four-unit dieselized 16-car special left Oakland Pier Sunday morning, October 5, piloted by the *California Zephyr* with a ten-minute lead. Stops were made at Niles, Stockton, Sacramento, Marysville, Oroville and Keddie on the Western Division. Stops on the Eastern Division were made at Portola, Winnemucca, Elko and Wendover. While the President and his daughter, Margaret, made rear platform appearances at each stop, he did not make political speeches as the day was Sunday. He did make a platform speech at Salt Lake City, Monday, before continuing on to Provo where he delivered one of the principal talks of his tour around the nation.

One interesting aspect of the trip

through Feather River Canyon was the walkie-talkie contact between California State Highway Patrol Officers aboard the train and those who accompanied the train in patrol cars traveling along Feather River Highway.

Radio and telephone connections with the world were maintained by the U. S. Signal Corps at all time in the completely equipped U. S. Army Communications car "General Albert J. Meyer."

Members of the press, many of whom traveled with President Truman on his entire trip, had their own special work car, complete with special desks for typing and writing, and darkroom for processing photographs. A Western Union desk was maintained in the car for immediate handling of outgoing and incoming telegrams, and service was provided for radio newscasters.

No hand signals were used for starting or stopping the "whistle stop special," this being accomplished by means of telephone between engine cab and the special Operating Official's car. A warning horn was sounded just prior to departure for the benefit of the press representatives and others aboard the special who momentarily detrained at each stop.

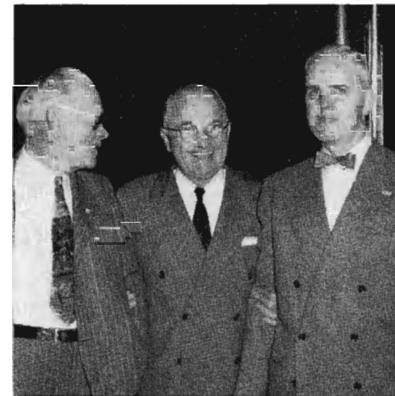
WP employees did themselves and their railroad great credit in the superb handling of the entire operation, and drew many compliments from representatives of the press and various members of the President's party. The President told G. H. Kneiss, assistant to president, on arrival at Salt Lake City: "I can't remember when I ever enjoyed a day's ride on a train as much as that trip up the Feather River Canyon."

CHRISTMAS CARDS FEATURE TRAINS

A survey of cards currently available in department stores, book stores, stationery and gift shops indicates that more Christmas cards feature railway trains this year than ever before.

The illustrations range all the way from toy trains from the Land of Make-Believe to trains bearing a resemblance to those with which we are familiar—all attractively done in colors and reflecting the spirit of the Yuletide Season. Some of the cards depict scenes with early and modern trains—freight and passenger—while imagination, whimsy and color have run riot in others.

A comparison of 1952 Christmas cards with those available a few years ago indicates that interest in the railroad theme has very substantially increased.



Victor Swanson, left, local union manager, Operating Engineers Local Union No. 3, San Francisco, and Richard J. McCarthy, West Coast representative, Brotherhood of Railway & Steamship Clerks, were on hand to greet President Truman at Oakland Pier.



Dear Editor:

"Just a line I thought you would be interested in, and for what it may be worth. I desire to remain anonymous.

For no special or compelling reason, I went to the Irwin Memorial Blood Bank the other day and gave a pint of blood to the Armed Forces. I'm not a regular donor so am not entitled to wave any banner or wear any badges. But, I found out something from a Navy corpsman that ought to make us all feel a bit 'red-faced.' A good portion of the whole blood in certain areas in Korea, at certain critical times of heavy fighting, is given right on the spot by the very men up front who, as yet, are not battle casualties, but who could be, through any stroke of ill fortune that is so prevalent in that God-forsaken spot of the globe.

The situation today must be a good deal different to most of us here at home. Being a four-year vet of WW II, it was no picnic for any of us, even those who manned the home front in WW II. But, all of a sudden, as a result of my experience the other day, I realized that most of us 'home' today, including me, are cowards, and there may even be better descriptive adjectives. Unless we have a loved one in uniform, and the over-all family percentage is small considering the number of men in the Armed Forces, we dislike thinking of Korea, wishing it would go away like a bad dream. When we do think of Korea, speaking for myself, generally it is with a fear of the

possibility of a general war, with a dislike for the heavy taxation to support our side of the conflict, but rarely with a true concern for the lives and safety of our troops. We read it every day but it doesn't seem to register—'business as usual' and 'why doesn't that bad dream evaporate.'

Lee, does it seem fair? It's not an issue of right or wrong, whether we belong in Korea or not, Republican or Democrat, but why are we so realistically oblivious to the pain, grief, sweat, that is the lot of the fellows in Korea? You can bet no one wishes the bad dream would go away any more than the fellow ducking the bullets and pushing his luck every minute!

In spite of all the publicity and effort, the blood supply at the front is always low, and the only way to sometimes have an adequate supply is to take from the Armed Forces on the spot. That, I humbly feel, is expecting too much, when we at home are giving so little.

MILEPOSTS gets a very good circulation and while we are all aware of WP's past effort, our blood donor car, etc., wouldn't you be good enough to put in a word in your next issue spelling out briefly which I have been unable to do here, just how urgently blood is needed in Korea. It must be so much easier giving blood than getting it, and it's so much nicer being here than over there. Regards."

(Name withheld by request.)

There's little more that need be said. If you haven't given lately, why not do it today?

My brother, Dennis J. McKenna, eastern division engineer, tells me he is not receiving MILEPOSTS, and I wish you would send it to him at 258 East 17 South Street, Salt Lake City.

I get MILEPOSTS regularly and like to hear all about the WP, especially the pioneer friends that I worked with more than 40 years ago. Our brother, Dan, was the first engineman to run an engine over the turntable at Elko.

Thanks in advance for sending MILEPOSTS to Dennis.

Patrick J. McKenna
1382 So Main Street
Salt Lake City
(Retired engineer
eastern division)

We're glad to add Dennis' name to our mailing list and thank you for the request.

I experienced an amusing incident at Oakland Pier one recent morning that I thought you might appreciate.

As I was walking down the ramp to Board No. 18, I overheard a woman in a party about to board the *California Zephyr* remark how shiny and glistening the train was. To supplement her remark she took out a fresh white Kleenex and vigorously rubbed it along the stainless steel side of the observation car, remarking that it was clean, too!

Yes, not a mark on it, which speaks well for our maintenance forces.

Robert Madsen
Trainee

Thanks for the note, Bob, and we believe you will find that most all WP

employees have the same pride in the "*California Zephyr*," as did those maintenance forces.

Another example of employee pride in Western Pacific and the *California Zephyr* is exemplified in the following letter addressed to Superintendent G. W. Curtis:

"I just want to mention that about a year ago a neighbor of mine inquired about our trains No. 17 and No. 18 to New York City. I went to our uptown ticket office and secured the information he desired and a few days ago he told me that since that time he had spent a little more than \$600 traveling on the *California Zephyr*. I just want you to know how pleased I am and also for the fact that another neighbor purchased a ticket to Chicago and return after having heard me talk about our train.

I know we have the finest and most up-to-date train out of here and that we have one of the best, if not the best, company to work for. I had 31 years with two different railroads before coming to Western Pacific, but I have had more pleasure with WP than with all the others put together. It is so much like one big family and more like working for yourself. I think we have a wonderful system and I want to always do my part, because when a person works for the interest of his employer, he is working for his own interest.

Excuse me for taking up your time, but this is something that I have wanted to say for a long time.

S. O. Kirkham
Switchman, Oakland"

Mr. Curtis's reply was as follows:
"I was very glad to receive your

letter of July 24 and to learn of your activity and success in soliciting passenger business for us. A copy of this letter is being sent to Mr. Wheeler (passenger traffic manager) as I am sure he will be glad to hear of your activity in this respect also.

"I am glad to learn also that you are so thoroughly satisfied and appreciative of your employment with this company, as satisfied and contented employees can do more toward the success of an institution of this kind than any other one thing I know of."

* * *

Paul H. Jenner, assistant to general manager, received the following similar letter recently from Engineer S. F. Hiatt, of Salt Lake City:

"This is Engineer S. F. Hiatt. I would like to say a few things pertaining to our new signals. First, I want to say we like them very much. We know we are going to be benefited as much as the company in expediting our trains. We have some die-hards but the majority feel to commend our new management in the way they have progressed their achievements. We know this progression will continue. Again I want to say we appreciate it. We like to be able to say our railroad is in the black, and we feel we don't have to hang our heads or make excuses when talking to the SP, Santa Fe, or other boys. I feel grateful, personally, for the management's consideration in letting us know what has been done and what is anticipated in the Annual Report. It made me feel very good to hear one of our SP engineers say the WP will be the hardest competition our Western railroads have."

WP WILL REMEMBER . . .

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

Now retired, after serving Western Pacific well, are:

William C. Daseler, boilermaker, Oroville.

Charles L. Davis, chief clerk, Oakland.

Lum C. Flora, telegrapher, San Francisco.

Frank Holmgren, section laborer, Poe, California.

Benjamin R. Huff, locomotive engineer, Western Division.

Jack B. Kennedy, switchman, Stockton.

**John E. Reed*, brakeman, Portola.

**Alejandro Rodriguez*, SN track laborer, Woodland-Sacramento.

Howard L. Short, yardmaster, Sacramento.

**William F. Warner*, section laborer-switchman, Elko.

Henry J. Whitley, switchtender, Fruitvale.

* Left service prior to retirement.

Engineer Huff Retires

Engineer B. R. Huff stepped down from his shiny new diesel electric switcher at the Oakland roundhouse Saturday night, October 11, to complete nearly forty-five years' service with the Western Pacific and his last run on the Trevarno Local. The diesel replaced his old steam engine No. 63.

Unbeknown to Huff, his wife, Ruby, and daughter, Mrs. Ruby Payne, boarded the switcher at Niles for a surprise ride with their husband-father

into Oakland. Another daughter, Mrs. June Steward and her seven-year old daughter, Linda Steward, were on hand at the roundhouse when grandpa finished his last run.

Huff, better known as Benny, started his railroad career on December 12, 1907, as a fireman, with headquarters at Marysville, and spent most of his time with work trains during construction days in Feather River Canyon. Since that time, he has operated



Seven-year-old Linda Steward waits to welcome "gramp" as he climbs down from his engine following his last run on the Trevarno Local.

locomotives in all classes of service, from the smallest 40-ton engine to the largest 600-ton engine, over the entire Western Pacific system at one time or another.

Huff made his home in Stockton for many years, where his daughters received their education, but now lives in Oakland.

A minister had advertised for a handy man and the next morning a neat young man rang the bell.

"Can you start the fire and have breakfast ready by 7 o'clock?" asked the minister.

The young man thought he could.

"Can you polish all the silver, wash the dishes and keep the house and grounds neat and tidy?" was the next question.

"Look, Reverend," protested the young man. "I came here to see about getting married, but if it's going to be anything like that, you can count me out right now!"



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

James D. Bennett, electrician, died on September 8, 1952. Mr. Bennett entered Western Pacific service in March, 1951. He is survived by his widow, Mrs. Lillian Marie Bennett, of Oroville.

Maurice A. Clegg, Sacramento Northern assistant engineer, died August 10, 1952. Mr. Clegg entered company service in December, 1946, and last worked for the company on June 30, 1949.

Robert C. Cohen, first boat and transfer clerk, died on September 26, 1952. Mr. Cohen entered company service in May, 1945. He is survived by his mother, Mrs. Julia Cohen, of San Francisco.

Kenneth G. Cox, extra gang laborer, died on September 12, 1952. He had been with the company only one month, and is survived by a brother, Clifford Cox, of Provo, Utah.

Gilbert Skaggs, carman helper, died on August 25, 1952. Mr. Skaggs entered Western Pacific service on April 2, 1945, and last worked for the company on November 25 of that year.

Clarence E. Souders, Sacramento Northern brakeman, died on September 2, 1952. Mr. Souders entered company service in November, 1945. He is survived by his brother, Earl Souders, of Poplar Bluff, Missouri.

Little Daughter: "Mommie, isn't it nice of daddy to give you his pay check every week?"

Mommie: "It isn't niceness, darling. He just hates to be clubbed."

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were issued during the month of October, 1952:

45-YEAR-PIN
Benjamin R. Huff.....Locomotive Engineer.....Western Division

40-YEAR PIN
Manuel Anton.....Section Foreman.....Western Division

35-YEAR PINS
Edward Baker.....Locomotive Engineer.....Eastern Division
Howard T. Bryant.....Assistant to General Auditor.....San Francisco
Lillius M. Harder.....Clerk.....San Francisco
Seymour J. Harper.....Locomotive Engineer.....Eastern Division
Roy E. Larson.....Treasurer.....San Francisco
Tom N. Parris.....Carman.....Mechanical Dept.
Angelo D. Prato.....Agent.....Western Division
W. J. Smith.....Chief Adjuster.....San Francisco
Harry B. Stevenson.....Conductor.....Eastern Division

30-YEAR PINS
Herman A. Baumert, Jr.....Locomotive Engineer.....Eastern Division
Francis K. Byrne.....Yard Clerk.....Eastern Division
R. W. Cantelow.....Stationer.....Oakland
Alvin C. Donnewirth.....Locomotive Engineer.....Western Division
Daniel A. Irwin.....Agent-Telegrapher.....Western Division
Walter C. Spann.....Sheet Metal Worker.....Mechanical Dept.

25-YEAR PINS
Clyde L. Allen.....Telegrapher.....Eastern Division
Charles W. Buell.....Telegrapher.....Western Division
Louis J. Fischer.....Locomotive Engineer.....Western Division
Charles E. Forseth.....Division Engineer.....Eastern Division
Rancola Granados.....Hostler Helper.....Mechanical Dept.
Orval F. Hays.....Conductor.....Eastern Division
Nuno F. Ramos.....Carman (retired).....Mechanical Dept.
Raymond A. Sargent.....Assistant Roadmaster.....Eastern Division
James Sullivan.....Marine Oiler.....Western Division

20-YEAR PINS
D. H. Copenhagen.....Chief—Rate Bureau.....San Francisco
H. H. Harrington.....Division Lineman.....Telegraph Dept.
R. M. Jackson.....Patrolman.....Spec. Agent's Dept.
Moroni L. Kizer.....Section Foreman.....Eastern Division

15-YEAR PINS
Donald L. Costa.....Machinist Helper Apprentice.....Mechanical Dept.
Robert W. Crumpacker.....Roundhouse Foreman.....Mechanical Dept.
Gillis B. Day.....Clerk.....Western Division
Charles A. Gebhart.....Machinist.....Mechanical Dept.
George P. Graves.....Clerk.....Western Division
Robert L. Gregory.....Machinist.....Mechanical Dept.
Robert E. Hughes.....Machinist Helper.....Mechanical Dept.
Glen W. Johnston.....Brakeman.....Eastern Division
Robert E. Jones.....Conductor.....Eastern Division
Fern M. Lester.....Chief Clerk.....San Francisco
Harry D. Manit.....Clerk.....Western Division
Leslie V. Noble.....Water Service Foreman.....Eastern Division
Leo Redant.....Machinist.....Mechanical Dept.
Alfred L. Truckey.....Carman.....Mechanical Dept.
Robert W. Turner.....Locomotive Engineer.....Western Division
George J. Widrig.....Machinist.....Mechanical Dept.

10-YEAR PINS

Charles H. Avery.....Fireman.....Eastern Division
William D. Brew.....Assistant to General Auditor.....San Francisco
Chester R. Burnett.....Brakeman.....Eastern Division
Robert W. Cunha.....Draftsman.....Mechanical Dept.
Willard J. Curtis.....Car Helper.....Mechanical Dept.
Mrs. Margery Davis.....Secretary.....Salt Lake City
David A. Ford.....Machinist.....Mechanical Dept.
Richard K. Harrison.....Fireman.....Eastern Division
James G. Harvaes.....Laborer.....Mechanical Dept.
James W. Hefferon.....Conductor.....Eastern Division
Donald Jaco.....Machinist.....Mechanical Dept.
Clarence J. Kiel.....Carman.....Mechanical Dept.
Santiago Martinez.....Section Laborer.....Eastern Division
Vern L. Mechling.....Fireman.....Eastern Division
James P. Patterson.....Car Helper.....Mechanical Dept.
Albert S. Pine.....Clerk.....San Francisco
Lee E. Smith.....Conductor.....Eastern Division
Edward P. Soulies.....Stationary Engineer.....Mechanical Dept.
Robert L. Thomas.....Machinist.....Mechanical Dept.
Lorin V. Thompson, Sr.....Machinist.....Mechanical Dept.
Floyd E. Wheeler.....Carman Helper.....Mechanical Dept.
Howard J. Winn.....Clerk.....Mechanical Dept.

PORTLAND EMPLOYEE STARS ON STAGE

While his favorite rôle still is working for WP, James Duyn has achieved considerable success in local theater work at Portland, Oregon, where he serves as chief clerk for General Agent Fred McMullin.

What began as a hobby, following a study of voice and drama, got a little out of hand last year, when Jim played eight leading opera rôles with three different companies, and did a little concert and radio work as well. During the past summer he did the baritone lead in "Roberta" opposite the well-known Portland soprano, Patricia MacDonald, which ran for three weeks at the Portland Civic Theater. He then did the lead in "Finian's Rainbow," which ran for five weeks.

A native of Holland, Jim came to the United States at the age of six and received his schooling in Oregon. He served overseas as First Lieutenant with the Royal Netherlands Air Force for three years during World War II.

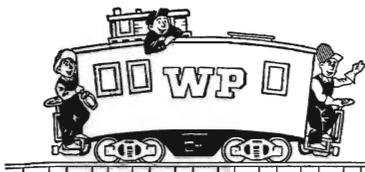
Still single, he has some time for such hobbies as photography, chess, swimming and dancing, although his



main outside interest is singing and acting. He is a member of the Junior Traffic Club of Portland.

Wife to husband who had a few drinks too many:

"If this were the first time, Fred, I could forgive you, but you came home like this on the night of the Armistice in 1918."



Caboosing

(NORMA JOSEPH has been appointed MILEPOSTS' correspondent for the mechanical department at Sacramento, succeeding MARY NICHOLS who has transferred to general office at San Francisco. We welcome Norma to our staff and ask that employees in that department give her their cooperation in obtaining news for her column.

We wish to thank Mary Nichols for the fine assistance she has given MILEPOSTS during the time she has served as correspondent.)

MECHANICAL DEPARTMENT

Norma Joseph

Welcome to two new employees, DIANNE POPOVICH, stenographer-clerk to W. B. WOLVERTON, mechanical engineer, which position was vacated by JENNIE SIMMONS, who bid on MARY NICHOLS' position as stenographer-clerk to HY O'RULLIAN, chief clerk. WALLACE PIEPER, AAR clerk, takes over the position vacated by JOHN HICKS, who bid on JIM MUSILLANI's desk. Jim is no longer a railroader.

We are all happy to see MR. JONES back in his usual place in the corner (especially the boys in the accounting room). He recently returned from the "Windy City" Chicago with "no comments."

By the time this issue goes to press, HARVEY O'KELLY will have reached his destination, New York, to enjoy a two-

month leave of absence visiting his brother who is ill.

C. E. MARCUS, supervisor automotive equipment, left on vacation for the "Mile High City" of Denver to renew acquaintances at his old stamping ground.

If Chief Mechanical Officer GLEASON appears to be a little weary these days it is because he is working a double shift, at the office and as chief cook and bottle washer at home. In all seriousness though, we wish Mrs. Gleason a speedy mending of her wrist, recently broken in a fall.

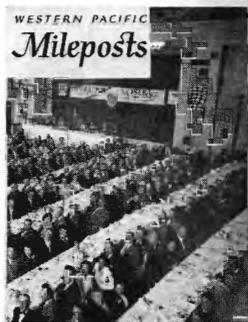
ELKO

Nevada Michelson

Marlene Moldenhauer flew over Elko recently in a flying Boxcar C-80 on her way for duty in Germany as a WAVE. Messages were transmitted between Marlene and her mother through the

NOVEMBER COVER

Better than eight hundred employees and their wives and husbands gathered at the Scottish Rite Auditorium in Oakland October 30, where they enjoyed food to eat and food for thought, and their boss picked up the check. (Story on page 3.)



C.A.A., although the huge plane was not visible. Norma Lou, second daughter of A. "MOLDY" MOLDENHAUER and his wife, Rilla, is also way up in the clouds, but for an entirely different reason. She became Mrs. Gilbert L. Linsley August 23 and the happy couple have moved to San Gabriel, California.

Shirley Kershner, daughter of Fireman CLYDE KERSHNER, has returned to Reno to resume her studies at the University of Nevada, where she is majoring in journalism.

MAX SALAZ passed candy and cigars around recently bearing the familiar "It's a Girl."

Back from vacations are MARY LAMBERTY and EDNA PHILLIPS, who visited New York, Washington and West Virginia; ANGELINA DOMINGO who spent a week visiting Sacramento and San Francisco; TOM CLARK who visited relatives in Salt Lake City; the OWEN TERRYYS, who went to San Francisco; and Mr. and Mrs. FRED BURROWS, who visited their children and grandchildren in Boise, Idaho, and Salt Lake City.

Our deepest sympathy to Engineer O. J. HILL, whose wife passed away recently, and to Bertha Bresee, whose husband, retired Engineer D. O. BRESEE, expired after a lingering illness.

We are very happy to be able to pass along the news that the attack of polio suffered by all four children of Roadmaster and Mrs. DAVE CHARLEBOIS was mild in form. Only one daughter, Robin, was crippled by the disease, and Doctors say she will be entirely recovered in a short time. If the good wishes of their many friends will help, Robin will soon be good as new.

Our thanks to TALBOT KELLY, city ticket agent, Oakland, for straightening us out on the difference between a traveling accountant and a traveling auditor. Considering the number of times we've been checked up, called down, turned in and bawled out by these fellows, we have no excuse to offer for getting the two mixed. We don't know whether a traveling auditor would resent being called a traveling accountant — or vice-versa — but we betcha they'd both resent being called some of the names that sometimes run through the heads of we common, ordinary accountants!

LOS ANGELES

Frank Sell

GEORGE WENIG from the "Windy City," WILLARD WORKMAN from the "Smoky City," and NORMAN MENZIES from ("The City"?), visited the SUNSHINE CITY during October. George and Willard took advantage of their educational tour to come to the Southland to spend the more delightful part of their vacations. Of course, Norman pays us a visit every chance he gets.

We had another visitor from Cincinnati, whom we almost decided to ignore because we learned he had the audacity to bring a topcoat to California! Naturally, since he had absolutely no use for it — EVEN in San Francisco — he misplaced it. The true story, we understand, is that HARRY STARK, in San Francisco, was so embarrassed and knowing full well that Mr. HEBERLE would not be allowed off the train in Los Angeles Union Station carrying . . . Ugh . . . one of those things . . . over his arm . . . that he, Harry, snatched it, put it in a box, and sent it back to Cincinnati. A topcoat in Cali-

ifornia, particularly Southern California. Fnnh!

ED MILLFELT, traffic representative, comes up with the most revolting remark of the month: "A cheerful approach is the prime requisite of a successful T.R." (Certainly everyone who knows Millfelt will have some comment to make on this statement.)

Across from our Los Angeles office is the big new Pershing Square Auto Park, which was just officially opened last month. The new garage has three underground levels and accommodates over three thousand cars. On the street level the park has all been put back in place with palm trees, grass and flowers. You can now visit the Los

Angeles office and "park" in the park.

(Editor's note: How do you like those guys. Visitors to our San Francisco city ticket office have been able to do that for years now! Haven't they ever heard of Union Square Garage? Tsk! Tsk!)

SACRAMENTO STORE

Irene Burton

AGNES ASH is back from a vacation which took her to Indianapolis, her home city, New York and Washington, and return via the Southern Route.

Mr. and Mrs. RALPH PHINNEY motored into Oregon and Mr. and Mrs. HARRY MESSER took the Southern Route to Los Angeles for their vacations.



"You were right, dear, that IS our train!"

JULIUS FRICK and his wife spent the second week of his vacation high up in the mountains, bringing out the cattle from his aunt's cattle range on the return trip. While talking to the Indians there, Julius was told that there will be another winter of heavy snow, as the pine cones are growing high up in the trees, a sure Indian sign against a mild winter, which only occurs when the cones grow nearer the ground. It now remains to be seen.

Soon after JOSE CHAVEZ returned from a visit with his sister who had been quite ill, Jose himself was taken suddenly ill and is now in Sutter Hospital.

Not much news this month as I am away on vacation which will be spent right here in Sacramento. With such grand weather lately one hates to leave.

WENDOVER

Shirley Lee

It's always a pleasant experience to have old acquaintances drop in and say hello, like JACK HAMPTON, former yard clerk, his wife, Dorothy, and daughter, Debbie, who stopped to visit en route to California to visit Jack's family. They are now living in Ogden, Utah. Also got to say a quick "hello" to Mrs. M. H. VAIL who went through on No. 2 the other day on her way to visit her children in Salt Lake City. Her husband, the late M. H. VAIL, was agent at Delle for several years. Mrs. Vail now lives in Santa Cruz, California.

Miss Donna Shea, daughter of Line-man TOM SHEA and wife, Peggy, vacationed in Colorado with her grandmother and other relatives during the summer. Since that time Tom had to make a trip there as his mother was very ill, but has since recovered and

Tom is back on the job. Yard Clerk ESTHER WITT vacationed in Missouri last month, visiting her sister and two nephews. Engineer KYLE H. CALVIN has just returned from a trip to Fairbanks, Alaska, where he visited his son and daughter-in-law and made the acquaintance of a brand new grandson, David. Said he went moose and caribou hunting while there but didn't venture to reveal his kill. Telegrapher LOU ELLIS, Wendover, and his wife have just returned from visiting their grandchildren near Bakersfield, California. Conductor HARRY B. STEVENSON motored through the Northwest in September and also celebrated his 35th year with the Western Pacific in September. Roadmaster C. J. "CHUCK" MILLER took a trip to Tracy, California, recently to get his commercial flight instructor's license. MR. RANEY, section foreman at Luke, drove through the Southwest, taking in New Mexico, Arizona and on to San Diego before returning home. JOHN MORRIS, section foreman Boaz, spent his vacation building his new home in Wells. John was relieved by HILTON HOBBS who is the son of Section Foreman BOB HOBBS, Silver Zone, and a newly promoted man. C. G. CLONTZ, section foreman, Wendover, spent part of his vacation in Las Vegas. He was relieved by ED RENFRO.

Congratulations are in order for Section Foreman JAY NUSSE, of Ola, Nevada, and ELSIE CHAPMAN, who were married last month. They traveled to Kansas for their honeymoon. Our best wishes to these two.

Former Roadmaster's Clerk PAULINE MILLIGAN and her new daughter, Lynne, are now living in Grantsville

with Pauline's parents, Brent and Edith Peterson. Pauline is eagerly awaiting the arrival of her husband, Rod, who is due home from Korea this month. Pauline also says that Lynne is getting pretty spoiled. Could Brent and Edith have a hand in that?

Dennis Dean Jones, son of Conductor and Mrs. R. E. JONES, arrived June 15. Jonesy tells me they call him "Dennis the Menace." Poor little guy—just wait till he gets big enough to defend himself.

Telegrapher D. A. WILLIAMS, formerly third trick, Wendover, has bid in relief position at Herlong and Doyle. Telegrapher BOB BREW, second trick, Delle, is on leave of absence to complete his last year of college.

Mrs. Verble Renfro, wife of Section Foreman ED RENFRO, and daughter of Section Foreman C. G. CLONTZ, is home from the hospital recuperating from a successful battle with what the doctor diagnosed as encephalitis, or sleeping sickness. We're certainly glad she is home and on the mend now.

Deer season is well under way for the Nevada boys now and our Utah season opened October 20. It was awfully hard to wait those last few days when everyone from the Nevada side comes in with story after story. We have hopes, though, maybe they'll chase 'em all over into Utah for us!

We wish to extend our sincere sympathy to Fireman LOWELL DAVIS, whose wife passed away in Salt Lake City recently after a lingering illness. Also, to Engineer O. J. HILL, whose wife passed away in the Elko Hospital following a heart attack, and to the family of retired Engineer D. O. Bresee who passed away in Elko recently.

NEW YORK

Alan Hudson

The recent promotions in this office, besides making everyone happy, brought two new personalities to the WP in the persons of FRANK MASSI, secretary to Eastern Traffic Manager, and BOB MORACE, stenographer-clerk. Both lads appear to be happy thus far and to have caught the spirit of the office and the company. We're sure there'll be more to say about them in the future. They measure up!

Because of temporarily hectic conditions, your correspondent missed a column or two and was unable to report the visit to this office of JOHN L. AMOS, AGFA, in August. Other recent visitors were ROY E. LARSON, treasurer, and CHARLES R. HARMON, general agent at Sacramento (to see the World Champions remain so at Ebbetts Field!), and Miss OLGA CAGNA, of JOHN COUPIN's office in San Francisco.

JOHN STILL returned from Educational Tour No. 1 with glowing reports, whetting the desires of those scheduled for Tours 2, 3 and 4 to get going. At this writing PERL WHITE and JOE MASON are awaiting No. 19's pulling out of Grand Central Terminal.

ART POTVIN, newly appointed traffic representative, has other good news in the person of a new son, Guy, who was born September 9—good news comes in bunches. Or, as a Spanish proverb goes: "A new baby is born with a loaf of bread under its arms."

STOCKTON

Virginia Rustan

Those of us who saw him were happy and interested to witness PRESIDENT WHITMAN's appearance and address on

television October 1 in behalf of the United Crusade drive.

Chief Clerk L. I. McATEE is local chairman for the drive, and the "kick-off" dinner for the drive was held at Hotel Stockton and was conducted by L. J. GOSNEY, comptroller. Among those attending were H. C. MUNSON, G. W. CURTIS, I. M. FERGUSON, E. E. GLEASON, L. MORRIS and representatives of the switchmen, clerks, roundhouse employees, and section department.

Congratulations to ELAINE GAMBRELL, trainmaster's clerk, and WILLIS B. OBENSHAIN, roundhouse clerk, who quietly motored to Reno September 20 and became Mr. and Mrs. We were beginning to give up hope that Willis was anything but a confirmed bachelor. GENE MACOMBER, traffic representative, was scheduled to leave for a vacation trip to Boston with his family in September, but was unexpectedly delayed when he suffered an abdominal attack, hospitalizing him for several days. Glad to learn that he soon recovered and was able to leave for the East October 10.

Another Eastern vacation was almost cancelled when ALTHEA EVANS, transit clerk, and FLORENCE KLEINERT, relief clerk, suffered severe cuts and bruises from a head-on collision early last month. Althea was hospitalized for several days suffering a brain concussion. However, she and Florence rapidly improved, and we understand Althea was able to continue on her trip as planned.

WILLIAM WESTERN, yard clerk, was hospitalized for several weeks but has returned to work feeling very much better.

LAWRENCE DANIELS, assistant chief clerk, is on a month's leave visiting his parents in Montana.

J. B. HANSON, clerk, a member of the Stockton City Council, attended a city council convention in San Diego last month.

Chief Clerk McATEE is a Fresno State rooster now that his son has enrolled in that college.

KEDDIE

Elsie Hagen

When NETTIE FOX, second trick caller, and her husband, Conductor JIM FOX, returned from Winslow, Arizona, where they had gone because of the death of her nephew, she received word that her mother was not expected to live. She hurriedly left for Oklahoma but her mother passed away before she could reach there. We all extend our sympathies.

Keddie friends and former neighbors of Mrs. Ellen Miller, express their sincere sympathy to Conductor MILLER and his son on the loss of their wife and mother, recently killed in an auto accident.

Fireman JACK McCLURE is recovering from an operation at St. Joseph's Hospital and we hope to have him back with us soon.

Yardmaster CHARLEY SELF spent most of a week in bed recently with a light attack of pneumonia, but has now recovered.

CY BATES, night janitor and call boy, has taken over ARDEN CARPENTER's work, Arden having moved to Oroville. WILBUR STUBBLEFIELD succeeded Cy Bates.

Conductor E. E. REDDICK left a couple of weeks ago to visit with his sons and mother in Kansas.

Pamela Lea Stroup arrived at the home of Brakeman and Mrs. ROBERT STROUP October 15. The grandparents, Engineer and Mrs. CARL HAGEN, report she is a lovely 7 pound 8½ ounce girl.

Seven or eight hundred persons jammed into this little town to see President Truman and his daughter, Margaret, as they passed through on the Special, causing our first traffic jam which was finally broken up by the whistles and waving arms of a corps of traffic cops.

Fireman WILMER CHAPMAN, his wife and young daughter spent several days in Vallejo. Wonder if it was just a coincidence that the World Series happened to be on TV during that time?

Roadmaster DICK MOUNKES' wife broke several bones in her ankle when she fell walking down the street from the post office and will be confined at home for several weeks.

Allen Hanley, son of Agent PETE HANLEY, finished his Boot Training in San Diego, and after a week at Treasure Island, was able to get home for a few days. He is now on his way to the Philippines as an apprentice seaman, but intends to take up photography.

We express our sincere sympathy to the family of Conductor BABB, of Oroville, who passed away recently.

Vacation time has just about ended, with Mr. and Mrs. JIM EDWARDS, roundhouse foreman, touring Death Valley, Las Vegas, and on into Salt Lake City; Roundhouse Foreman BENNIHOFF out looking for deer; Engineer and Mrs. BENZ visiting their daughter in Portland, Oregon. Others enjoying late vacations were Brakemen VIRGIL SIMPSON, ED DUNN and RAY TIDD, and Conductor GLENN METZDORF.

Conductor METZDORF and his family



are making plans to move to Stockton where they already have a place to live, but deer season came along and changed a few of their plans.

Quite a number of deer have been brought in, but some of our boys are still trying. Haven't heard how Firemen LLOYD WHISLER and ERNIE MANCUSO made out.

Brakeman FRANK CLARK has been conducting a class in folk dancing here each Tuesday night and a good crowd has turned out in Community Hall the past two months.

CHICAGO

Jim Baker

The "Windy City" reluctantly welcomed Old Man Jack Frost on October 6, accompanied with temperatures in the low twenties. Just a warning of what's to follow, tho' we still have that spectacular Indian Summer dressed in autumn splendor.

During the recent Chicago elevator operators' strike, local WP employees satisfactorily completed a course in mountain climbing. KEN RANK says that it was quite a novelty to climb thirteen floors the first day, but after four days everyone was glad to see the boys man the cars again. Several have questioned the arrangements of our genial boss, ART LUND, to be out of town during this period!

JACK BOQUIST just returned from vacation in Arizona and New Mexico. Jack expressed regrets that time did not permit a trip to visit his many friends in Sunny California.

With the 1952 baseball season now history, and with California recently trouncing our gridiron boys from Minnesota and the '49ers taking care of the Chicago Bears, looks like there will be little shouting from us this season.

Not being a regular visitor in this area, it certainly was nice to see W. G. CURTISS, AFTM, in our office for a few days recently.

Upon approaching Winnemucca, Nevada, returning from our educational tour in California, a certain Eastern representative was overheard trying to convince JOHN STILL, GA, New York; VINCE CARR, TR, Cleveland; WILLARD WORKMAN, GA, Pittsburgh; BOB JOHNSON, CC, Omaha; and GERRY COFFEY, TR, Chicago, that Nevada jack rabbits grew as large as billy goats. The convincing party was reminiscing from the troop train days during World War II. With curiosities aroused we all watched the rest of the ride across Nevada but failed to see any jack rabbits as large as claimed. To ease our Eastern curiosities, will appreciate if DORIS CAVANAGH of Winnemucca will advise us through her

Caboosing column the maximum size of Nevada jack rabbits.

GEORGE WENIG, GERRY COFFEY and your correspondent were among the first from this office to travel on line through our educational program. After seeing the vast and modern WP physical properties and witnessing the splendid example of teamwork, we are thoroughly convinced that through continued teamwork, we all will build a better and larger Western Pacific to serve the shipping and traveling public. We believe these trips are a great step forward in our sales development program and we're all appreciative to our management for the opportunity to increase our knowledge of WP operations.

SACRAMENTO

Clarisse Doherty

NOVEMBER will perhaps be remembered as the most spectacular month of the year as she whirls into 1952.

Welcome to CHARLES R. PFENNING, dispatcher, transferred from Eastern Division.

Assistant Accountant MILDRED WINGATE reports that the picnic she attended at Putah Creek turned out to be a BUG success!

It's thrice a grandpa for CHARLIE HARPER, assistant file clerk, whose son Wayne and wife Adele Harper announced the arrival of 7½ pound Scott Charles on October 6.

Mr. Stork finally had a change of heart—this time it's a girl, Meg Anne, 7 lbs. 1 oz., born to Blaine and ELEANOR McMURRAY September 26. Eleanor is on leave as clerk in the traffic department.

ED LINDLEY, roadway clerk, and WALT

WARRELL, B&B clerk, although up to their necks in checking, enjoyed their inventory trip on which they were accompanied by J. V. WRAGG, traveling accountant, along with Roadmasters B. L. MCNEILL, C. R. BARRY, R. J. MOUNKES, and Assistant Roadmaster J. J. MARTIN.

It's double or nothing for KENNY WILLIAMS and GEORGE DARLING, assistant T&E timekeepers. Both are now home owners as well as car owners, and after being apartmentized for so many years, both get quite a kick out of gardening, working around their homes and taking their families for motor trips on week-ends.

Since retiring, E. B. ALLISON, former motor car operator, devotes much of his time to the "Horseless Carriage Club" of which he is a member of long standing but he still has his alma mater "Western Pacific" at heart.

Several parties who have been "sold" on traveling *California Zephyr* were so well pleased with the scenic splendor en route, and excellent service rendered by our train personnel, as promised by Allison, they are passing the word along to all their friends.

Assistant T&E Timekeeper DON RICHMOND was surprised and very happy to see his son, Jacques, who took a little time off from his lessons at the University of Pennsylvania where he is studying interior decorating, to visit his Dad.

We offer our sincere sympathy to ICC Clerk JIM TAYLOR in the death of his father, JESSE E. TAYLOR, killed in an auto accident September 27 at Healdsburg, California. At the time of his death he was employed by the Northwestern Pacific as train dispatcher and telegrapher, but is well

remembered as having worked as train dispatcher at Sacramento and Keddie from May 21, 1944, to December 31, 1946, when he resigned to go to work for the Sacramento Northern where he remained until January 15, 1951. He was a member of Plumas Lodge No. 60, Quincy, Free and Accepted Masons, and Order of Eastern Star, San Juan Chapter No. 563. He is also survived by his widow, Lenore, and daughter, Annette.

Congratulations to GORDON SWITZER on his election as a director of the B&B Association.

Many thanks to TALBOT KELLY, city ticket agent, Oakland, stenographer-clerk CLARISSE DOHERTY now is well-informed on the difference between a traveling auditor and a traveling accountant and offers her apologies to JACK and CARL WRAGG for listing them as traveling auditors in the Birthday Greetings for September and August.

Birthday Greetings to:

ELAINE SCHMIDT, stenographer-clerk, November 2.

R. GOULD, SN superintendent of power, November 6.

L. W. HOLT, instrumentman, November 8.

ALICE MARR, secretary, November 18.

VAN DAVISON, first assistant T&E timekeeper, November 21.

MARY NALLY, stenographer-clerk, November 22.

JOSEPH FIELDS, SN general clerk, November 23.

A. E. FIPPEN, SN valuation engineer, November 29.

Thought for the Day: *Smart drivers stop at railroad crossings for a minute—the other kind often forever.*

A HAPPY THANKSGIVING TO ALL!

SACRAMENTO SHOPS

Marcella Kahl

One of our prize machinists, better known as "DIESEL" DRAKE, and wife, Maxine, have just returned from an extensive vacation, traveling in Mexico, as far east as Chicago, and ending up in Las Vegas. And they do mean "ending" up in Las Vegas!

Welcome again, Jake, to the foremen's ranks. MR. SIEGEL has replaced FRED BIESER as boiler foreman, as Fred resigned to go back to his old trade as boiler inspector.

Carman ALFRED HOFFMAN, his three sons, and daughter-in-law had a perfect opening day deer hunt. All got bucks within three hours while hunting near Twin Lakes in Alpine County. Largest deer weighed 175 pounds dressed. (Boy, will our WP rails be making tracks for Alpine County next year!)

Hear DICK RICHARDS, train desk clerk at the yard office, will be returning to work again. Dick was thrown from his car on his way home from work about a month ago, and has since been recuperating from head injuries.

All our best wishes go to Machinist

F. R. WHITE. "Whitey" fell off his roof while doing some repair work and it looks like it may be months before he'll be able to return to his Krane Kar—but it'll be waiting for you, "Whitey."

Also on the absent list is Machinist E. GEE, who is in Portola Hospital. From letters received, we gather that Ernie likes hospital life—especially the nurses!

Welcome to 6-pound 5½-ounce Susan Annette Lawhead! After many false alarms, little Miss Lawhead finally arrived to the delight of Carman Apprentice and Mrs. L. C. LAWHEAD. (And to the great relief of all the Shops folks who worried this out with Les.)

By the way, which of our car foremen has not taken to raising DUCKS in his back yard? Seems his skill at the State Fair brought unexpected pets home with him.

One of our smallest machinists, D. STADLER, caught one of the biggest fish of the season, and couldn't resist breaking up his vacation to come into the Shops to show it off. We'll probably have nothing but salmon sandwiches at the cook shack for the next month—or how long can 20 pounds of salmon last?



Proof that Carman Alfred Hoffman, his three sons and daughter-in-law had a perfect opening day deer hunt is well evidenced in this picture. Looks as though the boys will have a place to hang their hats for some time to come.

Lucky GERRY SULLIVAN, boilermaker helper! Having won the electric roaster raffled off by the WP Amusement Club, we're open to a dinner invitation anytime, Gerry.

TRUMAN FASSETT has gone back to his old haunts in the boiler shop after trying out the sheet metal trade for a short period.

Scoop of the Month! Our cat has just been seen carrying two tiny kittens—BLACK—not reddish brown like the last litter!

TIDEWATER SOUTHERN

Dora Monroe

When the Aircraft Carrier *Boxer* arrived in San Francisco, it was a glad day for Section Foreman L. G. FLINDERS and family. Foreman Flinders was on hand to welcome his son, Ronald, when he disembarked.

We are glad to see Agent A. G. TIBBETTS back to work at Escalon, with reports that he is feeling top notch again.

Lending a helping hand in and about Escalon is ARTHUR R. GEORGE, traveling clerk. This is his second good turn for the Tidewater, as he previously assisted as brakeman during a pinch.

Also returned to work after a recent illness is Brakeman J. W. CRAWFORD.

N. S. WESTFALL, bridge & building foreman, recently spent his vacation in the hills in search of deer. He returned empty handed but is just waiting for next season, determined to improve his luck.

SAN JOSE

Charles H. Myers

Correspondent Frank Freeman, San Jose *Mercury-News*, ran the following letter from LEO TRURO's daughter, Margaret, recently:

"Somewhere in Germany (Oct. 1)—What a trip—17½ days and with three children. Oh, the life of an Army wife! We've a house off post. Large one; eight big rooms and a couple of acres of land all fenced in and all for \$97.50. Not even S.J. could do that. . . . Those German trains—wow! Had four berths but only used two. Afraid we'd land on the floor. They go mightily fast, but oh those stops . . . Not like the good old Western Pacific ones, where my Dad, LEO T. TRURO, has worked for 34 years in S.J. I guess we're just used to comfort . . . The two oldest girls get one hour of German each day, but all I know is "kinder" (children) . . . We hope four years pass fast because we're coming back to S.J. to retire, watch the sun come up and down and thank God for being Americans.

First Lt. Eugene R. Simpson,
the Mrs. (Margaret Truro
Simpson)
and Three Little Frau Kinders

As mentioned in last month's MILEPOSTS, Margaret had just left to join her husband serving in Germany with the QMC.

OAKLAND

Hazel Petersen

BENNY PADILLA, track laborer, was inducted into the U. S. Army January 15, 1951. Following about 16 months in Korea he returned to work with Section Foreman PAT KELLY, at Oakland, October 23. Although he didn't say so, rumors have it that he was injured a couple of times while overseas. We're glad to have you back with us, Benny, and still in good shape.

JUSTO "SHORTY" VILLEGAS, assistant section foreman, took his pension after more than thirty years of faithful

service. Day or night, in all kinds of weather, he was at the beck and call of all yardmasters and switchmen, who always found him ready and willing to cooperate.

HARRY WHITLEY, switchtender at Fruitvale, also terminated his career with WP, and his loyal and faithful service will long be remembered.

Along with these two men, a retirement dinner was held November 8 at the Orinda Willows, for all those who retired during the year. Others honored were FRANK ADAMS, switchman at Oakland, CHARLES HOWETH, switchman at San Jose, BENNIE HUFF, engineer, GUS KARRAS, machinist helper, SERAPIO LEMOS, switch tender, JOE MERCADO, laborer, and I. C. PERINER, stationary engineer. Good luck to all of you!

Late vacationers from the marine organization were FRED DERRIGAN, and ANTONE PATRICIO, bargemen, JOHN MORAN, mate, and LEON ORGANILLA, oiler.

HENRY FORSBERG, switchman, his wife and son, Raymond, spent a vacation ten miles inland from the mouth of the Klamath River, fishing for steelhead and salmon. Henry was disappointed that he missed the big fish runs during October, but he did acquire a good tan, 'though a little reddish.

After exactly seven years service, RALPH T. WALKER, city ticket office ticket clerk, resigned October 9 to become chief clerk in the San Francisco office of the St. Louis-San Francisco Railroad. He was succeeded by RALPH G. LAMBLY, clerk in the district freight office.

A pinch of salt can be greatly improved by dropping it on a thick, juicy steak.—Reading Railroad Magazine.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickens, Frank Tufo.

WELTON LEE, on military leave from auditor revenues department, is now stationed at Washington, D. C., at the Naval School of Music. He has succeeded in becoming an assistant concert master for the Arlington, Virginia, symphony orchestra, and is in addition taking instruction in clarinet so as to soon become a member of the Navy Band as well.

Mrs. ROBERTA STEARNS BASTEDO, former interline clerk, and wife of WALTER BASTEDO, rate and division clerk, announced the birth of Michael John, 8 pounds and 9 ounces, September 26, at Franklin Hospital.

GUY NESMITH, purchasing department, says he would like very much to get back the page torn from his Joke Book while being circulated around the building. That's no joke, either!

New York was a popular vacation spot for traffic employees, among the latest to visit there being PAUL HARRIS, traffic representative, and OLGA CAGNA, assistant statistical clerk, who also included Washington, D. C., on her itinerary.

PEGGY CORCORAN, freight traffic, took quite an extensive vacation, driving through Yellowstone and on to Seattle and Victoria, B. C.

After a sojourn in St. Joseph's Hospital, REG DUNCKLEY is back at his desk in the traffic department full of the old pep and vigor.

It may be hard to spell, but RUBY and JACK GORE, both traffic employees, claim Lake Tahkenitch is a swell place to spend a vacation in Oregon.

From the signal department, we



"May I suggest that one of you stand until you can get seats together!"

understand MARY JANE HICKS, formerly with the Smith Corona Company, has taken the position as secretary to Signal Engineer Tegeler. The department wishes her a long and pleasant stay with the company.

BILL HEARD, draftsman, has been assigned to the position of division signal inspector, and we hope he likes his new headquarters in Elko.

HARRY FLYNN, assistant engineer, is slowly checking off the time he has to work prior to retiring. At the close of October 22, he reported only 480 hours to go. Harry started his career as construction foreman on the paired track project back in 1924.

FRED TEGELER and BRUCE L. McNEIL, JR., recently returned from attendance at the A.A.R. convention held in Quebec City.

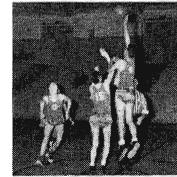
HARRY SUTHERLAND, retired tax com-

missioner, and his wife, just returned from a two month's tour that covered 10,200 miles. Traveling east from Oakland the circle trip included Chicago, up to Sault Ste. Marie, Ottawa, Quebec, down through New England States to Washington, D. C., Roanoke, Virginia, Atlanta, and New Orleans, then westward through San Antonio, Texas, Santa Fe, New Mexico, and home. The September-October weather was beautiful for the entire trip, stated Harry, and accommodations en route were plentiful and very comfortable, but he suggests leisurely driving for such a trip to avoid becoming tired. Harry now plans a little duck shooting at Tule Lake this month which will give him an opportunity to try out the new gun and outfit presented by his friends at WP. Good hunting!

(Continued on Page 31)

SPORTS

With one game left to play, West-Pacific's industrial league basketball team found themselves in a tie for first place at the end of five weeks of competition.



The rails lost their first and only game to the fast breaking Anglo Bankers, 35 to 40, and took their next three games in high stride. The flying Zephyrs ground the Hills Bros. quintet to a 40 to 28 loss, short circuited the Leo J. Meyberg five by a score of 46 to 35, and collected a 42 to 37 premium from the America Fore Insurance.

Playing their best game to date, the rails dimmed the hopes of the Westinghouse squad October 29, with a 54 to 25 victory. Bob Holm and Don Wilson racked up 16 and 15 points respectively for high point honors, with the assistance of the out-jumping, out-running and out-shooting support of their team mates.

Good floor work and team handling of the ball have set Cliff Gerstner up as high point man to date, closely followed by Don Wilson, Bob Holm, Bob Kostner and George Martin.

Al Beban was lost to the team October 20, his services being required by the U. S. Army.

Sharing one loss records with Anglo Bank, the boys from 526 Mission are sweating it out waiting for their final game against the fast-shooting Bechtel aggregation, November 18, who lost to Anglo November 3.

Harry Munson, vice-president and general manager, rolled a 182 average for Western Pacific at the Downtown Bowl in San Francisco early last month, and had a 278 high as he rolled a 661 series which included 181-202 efforts.

Caboosing . . .

(Continued from Page 30)

Congratulations to MRS. LILLIAN BALL, former secretary, treasurer's office, on the arrival of a baby daughter, Carol Ann, on October 27. "Just a little over eight pounds," said mother.

Friends of R. J. BENISH, assistant valuation engineer, were saddened to hear of the passing of his mother, Mrs. Antonia Benish, at Gridley, October 19, after a short illness. Of Czech stock, and closely related to Edouard Benes, one-time Premier of Czecho-Slovakia, Mrs. Benish was born at Prairie Du Chien, Wisconsin, on October 20, 1869, and moved to California, settling in Gridley, with her husband Frank L. Benish, who passed away in 1947. Another son, C. A. Benish, of Gridley, three grandsons and one great-granddaughter, also survive Mrs. Benish.

Before boarding the train in the city, the little city lad had been cautioned by his mother that if the conductor asked his age, he was to say he was only five.

The conductor did ask his age, and the little fellow replied that he was only five.

"You're a big boy for five," said the conductor. "How soon will you be six?"

"Just as soon as I get off this train," replied the youngster.

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