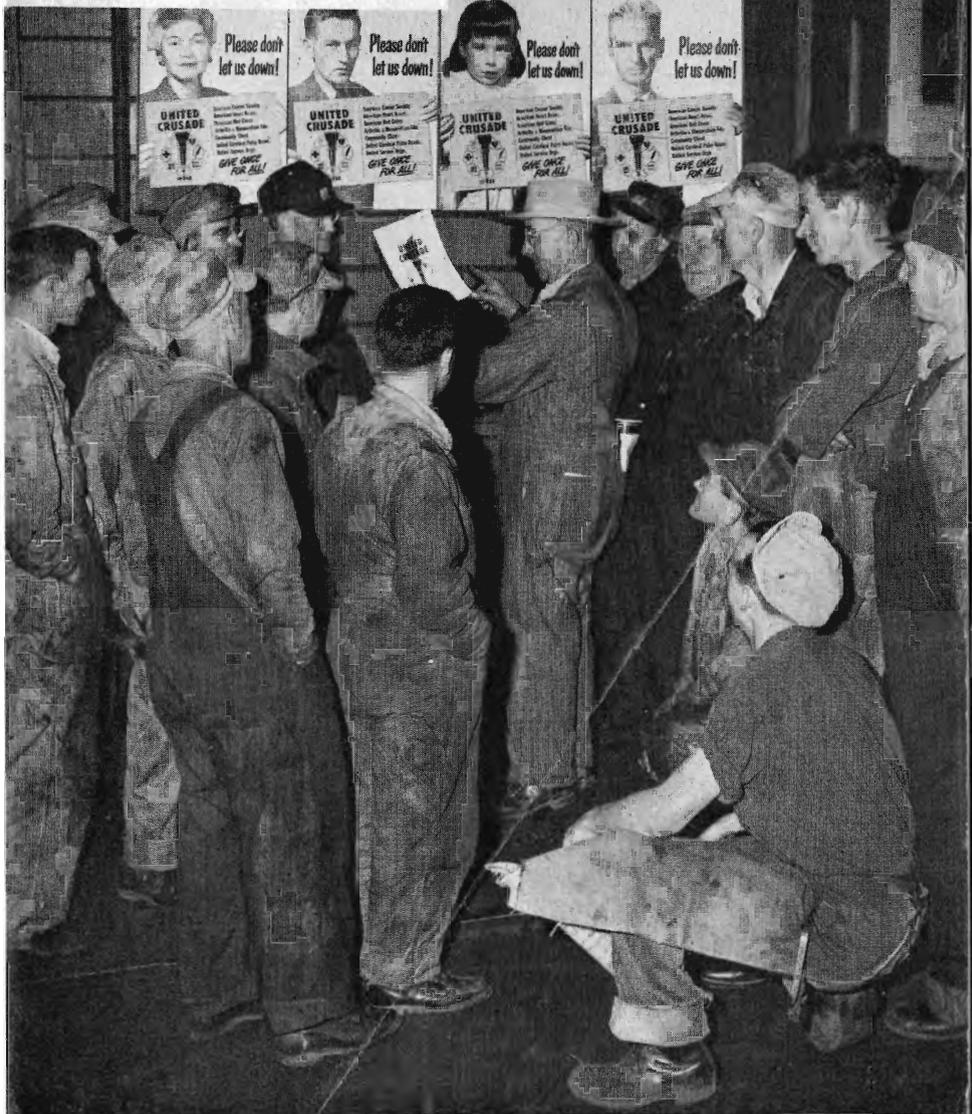


WESTERN PACIFIC *Mileposts*

OCTOBER 1952



WESTERN PACIFIC Mileposts



LOOKING AHEAD

Vol. IV, No. 3

OCTOBER, 1952

*Milepost No. 39

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. 39: The rolling hills leading into Livermore Valley will offer the Fall traveler an unforgettable array of Autumn colors.



Western Pacific took another step forward in its research program to minimize damage to goods in transcontinental shipment when it announced September delivery of two experimental rubber-cushion underframe PS-1 box cars from Pullman-Standard Car Manufacturing Co. for special service between the West Coast and Eastern terminals.

Last fall Western Pacific introduced twenty cars equipped with Pullman-Standard compartmentizer gates, the success of which has been so outstanding that gates are now being installed in twenty additional cars. Like results are expected from the new rubber-cushion underframe equipped cars, the first to be put in actual operating tests.

Selected lading of a highly fragile nature will be carried in the new cars, and the PS-1's will be equipped with special recording devices to check efficiency under actual operation. Laboratory tests have indicated at least a 60 per cent reduction in breakage of fragile loadings.

Unlike other cushioned underframe devices now available to the railroad, the new rubber cushion is located in

the center of the underframe sill and coupled to the car body by means of rubber compression pads. This gear never goes solid against metal but continues to compress the rubber. In addition to the cushioning between the sliding center sill and the car body, conventional draft gears are used at each end of the center sill. This feature gives protection to the center sill itself as well as providing additional cushioning to the car and its lading, according to the manufacturer.

Delivery was accepted by A. H. Lund, assistant traffic manager, Chicago, and by L. F. Delventhal, Jr., transportation inspector, who stated: "We believe that draft gears are entirely inadequate for the amount of energy which they are required to absorb, and the Pullman-Standard rubber cushion sliding center sill is a step in the right direction towards solving this problem. As long as free slack in a train, which limits draft gear travel, is a problem which must be contended with, it appears that future trends will have to be along the lines of the sliding center sill car. By this means a reasonable amount of work can be obtained at a force level

which will not cause damage. Unlike other cushioning devices, this under-frame does not change the train characteristics with respect to slack or "snap the whip" operations.

* * *

Other projects currently in progress at a cost of more than \$7 million include: Rail and ballasting work at several locations; installation of 574 feet of concrete lining in Tunnel No. 37; replacement of 1,038 feet of timber lining with concrete in Tunnel No. 6; installation of traffic control system between Wendover and Salt Lake City, Utah; extension of sidings between those points to 125-car capacity; replacement of 14 pile trestles with ballasted-deck trestles at various locations; installation of remote-controlled switch heaters at 18 locations; installation of additional carrier telephone and

telegraph apparatus between Oakland and Salt Lake City; replacement of fenders and dolphins at drawbridge over San Joaquin River; construct 300-foot set-out spurs at twelve locations; rearrange yard trackage at Elko and Keddie; construct new storehouse and attendant facilities at Sacramento; install floodlights at Stockton and Oroville yards; and convert steam facilities to diesel at Portola and Elko.

* * *

Industrially, acquisition by the Tidewater Southern of 169 acres of industrial land at South Modesto has been completed and the County Planning Commission has zoned for industrial use a total of some 500 acres, including the TS purchase.

The Deseret Livestock Company is completing the first unit of a salt plant

near Lago, Utah, which will be served by WP spur, to handle approximately 20,000 tons of salt which will be processed through the first unit of the plant per year with anticipated expansion to enable the processing of some 50,000 tons.

Construction of a Sacramento Northern branch line extending from Robla

to connect with trackage within McClelland Air Force Base supply control depot, which serves Pacific Coast states and Pacific overseas operations. Acquisition of most of the right of way has been completed and plans to acquire additional real estate along the right of way for industrial purposes are under negotiation.

Sales Training Program Started

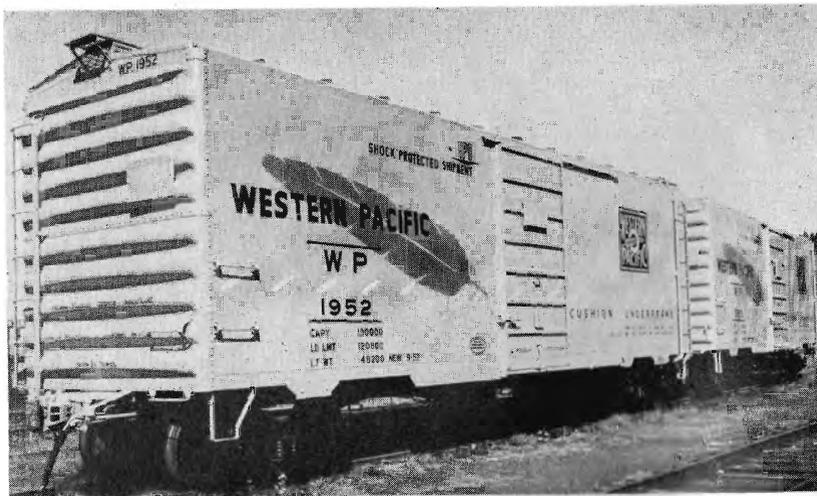
TRAFFIC department representatives from Western Pacific offices throughout the nation assembled in San Francisco on September 29 for the first of four one-week educational tours of the railroad and its facilities. Three more such tours are slated to begin on October 20, November 10, and December 8. When all four groups have completed the course, nearly a hundred freight traffic men of all ranks from general agent to solicitor will have had first hand experience on the road, a close examination of its facilities and plans on line, as well as several informative "skull sessions."

The plan for all four sessions is the same. Monday is devoted to an all-day meeting in the General Office, including short talks by President Whitman and other officers, as well as briefing on the subject matter of the course. Early Tuesday morning the group will leave Oakland on No. 62, the SWG connection for Stockton, using passenger equipment coupled into this freight train, and thus obtaining actual first-hand observation of the manner in which the traffic they solicit is handled.

On arrival at Stockton, the group will be given a comprehensive tour of WP facilities and shippers in that territory, which will be resumed on Wednesday morning. Wednesday afternoon and Thursday morning will be devoted to the same treatment of the Sacramento area. Return to San Francisco will be made Thursday afternoon by way of Pittsburg, where the Columbia Steel Plant will be inspected as well as facilities of the Sacramento Northern.

Friday morning will be devoted to another "skull session" at the General Office, followed by tours of the San Francisco, San Jose, and Oakland territories on Friday afternoon, Saturday and Sunday. Inspection of the tug and car float operations on San Francisco Bay will also be included.

This intensive week-long course is part of a continuing sales development program. In today's competitive transportation picture, a good salesman must be a well informed salesman. The tour course plan was developed by Assistant Freight Traffic Manager W. G. Curtiss, and is under the direc-



You can easily identify the new PS-1 box cars by their bright orange color, with large silver feather, and series of smaller silver feathers.



Following a lunch at Sacramento, the traffic department representatives were taken out to South Sacramento for an opportunity to visit the only West Coast plant of the Campbell Soup Company, located just a short distance from WP's main line, on which some of the group are pictured.

tion of John Nolan, assistant to vice-president in charge of training programs.

Those who were included in the first session were:

CHIEF CLERKS

D. E. Copenhaver.....Seattle
R. F. Johnson.....Omaha

COMMERCIAL AGENTS

A. Rowland.....Oakland
J. D. Still.....New York

GENERAL AGENTS

J. H. Coupin.....San Francisco
C. R. Harmon.....Sacramento
J. F. McKenzie.....St. Louis
C. R. Nipper.....San Jose
R. R. Taylor.....Stockton
George Wenig.....Chicago
W. M. Workman.....Pittsburgh

TRAFFIC REPRESENTATIVES

J. E. Baker.....Chicago
F. E. Bedient.....Reno
F. Brandes.....San Francisco
V. J. Carr.....Cleveland
R. J. Cleland.....Oakland
Kenneth Cochran.....Portland
G. T. Coffey.....Chicago
E. A. Heberle.....Cincinnati
R. W. Rouse.....Los Angeles
A. W. Silfast.....Salt Lake City
H. I. Stark.....San Francisco
W. W. Tipton.....Sacramento
R. E. Witts.....San Francisco

*"The older generation thought nothing of getting up at six in the morning."
"The younger generation doesn't think much of it, either."*

FIVE will get you ten that your wife doesn't allow you to leave a collection of odds and ends lying around home where members of your family might suffer an accident or a possible fall.

For one thing, it doesn't add to the appearance of your home, but, more important, she knows that man looks his ridiculous worst in that horrible moment when something throws his feet out from under him. With his loss of balance goes loss of dignity. Such pratfalls can easily break bones and strain ligaments, not to mention placing a considerable strain on the family pocket-book through loss of pay checks. And you pay even more by spending an uncomfortable time in the hospital, which even having a good-looking nurse doesn't seem to justify.

The same holds true on the job. Many a man has suffered a painful and serious accident only because he didn't take the time to keep his work space orderly to allow good footing and room to do his job. Worse yet, one of your fellow employees may pay with an accident because of YOUR carelessness. It has happened, you know!

This safety business goes a lot farther than just you, your fellow worker

and the Mrs., too. That kid of yours is back to school or college now, and he (or she or they) has a heap of learning to do before he's ready to tackle the world.

But whether school keeps or not, they're always learning from you. If you're a safe railroader, skillful and far-sighted, they'll follow your example.

If you aren't, they'll learn that, too. They'll learn to take needless chances, ignore safety rules, be absent-minded.

Tough thing this being a father. You can't even hurt yourself without hurting your kids.

Don't wait for an accident to impress upon you the need of SAFETY FIRST at

all times! It's no fun to be laid up in a hospital.

Three turtles decided to have a cup of coffee. Just as they went into the cafe it started to rain, so the biggest turtle said to the smallest turtle: "Go home and get the umbrella." So the little one said: "I will if you don't drink my coffee." "We won't," promised the other two.

Two years later the big turtle said to the middle turtle: "Well, I guess he isn't coming back, so we might as well drink his coffee." Just then a little voice called from just outside the door: "If you do, I won't go!"

Don't Be HALF Safe!

By PAUL H. JENNER



"Had to give my kid heck today about leaving his toys all over the stairs at home. Guy can get hurt that way . . . it's dangerous."



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

Mariano Ariano, section laborer, who last worked for the company in July, died at the California Sanitarium in Belmont on August 22. Mr. Ariano entered company service September 29, 1941. A native of Mexico, he was the husband of the late Lupe Arellano and was the grandfather of six, and is survived by a daughter, Mrs. Lupe Lopez, of Tracy; a son, Pvt. Gilbert Ariano, Ft. Leonard Wood, Mo., and a sister, Mrs. Virginia Arellano, of Tracy.

Homer Darr, who last worked for the company as boilermaker on November 30, 1946, died on September 21, 1952.

Joseph F. Delucchi, trucker and clerk, died on July 9, 1952. Mr. Delucchi last worked for the company in February, 1937.

Bayless Hester, clerk, who retired from the company on June 30, 1946, died September 3, 1952. He is survived by a widow, Mrs. Alice Hester, of San Diego.

Sidney A. Inglis, Sr., night chief train dispatcher, died on August 25, 1952. Mr. Inglis entered company service June 16, 1944. He is survived by his widow, Mrs. Elizabeth Inglis of Sacramento.

Frank J. Kane, tunnel gang miner, died on August 15, 1952. Mr. Kane entered company service May 1, 1951, and is survived by his widow, Mrs. Marie Kane, of Los Angeles.

John G. Nolte, assistant yardmaster, died of a heart ailment in his car September 16, 1952. Mr. Nolte was born

in Pendleton, Oregon, 58 years ago, and began his railroad career as a call boy in Pasco, Washington. He was a yardmaster in Billings, Montana, before coming to Stockton to enter Western Pacific service on May 26, 1924. During World War II he was employed by the government's Office of Defense Transportation, serving in Sacramento and Salt Lake City. He was a member of the Knights of Columbus and of St. Mary's Church at Stockton. Mr. Nolte is survived by his widow, Mrs. Dorothy Nolte, and a sister, Mrs. J. M. Garvin, of San Mateo.

Bert J. Simmons, former engineer of maintenance of way and structures and later assistant to general manager, died September 20, 1952, at Portola Hospital following a long illness. Mr. Simmons began his railroad career in 1904 with the C. & N. W., subsequently serving with the Chicago Junction Railway, the C. I. & S., the Illinois Central, Rock Island, Santa Fe and Northwestern Pacific railroads, principally in the engineering department, joining Western Pacific in 1924, from where he retired September 1, 1946. He served as Captain in the 18th Engineers during World War I, later attaining the rank of Major. When the program for rehabilitation of the entire main line roadbed from Oakland to Salt Lake City was inaugurated some years ago, the laying of heavier rail and all work incident thereto, was under his direct supervision. Major Simmons is survived by his widow, Mrs. Coyla Sim-

mons, of Carmel; a daughter, Mrs. Dan E. Lacy, and a grandson, Dan E. Lacy, Jr., both of San Carlos. He was a member of Elko Lodge No. 15, F. & A. M., the Military Engineers, National Railway Engineering Association and Carmel Art Association. A native of Illinois, burial was at Golden Gate National Cemetery, San Bruno, Calif.

Bruno A. Tarquinio, laborer on the eastern division, died on August 11, 1952. Mr. Tarquinio entered company service in July, 1948. He is survived by his mother, Mrs. Divina Tarquinio, of Philadelphia, Pa.

Norvel E. Wadlow, western division switchman, died on September 8, 1952. Mr. Wadlow entered company service July 26, 1950. He is survived by his widow, Mrs. Billie Wadlow, of Oakland.

DeWitt O. Bresee, 70, retired engineer, died in Reno September 21. Engineer Bresee stepped down from his cab for the last time on December 30, 1946, to enter retirement after 48 years of continuous railroad service. He started as a call boy on the Oregon Short Line Railroad back in 1898 and began working the throttle on October 17, 1905. He piloted the first diesel engine ever to roll over Nevada rails between Elko and Gerlach and later from Gerlach back to Elko. Mr. Bresee was a member of the Locomotive Engineers for more than 40 years, and was also a member of Elko Lodge, No. 15, F. & A. M., the Elko Chapter, Royal Arch Masons and Elko Commandery, Knights Templar, and Kerak Temple of the Shrine. He is survived by his widow, Bertha, and two sisters, Mrs. L. L. Dungan of Pismo Beach, California, and Mrs. Howard Namson of Pocatello, Idaho.



In the Armed Forces

In addition to the 114 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

ALFRED R. CHESTER, machinist helper, Stockton.

JOHN D. ANDERSON, signal maintainer, Winnemucca.

JAMES F. FINLEY, student traveling accountant, San Francisco.

DANIEL J. REALI, carman, Sacramento Shops.

RICHARD R. REYNOLDS, service bureau, San Francisco.

FRANK B. SHIELDS, CTC signalman, System.

DARRELL D. STAHL, signalman, Sacramento.

MILEPOSTS will be forwarded to all WP employees entering the service of their country, including overseas assignments, if they will keep the editor advised of their military addresses.

ROBERT YOUNGBLOOD AWARDED CERTIFICATE OF ACHIEVEMENT

According to an article in a recent issue of *The Stars & Stripes*, a Third Army certificate of achievement was presented to Lt. Col. Robert G. Youngblood, executive officer, 8th Transportation Traffic Regulation Gp., Rheinau, by Brig. Gen. Bertram F. Hayford, EUCOM chief of transportation. Col. Youngblood is on military leave from

his rate clerk desk at the local agent's office, Eighth and Brannan streets, San Francisco.

The certificate, presented in a ceremony, read: "Superior planning and executive ability . . . technical knowledge and anticipation of transportation needs . . . willing acceptance and performance of additional duties."

In a recent letter addressed to Walter C. Mittelberg, general freight agent, Col. Youngblood wrote:

"Just a line to let you know that I am in Germany, assigned as the executive officer of the 8th Trans-Traffic Regulations Group, stationed at Heidelberg. I like the assignment and this part of Germany is very scenic.

"The 8th TTRG actually supervises the operation of the railroads throughout the Western Zone of Germany, and also including certain parts of France. We also run a train to Berlin which gets into the headlines quite often.

"Have visited around and seen a few spots, i.e., Switzerland, Austria, Italy, Holland and Denmark. All of these countries are very interesting.

"I won't be seeing you for about three years, so will drop you a line from time to time. Say hello to all the gang for me, and my personal best wishes to you."

Col. Youngblood's wife, son and daughter left September 13 to join their husband and father.

The food at the mess hall wasn't exactly Waldorf-Astoria style, but the quality of the bread drew considerable complaints from the men. Finally, a squad corporal went to the mess sergeant to present the mass protest.

"Nonsense," snapped the sarge. "Soldiers shouldn't fuss over such trivialities. Why if Napoleon had had that bread when he was crossing the Alps, he'd have eaten it with delight."

"Yeah, but it was fresh then," the corporal replied.—C&O Tracks.



Sgt. Charles Ausmus, son of brakeman Hugh Ausmus, will be home some time in November after serving over 28 months in the Sentry Dog Platoon in Okinawa. He is shown here with "Little Joe," one of the dogs he trained for military duties. He recently met A. T. 3/c Rex Beard, son of former roundhouse employee, with whom Charlie had gone to school but had not seen since 1949.

AMERICAN SOLDIERS HEAR RAILROAD HOUR OVERSEAS

American soldiers, wherever in the world they are stationed, can hear the Railroad Hour through the cooperation of the Association of American Railroads; the advertising agency, Benton & Bowles; the National Broadcasting Company and the Armed Forces Radio Service.

When broadcast by the Armed Forces Network, it is called the Gordon MacRae Show, and all commercial messages are eliminated. The AFRS estimates that the show has a daily audience of 90 million listeners, and is one of the preferred favorites of soldiers, sailors, airmen and marines everywhere. The Gordon MacRae Show is also broadcast by 50 stations in the "bedside network" to U. S. military hospitals.



Caboosing

OAKLAND

Hazel Petersen

FRANK LAWELL, crew caller, can now be classed as a seasoned traveler, having recently returned from a vacation trip in the South which included a visit to Kentucky's famous Mammoth Cave, one of the Seven Wonders of the World and for more than 100 years one of the nation's show places.

CLARENCE MUSKOPF, electrician, is a new father. Daughter, Joyce, arrived September 14 weighing 6 lbs. 10 oz., and 19 inches in length. Joyce really is a member of the WP family, as her grandfather, ERNEST SOUZA, is head millman at Oakland and has been with the company for nearly 30 years.

CHARLES DEBIOLLES, switchman, has a new address—and a new home—at 469 Arnold Court, Hayward. Charlie has also passed his tenth year with the company.

We understand retired Terminal Trainmaster Ed THOMPSON and the Mrs. are now residing in Sacramento. They are traveling around quite a bit, however, and enjoying every minute of his retirement.

Captain KEARNEY and four children spent a very enjoyable vacation in Oregon on the Columbia River and at the top of Mt. Hood. Pat stated their big thrill was riding the Sky Train to the top of the peak.

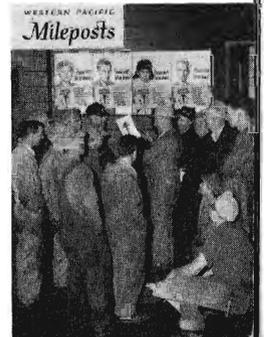
Yardmaster ALBERT SALOMON and his wife, Irene, spent their vacation at

Hazel Creek, and while they did not catch the limit any one day in the Sacramento River, had more fish than they could eat. Sol said they stayed at the "Best in the West" Motel, about seven miles from Dunsmuir, in most comfortable quarters.

The PBX at Oakland has been in operation for a little over a year. In fact, KAY WINESETT, operator, and LEE PHELPS, assistant chief operator, were very surprised on August 29 when the door opened and in walked HAZEL WOCHOS, chief operator at San Francisco, TAL KELLY, GEORGE MIX and HENRY HOBBY of the city ticket office, carrying a birthday cake on which was written "Happy Birthday, Switchboard." Ice cream was added to make it a real birthday celebration. Kay and Lee are wonderful additions to the WP family, always alert, courteous and helpful. Lee's husband, WILLARD PHELPS, is lead mechanic at Oakland,

OCTOBER COVER

A group of Oakland roundhouse workers gather around Foreman William D. Good, while he explains the many benefits that will be made available to those less fortunate than they through their contributions to the United Crusade campaign being held this month.



and Kay's husband, Frank Winesett, is shop foreman at American Can.

FRED JOHNSTON, switchman, now has five small children. Becoming quite concerned with the traffic situation in Oakland, he up and bought a home in Santa Clara, at 1431 Ramon Drive. No more "freeway" troubles, eh, Fred?



Alice Lee Bergman, 2, is not quite old enough to frown on her Saturday night bath, says mother, Barbara L. Bergman, Oakland freight station accountant. Her dad is William A. Bergman, special agent and claim adjuster, and her great aunt is Leah Lathrop, San Francisco freight station.

RAY STITH, switchman, is recuperating from a major operation, and we hope to see him back switching on the lead very soon.

DON and Corinna HILLYER and their two youngsters have returned from Oroville, and Don is now working at Oakland yard. Nice to have them back again.

Oakland employees are not responding to the call for blood donations as well as expected, and we would like to hear from some of you healthy young specimens!

The Oakland Filter Center is still badly understaffed and the need for airplane spotters and workers is great. The address is 610 Sixteenth Street.

STOCKTON

Virginia Rustan

GLADYS EVANS, PBX operator, and ALTHEA EVANS, transit clerk, left via the California Zephyr for the East with a stop in Pittsburgh, Pa., to visit Gladys' grandmother; then on to Chicago for several days of sightseeing.

GENE MACOMBER, traffic representative, his wife and son will also entrain October 3 for a vacation and visit with Gene's mother in Boston.

BOB TAYLOR, general agent, returned from a vacation spent in Vancouver and Victoria, Canada, and Seattle, Washington.

Welcome back to GENEVA PENDERGRAFT, who has returned to work after several months on sick leave.

Happy to learn that R. E. TIMBERMAN has fully recovered after undergoing surgery recently. Understand that HARVEY E. ROSS is doing very nicely although till hospitalized. Our best wishes for speedy recoveries.

We will be in there rooting for our new bowling team which hit the alleys in the City Industrial League this month. Representing WP are GENE MACOMBER, FRANK LINDEE, JIM HIGHTOWER, GEORGE BENEDICT and GENE TRACE.

Chief Clerk L. B. McNAMARA at Lathrop Joint Agency, is quite busy these days making arrangements for his wife's trip to Ireland. Mrs. McNamara will embark on the *United States*, October 1, to visit relatives. Mac is already unhappy contemplating being a bachelor for three months but, knowing him as we do, we are sure he will find plenty to keep him occupied.

BERNARD HARDING, assistant cashier, and Mrs. Harding enjoyed a week's va-

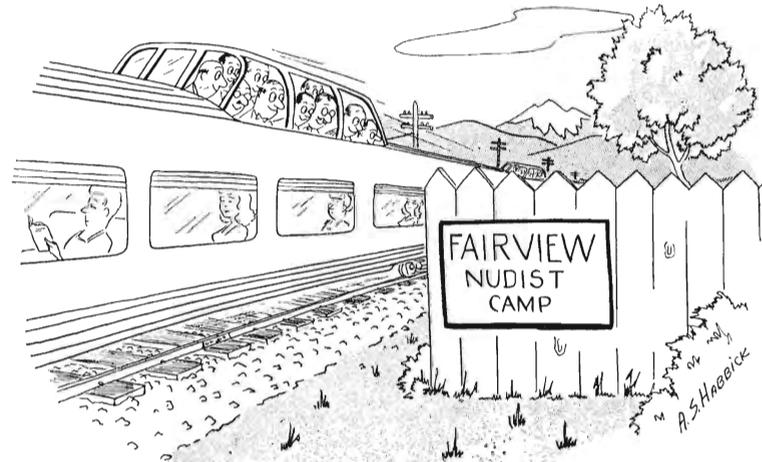
cation at Santa Cruz, and Agent and Mrs. A. D. PRATO enjoyed themselves at Lake Tahoe.

GENE TRACE, claim clerk, Mrs. Trace and daughter, Judy, had a nice trip to Mexico, returning the coast route, visiting in Monterey and Carmel and stopping at Pismo Beach for a little fishing.

Our condolences to Fireman LOWELL DAVIS, whose wife passed away on September 11.

Among the late summer vacationers was SAM WAGSTAFF, who vacationed in California and then at Yellowstone. Son Don, home from the Navy, accompanied dad on the Yellowstone trip.

A. G. WOODWARD spent a few days at



—Courtesy ACF Wheels.

SALT LAKE CITY

Lee W. Marshall
J. C. Parker

Conductor W. T. PATTERSON's daughter, Twilla, was married to Sgt. Earl Carver, U. S. Army, on August 8. The newlyweds are now residing at Spokane, Washington.

RAY HANSEN is popping his buttons these days, having become a new grandfather upon presentation of a granddaughter by his daughter, Marilyn, Mrs. Robert Anderson.

Elko and then returned to Moon Lake for the peace and quiet of the outdoors.

CHICK OWEN (the Sun Valley Kid) did not get his new garage built but did enjoy vacationing at Moon Lake.

After visiting Seattle and the Northwest, JIMMY GAMBLE returned to Salt Lake all enthusiastic and bought a new home near 29th South and 11th East.

JIMMY COLLINS spent some time at Long Beach giving the girls a roll-by. He was to meet GUS SNOWBERGER, re-

tired conductor, but didn't make connections since Gus was at the Del Mar race track—just trying to get well! Nothing like a winner to pep you up, eh, Gus?

We didn't know I. L. KILGORE could fish, but on his vacation trip to Montana and Yellowstone he caught a 24-pound salmon—and that's good fishin' in anybody's league!

W. C. THOMPSON, *California Zephyr* flagman, visited his family and brother at Elko.

Something new occurred at Salt Lake Union Depot the other day when a troop train of Korean cadets passed through. During the station stop these trim soldiers thoroughly explored the depot. When the train was ready, instead of the Stationmaster making the usual announcement over the public address system, the speaker gave forth with a conglomeration of Ling-Po singing. One could only guess at the meaning, but the Korean cadets sure understood and quickly returned to their train.

LOS ANGELES

Frank Sell

The Los Angeles Transportation Club's picnic, held at the Valley Park Country Club on September 6, was well represented by local WP employees. It was a typically beautiful, warm Southern California day and our employees and their families enjoyed the pool and picnic. At the request of JOE HAMER, the gang made a stop in transit for "brunch" at his home in Northridge.

BOB ROUSE, our new traffic representative, is all excited about his company educational trip to San Francisco. This will be his first opportunity to see

the on-line points of the WP in operation, and he is looking forward to the trip and meeting a lot of new friends.

TIDEWATER SOUTHERN

Shirley Lee

Our contribution this month is, of necessity, brief, brought about by the fact that the TS forces are in the midst of the heavy perishable movement. We'll do better next month, I'm sure.

Agent A. G. TIBBETTS, Escalon, is convalescing, following a recent operation. We're glad to hear that he is much improved and hope to see him on the job soon.

We extend our sympathy to R. K. SMITH, retired agent at Turlock, whose wife recently passed away.

Hearty congratulations to Conductor W. R. DAWSON, who was presented with a fifteen-year service pin on September 18.

SAN JOSE

Charles H. Myers

Mrs. CARL R. NIPPER, wife of the genial general agent, is confined to the hospital for a bit of major surgery. Latest reports indicate a rapid recovery.

Mrs. Alice Potter, widow of the late retired General Agent ARTHUR C. POTTER, returned recently from a trip to Kansas City, convinced that the Chamber of Commerce is right about the desirability to live in Santa Clara Valley.

Things have been happening in the family of LEO TRURO, cashier in the local freight office. First, his daughter, Margaret, left for Germany to join her husband, 1st Lieut. Simpson, QMC, then "Cash" received word of the pro-



"Let's shut the door—and let's have no more nonsense about living dangerously!"

motion of his son Bob to Lieutenant in the Adjutant's Office, AMC, at Fort Knox.

The industrial development in San Jose is being advanced another step by the construction of a new plant for Cobbledick-Kibbe Glass Company, served by WP rails. To show its faith in the continued industrial expansion here, WP recently purchased several additional acres of land in the South Seventh Street industrial area.

We hear that, after much "blood, sweat and tears," both Bob Johansen, traffic manager, California Prune and Apricot Growers, and WINT HANSON, our traffic representative, are convinced they know all about Bent grass

lawns, and their next venture will be pouring concrete and painting it green!

WENDOVER

Shirley Lee

TOM GARFIELD was successful bidder on the Wendover signal maintainer's job, and G. S. TOOTHAKER is back on the job as agent at Shafter, having been away on sick leave.

Welcome mat is out for M. L. DOBSON, new switchman, and his family.

C. BILL PETTIT, switchman, is vacationing at present, visiting his mother in New Mexico. H. P. RAWLINGS, WP hotel manager, and Mrs. Rawlings vacationed recently in the Northwest.



Harry Simon, signalman, Sacramento Shops, taken by Maurice Notter, signal department.



William Gray, Nello Carlton, Pleas Thomas and John Arruda, roundhouse employees, are all members of the day fire department at WP's Oroville yard.

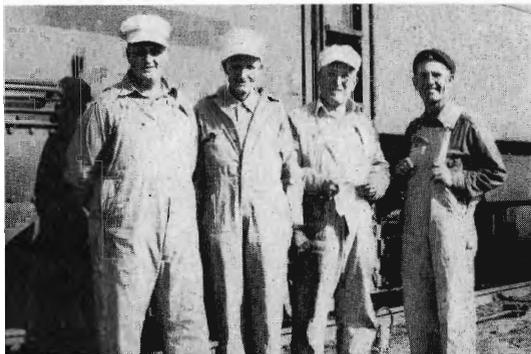


Jesse Doud, auditor payroll accounts, fifth from the left, was presented with a cake and "suitable" gifts on his recent ??? birthday.



Roscoe Powers, foreman, Tunnel Gang 4, and Edward Wells, B&B carpenter, outside Tunnel 1, near Niles.

Conductor Jimmy Collins sent in this picture of Brakeman Wagstaff, Fireman Dowling, Engineer Seickmann, and Conductor Larsen, ready to leave SLC Roper Yard with a Rule 10 freight.



THE FAMILY ALBUM



Engineer G. Wilstrap, Bargeman F. Olmi, Fireman L. O. Organella, Deckhands A. Elderkamp and Fred Derringer, Captain Pat Kearney, and Mate John Gustavson, aboard W P tugboat "Humaconna."



"Dixie" Ulisse, assistant passenger accountant at Oakland, from Vancouver, B. C., receives congratulations from Chief Mechanical Officer Gleason upon recently receiving her American citizenship. Roundhouse Foreman W. D. Good holds a cake decorated with little American flags presented by her WP friends, pictured by Irma Piver, passenger car accountant.

R. E. McElroy, Fruitvale agent, furnished this photo of Eastern Division Assistant Superintendent Bill Howell, waiting his turn to "throw the bull" at the Elko rodeo.



Mr. Rawlings was relieved by WALT PARKS from Oakland. Telegrapher D. A. WILLIAMS is spending his vacation mostly just resting up from steady 3rd trick the past year. Retired Operator MARY W. NAYLOR just returned from a trip to Montana which was very much enjoyed. JOHNNIE NAYLOR, agent at Burmester, was off a few days recently. It's a secret so we won't tell anyone. (Ssh! I think he was courting his new girl friend who is newly arrived here from Holland.)

Our sympathy to WALT UMSHLER, switchman, who fell from a car, cutting his head quite deeply. Hope you'll be back on the job soon, Walt.

I received a letter from retired Conductor G. A. "GUS" SNOWBERGER, who says he is growing lots of flowers and is getting in a fishing trip occasionally. His letter was full of news of retired train and enginemen, and rather than pick it out for you I'd like to quote from part of his letter:

"I see BERT ROSA once in a while. He lives at Arlington, California. BILL MEEHAN has been back to Ohio to visit his sister, but is back in Long Beach now living at the Blackstone Hotel. I saw GRANDPAPA GREGG a couple of Sundays ago, also living in Long Beach. He is hale and hearty at 80 years of age. FRANK TAYLOR, retired engineer, is building a summer home at Idylwild, California, and lives in Encinitas. I see CHAS. COIN often. He lives in Alhambra. FRANK RANDOLPH, retired conductor, lives at Pocatello, Idaho, and is also 80 years young. I had a letter from JOE STUART from Salt Lake recently, and learned that he just took off a cast that had housed a broken leg bone but is now okay. 'SPORT' McALLISTER, Salt

Lake, has an artificial leg now and is getting around pretty good.

"You know, when I get MILEPOSTS everything stops until I read the 'Ca-boosing column' no matter if lunch is on or what not. Natch, Wendover news is first to be checked. Sorry I missed you last summer when I stopped at Wendover for a few hours. Saw 'BOOMER' FORD and the rest of the yard crew and FRED TYROFF. Had a nice chat. Fred writes me once in awhile but says he doesn't see many of the rails so doesn't have too much news to relate.

"I am hoping to drive up to Zion this fall after it cools off and intend to return by way of Wendover, Elko and Reno to Southern California. All the retired boys down here are in good health but are getting older every day. (Aren't we all, Gus?)

"Well, Shirley, I have run out of gas but will see you in the Mileposts next month. 'Bye now, and best wishes to yourself and all the old gang.

GUS SNOWBERGER
122 N. Franklin Drive
San Gabriel, California."

It was wonderful to hear from you, Gus, and thanks for all the news. Let us hear from you again and be sure to see us when you are through this way again.

SACRAMENTO NORTHERN

Milton Ziehn

SN names in the news . . .

WAYNE COSE, assigned to timekeeper clerk, and BARBARA DRENNAN, new steno-general clerk, both in the Sacramento office.

C. E. SOUDERS, brakeman, whose sudden death was a shock to his friends and fellow workers, as he had been on

the job just a few days before. Understand burial will be in Poplar Bluffs, Mo., where his family resides.

JACK KELLY, roadmaster, who is attending the Roadmasters' and Maintenance of Way Convention in Chicago this month, absorbing the latest methods and use of equipment for road-bedding.

Recent vacationists: Chief Dispatcher JACK CHAPMAN, Division Accountant PEARL COOK, and Personnel Record Clerk WILFORD BLUE. Incidentally, Pearl has quite a number of chinchillas which she has recently moved to Sacramento so she can keep a careful eye on that future fur coat. But who would

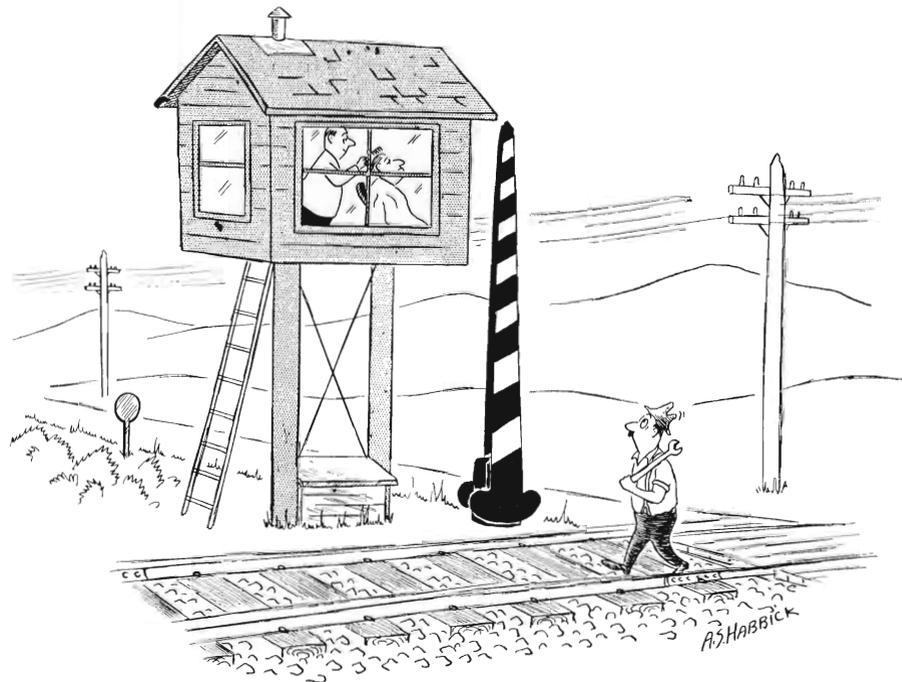
want a fur coat in Sacramento in September?

RUTH CRANE, secretary, who is still wondering what became of certain horses at the State Fair meet.

SACRAMENTO

Clarisse Doherty

The chilly mornings are a sure indication that OCTOBER has arrived in all her glory; lawns and yards are carpeted with autumn leaves and the rake and hoe wielders (their poor blistered hands and aching backs!) are getting plenty of that much-needed exercise after the long, lazy summer.



Now that the happy vacation times have ended, everyone has settled down to an active work-a-day at the office and an industrious work-an-evening at home, looking forward to relaxation and enjoyment on the week-ends.

To Assistant Chief Clerk MEL GRAHAM, we bid welcome on his return from military leave. Mel's ready wit and cheerful disposition haven't changed a bit; also to GRACE WILLIAMS, who is relieving Telegrapher C. R. GRIFFIN, while on leave of absence; and BARBARA DRENNA (nee Williams), a former WP employee who is employed as stenographer-clerk with the Sacramento Northern.

If you are wondering who is the proudest father in the superintendent's office, it's none other than FRANK O'LEARY, assistant T&E timekeeper, whose wife, LOIS, furloughed clerk, presented him with 8-pound 2-ounce Christopher Frederick on August 22. Frank already has plans for Chris to play center field for the New York Yankees.

And, while we are on the subject of baseball, MARY NALLY, stenographer-clerk, is quite proud of her two sons. Outfielder TOM (Red), whose outstanding batting included eight homers this season, and second baseman JIM, are members of the Portola baseball team which won fourteen games and the Feather River Baseball League championship. Tom is employed in the perishable freight department at Portola and Jim is attending Chico State College. Nothing to do with baseball, but Mary has advised this correspondent that all the money she will earn in the coming year has definitely gone to her head—she will explain.

We wish to express our sincere sympathy to the families of Dispatcher SID INGLIS, SR., who passed away at Sacramento on August 24, and JOHN G. NOLTE, assistant yardmaster, who passed away at Stockton on September 17.

Birthday Greetings to:

WINIFRED SCHNEIDER, SN T&E timekeeper, October 14.

GORDON SWITZER, assistant division engineer, October 18.

EARL BROWN, assistant accountant, October 25.

Thought for the Day: *There is so much good in the worst of us, and so much bad in the best of us, that it hardly behooves any of us to talk about the rest of us.*

SACRAMENTO STORE

Irene Burton

Winding up the vacations, the TONY CAPAULS loafed around their mountain cabin at Phillips; PARKER ROBINSON spent a week at Santa Cruz, where he caught onto a 13¼-pound Ling cod, even though it was 25 to 30 miles out to sea; TOMMY PINKHAM said: "I really did enjoy staying at home—just did what I pleased"; which CARLOS PIETRO claims he also did along the shores of Lake Tahoe.

NORMAN VIZINA went to Portola, and ERIC BORG went to Elko, to lend a hand with the inventory, which is all we see and hear these days. For that matter, we also had a helping hand from JACK and CARL WRAGG and JOHN MORGAN, traveling accountants from San Francisco.

The office workers gave a wee party and presented a little gift to MARGARET WESTLAKE on the day she left for a leave of absence.

We're sorry to learn that LAVON ROBINSON's little daughter, Flavia, is back in the hospital again, this time for an operation on her eye, and hope that one operation will be all that will be required.

Due to the serious illness of JOSE CHAVEZ's sister, he has left for her home which is south of the border. WILLIE ADAMS has also been reported on the sick list.

The passing of Chief Clerk ALBERT MADAN's father was very sad, and we extend to him our deepest sympathy.

A hearty welcome to JEANETTE KRENZ, comptometer operator and clerk, who will help on Margaret's desk during her absence.

SACRAMENTO SHOPS

Marcella Kahl

Another prospective railroader born—Michael James, 8 pounds 2 ounces, to Electrician Apprentice and Mrs. W. J. LEAVY.

Hear we have an expert water-skier in the boiler shop. At least that's what the fellows say who've watched Boiler-maker I. W. EGER ski on the Sacramento River at the foot of the Sutterville Road. He's a new-comer to the shops, having transferred from Stockton.

Two of our apprentice boys are now full-fledged machinists, having completed their time in September. Congratulations to R. J. WARD and E. V. MCCORKLE.

C. C. BENNETT, blacksmith, finally got his deer, a forked horn weighing approximately 80 pounds. Caught him on Goat Mountain.

Blacksmith J. D. FIPPIN, one of our old-timers, resigned August 29 after working at Sacramento since June 22,

1916. At the time of his retirement he was head of the Local Blacksmiths' Committee. Now he's prospecting for gold and spending his time at the family home at Rough & Ready, California. He's well equipped for prospecting as the boys in the shop gave him a pan, shovel, pick-axe and binoculars before he left. Here's luck in "them thar hills," Jess!



J. D. Fippin, standing fifth from left, and his pals from the blacksmith shop, Sacramento Shops.

It's that time of year again for the horde of deer hunters to swarm into the mountains and run up and down steep slopes seeing what they can scare up. Our Sacramento car department had quite a dent in its working force for the first week of the season and we will soon hear all the "tales" about the "ones that were too far away to shoot at," "I didn't get a clear shot," "the gun wasn't sighted in properly," etc., etc. Then, of course, the lucky ones will come out with the same old story, "I had mine all dressed out a half hour after the season opened" (ho-hum, excuse me, please). But let's make it a safe and sane hunting season fellows; carry the same safety precautions while hunting that you do on your jobs. Good luck!

CHICAGO

Jim Baker

Guess I'm too excited about the coming trip to California to think of much news this month. GEORGE WENIG, GERRY COFFEY and myself are scheduled to leave on the educational tour of the system to see just what makes WP tick and we very much appreciate the opportunity given us by the company.

Our boss, ART LUND, likes to razz those of us who have returned from their vacations with the remark "I still have mine coming!"

Our north woodsman, CHARLIE MATHENY, finally came through with a whopper of a fish story. He insists that while attending the annual ocean freight agents' golf outing at Milwaukee this year, a golfer actually HOOKED a six-inch fish on one of the fairways. (Fish unidentified, fairway along shore of Lake Michigan.) Could be? Tsk! Tsk!

Our most enthusiastic bowlers, ANN WEBER, GERRY COFFEY and JACK BOQUIST are again polishing the maples and with good averages, too.

With the smell of autumn in the air, football here, and Jack Frost just around the corner, most of us are waxing and putting those golf clubs away for the winter. But not JOHNNY "BEN HOGAN" RIEGEL. Johnny says, "Gotta lotta time yet, why let a little frost and snow stop you."

The WP was well represented on the recent Rail Educational Tour to Waukegan, Illinois, and Kenosha, Wisconsin, sponsored by the rail committee of the Chicago Transportation Club. The trip was via a C&NW special and included a guided tour through the plants of Johns-Manville at Waukegan and Nash Motors at Kenosha. Some 300

Club members and guests made the trip.

Alas! Our Go! Go! Sox! have gone again.

MECHANICAL DEPARTMENT

Mary Nichols

Some members of this department did very well at the State Fair this year.

For instance, JOE LAMALFA (now known as the "Pickle King") received a Blue Ribbon and cash prize for entering the best dill pickles in its class. He has been swamped with requests from eager housewives for the recipe, but is holding off divulging this information pending a possible request from a pickle manufacturer. Mrs. LaMalfa—just to keep husband Joe from becoming sour—fixed up a batch of cookies and received honorable mention, a Green Ribbon and a cash prize.

MRS. J. L. HICKS, wife of one of our accountants, was awarded a Blue Ribbon and a cash prize which she won as first prize for the best quilt and patchwork.

And then, we turn from prizes for this type of accomplishment and find that JIM QUICK and BOB CUNHA may not have won any cash prizes or ribbons, but they came away from the State Fair with more cash than any ribbons could have brought them. We honestly think these gentlemen had a private telephone line to the stables and held heart-to-heart talks with the horses.

Ever since the girls around the office made such a fuss over RAY SCHRIEFER's bow tie, more and more of the fellows are wearing this style of neckwear.

Accountant J. L. MUSILLANI left the service of Western Pacific this week to



go into the selling field. Members of the department presented Jim with a pen and pencil set to help him write up all those orders, and we all wish him success in this new line of work.

KEDDIE

Elsie Hagen

A few Keddie folks turned out at the station in the hope of seeing and getting a picture of King Feisal II of Iraq and his party as they passed through on the *California Zephyr* but to no avail. We did see the flag of his country flying from the front of the diesel, though.

About the only ones who haven't taken their vacations are the deer hunters. Yardmaster and Mrs. CHARLEY SELF vacationed in Oregon and while in

Portland attended the 31st Railroad Engineers of the A.E.F. convention. Roadmaster CHET BARRY and family toured around and visited their daughter in San Francisco.

Fireman W. CHAPMAN and Brakeman ED DUNN motored up to Oregon to bring their wives and children back home after a month's visit. Engineer JACK DECOSTA and wife spent several days in Reno having fun but not much luck. Conductor M. E. BAUST just returned from an extended tour down into Southern California and Old Mexico, and Assistant Roadmaster "BUD" BURMEISTER and his wife left for a trip to Chicago.

Engineer HAROLD BASHFORD and his wife have gone to Weed to be ready

when the shooting starts. She is as ardent a deer hunter as is her husband, which is also true about Brakeman and Mrs. VIRGIL SIMPSON who are on a deer hunting vacation.

Brakeman ED GROW and NELSON JONES are not so fortunate, as their wives kept them busy with odd jobs around their homes.

ARDEN CARPENTER, call boy, and his family, have moved to Oroville, where he is now employed in the yard office.

Fireman J. C. FINNEY and his family have moved to San Jose, Engineer ERNIE MANCUSO and family have moved to Stockton, and when the wife and children of Brakeman CRUZON return from a Los Angeles vacation they plan to move to Portola.

The many friends of SIDNEY INGLIS, Sacramento dispatcher, were greatly shocked to learn of his sudden passing. He was one of us for so many years. His family has our sincerest sympathy.

Operators FORD and OWENS have returned to work following confinement in Industrial Hospital because of heart conditions. Brakeman JOHN MILLER, who spent several months in the hospital, has moved to Oroville to avoid another winter in Keddie and will report back to work after the first of the year.

Fireman and Mrs. CHARLEY MAXWELL, formerly of Keddie, stopped off for a visit while returning to their home in Oakland following a vacation in Oregon.

Also recent visitors were the wife and daughters of Conductor F. M. ALLRED, who now live in Santa Clara following recent residence in Keddie. Dad is at present working on the Reno local.

WILBUR STUBBLEFIELD, son of Conductor Stubblefield, is working as relief call boy in the absence of CY BATES,

who with his wife and family are vacationing in Glendale. Cy substituted for Mrs. JAMES BURROWS while she was on her vacation.

Roadmaster and Mrs. DICK MOUNKES had a houseful of guests recently when they were visited by his parents from Emporia, Kansas, two brothers and their families from Ukiah and Redding, and his daughter and her Air Force husband from Vallejo.

FRANCIS STROUP and a friend from Long Beach spent a week here visiting his brother and sister-in-law, Brakeman and Mrs. ROBERT STROUP. Francis recently returned home from Korea.

BONNIE LEE BARNHILL, from general office, and her brother and mother visited here with her aunt and uncle, Engineer and Mrs. JACK DECOSTA.

Conductor E. L. PENNINGER and wife, from Oroville, stopped off here for a visit with Conductor STUBBLEFIELD and family, and reported that the fishing at Lake Almanor was not too good.

Gilbert Krause, son of Fireman KRAUSE, left on the California Zephyr following a transfer from Pleasanton Air Base to Norfolk, Virginia. He plans to be a chemist.

Conductor CLYDE FISHER's daughter and husband, Mrs. and Mr. Buddy Dellinger, who were married about a year ago, have returned from their home in Tabor City, North Carolina, to live in Quincy.

Road Foreman of Engines BOB McILVEEN, has his father, also Bob McIlveen, visiting with him from Veterans Hospital in Napa County.

Agent HANLEY's son, Allen, has completed boot training at San Diego and is on a fourteen-day leave. As Seaman Apprentice he will now go to Treasure Island to take up photography and later be transferred to the Philippines.

OROVILLE

Helen Small

Little Diane Chapman, daughter of Conductor B. J. CHAPMAN, was chosen the beauty queen of the annual Red Cross water carnival at Bed Rock pool in a contest open to girls of six years of age and younger.

Welcome to "Pinky" CARPENTER, from Keddie, who is filling in for Reppert, still on the sick list.

Conductor BEN BEARD is confined to St. Joseph's Hospital for surgery, and Conductor "SHORTY" BABB has been transferred there from Oroville-Curran Hospital because of sickness.

Had a card from Chicago from NORMAN F. ROBERTS, road foreman of engines, on vacation, and Brakeman JACK LATHAM went East to visit relatives.

Added to our staff, and welcome too: JIMMY McNALLY, roundhouse clerk; TROY WIGGINGTON, relief clerk, Oroville depot; BILL MacFARLANE, vacation relief clerk, who has now returned to University of Wyoming to continue his studies in dentistry.

Trainmaster's clerk HELEN SMALL had to return to Gilman, Iowa, because of her parents' sickness.

Our sincerest sympathy is extended to BILL FOSDICK, ticket clerk, in the loss of his wife, Mrs. Vera Fosdick, who passed away September 18 following a long illness.

SAN FRANCISCO

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

MRS. LOUISE ZATARAIN, aud. rev. department, celebrated her birthday September 15 by announcing the birth of a 5 pound 8 ounce daughter, Eileen Yolanda, born at Franklin Hospital.

September 14 was the birth date of Timothy Dennis, son of Paymaster TIM MORAN and his wife, LOU JEAN, former employee of the treasurer's department. The family also includes little Patricia Lou.

When the doctor went out to tell BOB HANSON, aud. rev. department, that his wife had just given birth to their first baby, Linda Diane, 6 pounds, 14½ ounces, he asked Bob if he wanted a boy or a girl. "A boy," answered the young father.

The doctor looked disappointed. "I'm very sorry but it's a girl this time."

"Well, I'm not too disappointed," said the new parent. "A girl was my second choice."

GEORGE WELCH and Jean Caubu were married in San Francisco September 5 by Judge George Schoenfeld. W. G. LEVY, auditor of revenues, was best man. The couple honeymooned at Carmel Valley Inn and will make their home in Orinda.

MARILYN CRAIG, aud. of rev. depart-



Frances Carbolotti left her position as secretary to Signal Engineer Tegeler August 29 to take over new duties as mother to adopted Patricia Ann, born September 22.

ment, announced her engagement to Stan Allen September 10, 1952.

PEN ABBOTT, traffic department, and his family spent what they had planned to be a summer vacation at Pinecrest, but got caught in an unusual snow storm.

JEANETTE SUMMERFIELD, traffic department, made a two weeks' trip to Tucson to visit her father who has been seriously ill.

Welcome to HELEN SCHNIPPER, new clerk in the traffic department, and to BARBARA PARKER, who transferred from the general agent's office in Oakland, and to GENE BROWNE who transferred from the service bureau.

JIM MACDONALD, traffic, passed out the cigars to announce the birth of James Clude, Jr., on September 6.

AL MCNAMARA has fully recovered from an auto accident suffered while attending the recent Soap Box Derby.

Vacations are all over for the following traffic department employees: MARY EPPERSON, at Hoberg's; JIM CURRY, to Nevada with his mother; BONNIE FLEISHELL, Nevada and Oregon; VIRGINIA PRICE, hospital for tonsillectomy; HELEN DECKER, mule trip to Yosemite and high Sierra; BETTY JAEGER, Oregon Caves and Crater Lake; GEORGE JOHNSON, Seattle and Victoria; ELLEN YOUNG, Salt Lake City; JOHN DULLEA, Russian River; MELVA DAVIS, Carmel, Donner Lake and Reno; MARGE and JIM MOORE, Feather River Canyon; and REG DUNKLEY, Lake Tahoe.

BLANCHE DEWEY, passenger department, just returned from a quick trip to Albuquerque, Santa Fe and Los Alamos, New Mexico, and a stop-over at Los Angeles.

CHARLIE FREEMAN, T&T engineer, returned from vacation with an extra 150 dollars in his jeans. Seems he wound

up a winner in the Columbia River Salmon Derby, good for \$100, and placed second in a contest at Astoria, Oregon, good for \$50. His winning catch tipped the scales at 43 pounds 7 ounces, and the winner that took first place at Astoria outweighed Charlie's catch by only two and one-quarter ounces! It he hadn't been so tight with his bait he could have won all, claim witnesses, but he still deserves congratulations for his prowess.

DON LOFTUS, president's office, passed out "It's a Boy" cigars September 22, to announce the arrival of a 7-pound 15-ounce son, John Donald, born at 7:15 that morning.

MRS. MARY KENNY, former government clerk in the auditor of revenues department, who left the company in 1947, dropped in last month to visit with her former friends.

Congratulations to SHELDON GLATT, Oakland traffic representative, and his wife, MARGE, former signal department employee, on the birth of their daughter, Janet Lee, September 6.

The locomotive engineer was off duty on account of an illness and when pay day came, he asked his wife to call at the office and get his last week's wages. The wife did so and when she received his salary, she was amazed at the amount of money in her hands. When she got home she told her husband that she had never been aware that he had received as much money as he did. But the engineer was ready for her.

"I do get pretty good money," he said, as he stuffed the bills into his wallet, "but there's not much left after I get through paying the fireman, the brakeman, and the conductor."

RAILROADS FORM NEW P-R GROUP

A professional society of those engaged in or concerned with railroad public relations was organized in New York City on September 17, with the formation of the Railroad Public Relations Association.

J. B. Shores, director of public relations for the Texas and Pacific Railway, was elected president of the new association. He will be assisted by three regional vice-presidents, Gilbert H. Kneiss, assistant to president - public relations for Western Pacific, for the West; George C. Frank, assistant to the president of the Erie Railroad, for the East; and B. E. Young, assistant to the president of the Southern Railway System, for the South. J. Don Parel, manager of agricultural relations of the Association of American Railroads, was selected as secretary-treasurer.

Primary purpose of the new association is to promote the development and effectiveness of public relations within the railroad industry by the exchange of ideas, opinions and experiences regarding public relations as it pertains to the individual railroads in particular and the railroad industry in general.

Membership in the organization will consist of railroad officers in charge of the public relations departments and the members of their staffs; other railroad officers whose responsibilities embrace public relations; public relations officers of state, regional and national associations engaged in promoting the interests of the railroad industry, and staff members of trade publications devoted solely to the railroad industry.

IT'S A FACT!

When it comes to exercising their voting privileges, the citizens of many other nations are way ahead of those of the United States. The percentage who went to the polls is revealed by these startling and astonishing facts:

In Belgium, March, 1950, 90 per cent.

In Canada, June, 1949, 75 per cent.

In England, October, 1951, 83 per cent.

In France, October, 1945, 75 per cent.

In Italy, April, 1948, 89 per cent.

In Israel, July, 1951, 72 per cent.

In Japan, June, 1950, 71 per cent.

In Sweden, September, 1951, 80 per cent.

In the United States, in the last presidential election, *only 51 per cent of the eligible voters went to the polls!* Forty-nine per cent of those eligible did not take the trouble to vote!

Every man or woman who is eligible is urged to exercise his high privilege as a citizen and vote.

**VOTE AS YOU PLEASE —
BUT PLEASE VOTE!**

When I was a boy of fourteen, my father was so ignorant I could hardly stand to have the old man around. But when I got to be twenty-one, I was astonished at how much the old man had learned in seven years.—Mark Twain.

—Fireman's Fund Record.

MILEPOSTS



IN GOLD

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

30-YEAR PINS		
Oscar Mattson.....	Locomotive Engineer.....	Eastern Division
Agostino Sei.....	Section Foreman.....	Eastern Division
25-YEAR PINS		
Arthur Burnip.....	Machinist.....	Mechanical Dept.
R. F. Czeikowitz.....	Chief Clerk.....	Telegraph Dept.
Reino H. Erickson.....	Conductor.....	Western Division
William G. Ketchmark.....	Brakeman.....	Western Division
George M. Lorenz.....	Road Foreman of Engines.....	Eastern Division
James C. Rice.....	Locomotive Engineer.....	Eastern Division
20-YEAR PIN		
John E. Lord.....	Section Foreman.....	Eastern Division
15-YEAR PINS		
M. E. Boyd.....	Asst. Freight Traffic Manager.....	San Francisco
Edgar F. DeMotte.....	Asst. Auditor Misc. Accounts.....	San Francisco
Everett E. England.....	Clerk.....	Western Division
Frank U. Gilliam.....	Locomotive Engineer.....	Western Division
Alvin W. Johnson.....	Clerk.....	Western Division
Earl G. Kramm.....	Conductor.....	Western Division
William A. Tussey.....	Asst. Supvr. Labor Relations.....	San Francisco
10-YEAR PINS		
Patricia M. Abbott.....	Clerk.....	Western Division
Andrew J. Brewer.....	Fireman.....	Western Division
Oscar J. Burness.....	Clerk.....	Western Division
Johnnie J. Carbrey.....	Laborer.....	Mechanical Dept.
Phillip Carbrey.....	Electrician Helper.....	Mechanical Dept.
Harold R. Carles.....	Fireman.....	Western Division
John F. Casey.....	Fireman.....	Western Division
Clarendon E. Christy.....	Fireman.....	Western Division
John W. Clark.....	Clerk.....	Western Division
Charles C. Daniels.....	Fireman.....	Western Division
Charles Debiolles.....	Switchman.....	Western Division
May Denning.....	Car Record Clerk.....	San Francisco
Fred Derrigan.....	Deck Hand.....	Western Division
Russell B. Doolan.....	Switchman.....	Western Division
Mary L. Elliott.....	Roundhouse Clerk.....	Mechanical Dept.
Fred B. Elwell.....	Fireman.....	Eastern Division
James W. Evans.....	Fireman.....	Western Division
Paul Ferguson.....	Switchman.....	Western Division
William L. Fisher.....	Fireman.....	Western Division
Samuel Ford.....	Fireman.....	Western Division
J. P. Gates.....	Janitor.....	Western Division
Manuel R. Gomes.....	Carman.....	Mechanical Dept.
Rae W. Grummett.....	Fireman.....	Western Division
David F. Jaco.....	Laborer.....	Mechanical Dept.
Ernest C. Johnson.....	Fireman.....	Western Division
James P. Kane.....	Fireman.....	Western Division
Robert A. Keck.....	Clerk.....	Western Division
Virgil D. Kerns.....	Section Foreman.....	Western Division
Samuel O. Kirkham.....	Switchman.....	Western Division
Angelo J. Lalla.....	Sheet Metal Worker.....	Mechanical Dept.
Hal H. Ling, Sr.....	Clerk.....	Western Division
George Long.....	Telegrapher.....	Western Division
William B. Long.....	Round House Clerk.....	Mechanical Dept.
James E. Lynch.....	Fireman.....	Western Division
Joseph J. Mariante.....	Clerk.....	Western Division

Frank Marshall.....	Blacksmith.....	Mechanical Dept.
Santiago Martinez.....	Section Laborer.....	Western Division
Victor Martinez.....	Laborer.....	Mechanical Dept.
Frances H. Mlaker.....	Clerk.....	Western Division
Robert Munce, Jr.....	Traffic Representative.....	Stockton
Harold E. Munger.....	Fireman.....	Western Division
Clyde M. Peacock.....	Fireman.....	Western Division
Hans H. Penner.....	Car Helper.....	Mechanical Dept.
DeRoy N. Picklesimer.....	Conductor.....	Eastern Division
George Potter.....	Switchman.....	Western Division
Dennis B. Rickman.....	Clerk.....	Western Division
Virginia A. Rustan.....	Clerk.....	Western Division
Ernest H. Scrivner.....	Brakeman.....	Western Division
Anthony F. Scullion.....	Switchman.....	Western Division
Holland J. Severns.....	Brakeman.....	Western Division
Ralph L. Shepard.....	Machinist.....	Mechanical Dept.
Emil L. Slaughter.....	Brakeman.....	Western Division
Sidney J. Smith.....	Fireman.....	Western Division
Robert L. Smith.....	Fireman.....	Eastern Division
Cresson J. Sorby.....	Fireman.....	Western Division
Marion A. Stanchfield.....	Fireman.....	Western Division
Claude H. Strahan.....	Brakeman.....	Western Division
Albert F. Tunsen.....	Switchman.....	Western Division
Claude E. Webber.....	Clerk.....	Western Division
Frank E. Winstead.....	Brakeman.....	Western Division

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:

Frank J. Adams, switchman, Oakland.

**James W. Brandon*, telegrapher-clerk, Shafter, Nevada.

Jesse D. Fippin, blacksmith, Sacramento.

William G. Ketchmark, brakeman, Stockton.

Joe Mercado, section laborer, Oakland.

Junious A. Roberts, steward, Oakland.

Charles L. Ryder, carman, Sacramento.

Justo Villegas, assistant foreman, Oakland Yard.

**Charles H. White*, switchman, Oakland.

* Left service prior to retirement.

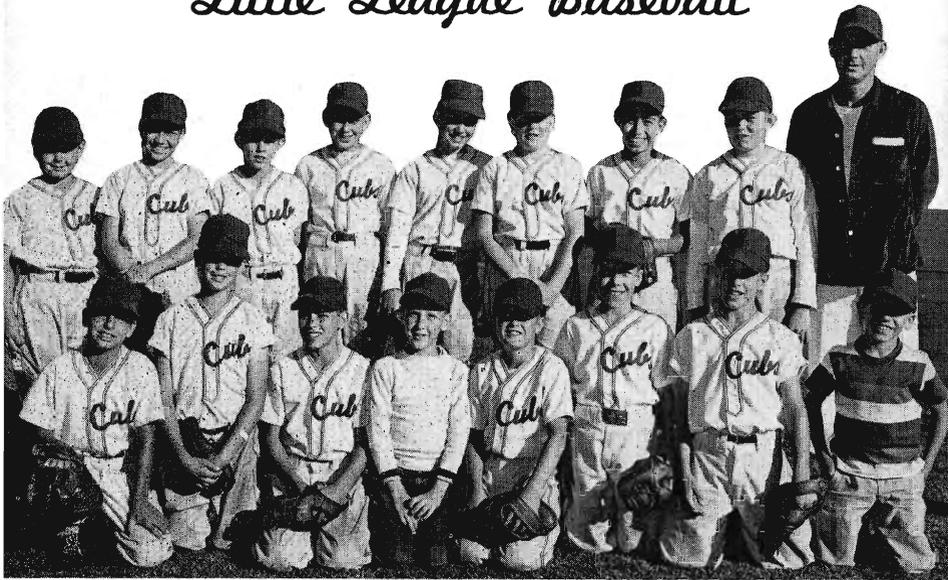


"Just as soon as I retire I'm going to work in the garden a lot and fix up things around the house." . . . end of quote.

A meddling old woman accused one of the contractor's workmen of having reverted to drink because "with her own eyes" she had seen his wheelbarrow standing outside the tavern.

The accused man made no verbal defense, but that evening he placed his wheelbarrow outside her door and left it there all night.

Little League Baseball



The boy in white sweat-shirt in the front row and the one directly to the left behind him are Jack's two sons, Jack, Jr., and Bill.

JACK SCHENK'S "CUBS"

Thanks to the help of Jack Schenk, carman at Sacramento Shops, a group of Sacramento youngsters are having the time of their lives and at the same time are learning a little about fair play, discipline and team work, which will mean so much to them in their later years.

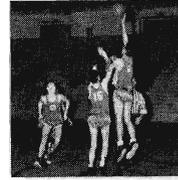
Little League Baseball is not new, having originated in 1939 for boys aged nine to twelve. It is new in Sacramento, having begun only this year. On fields two-thirds the size of a regulation diamond, the boys play "hard ball" with equipment tailored to their size and capabilities. Jack's team, the

"Cubs," came out second in the Capital City Little League, following a schedule of two games each week.

To Jack's way of thinking, Little League Baseball (strictly amateur and non-profit) is a great thing for teaching a boy that, regardless of race, creed or color, the other kid is a pretty nice guy after all.

The kids are serious about their ball club and there were no complaints when they were asked to practice twice a week.

Jack plays shortstop or first base on WP's Sacramento team and has been with the company for fifteen years.



Western Pacific will have a team entered in Class C of the 1952 San Francisco Industrial Basketball Tournament, with their first game

scheduled for 6:45 p. m., Friday, October 3, against the Anglo Bank quintet.

Their second game will be against a team floored by Hills Bros., scheduled for 8:00 p. m., October 7, and a 9:15 p. m. starting time will see them in action against Meyberg Company on Wednesday, October 15.

Remaining games with American Falls Insurance Company, Bechtel Corporation and Westinghouse, have not yet been scheduled but will be announced as soon as they are made available. All games will be played at Kezar Pavilion.

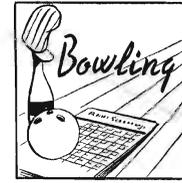
Under the direction of co-coaches, Cliff Gerstner, engineering, and John Susoeff, local freight office, and Business Manager Jim Mills, auditor of revenues department, the team will use the Stanford free style of play built around pattern plays, and expect to make a good showing this year.

Members of the team include Bob Baylor, Al Beban, Clive Holm, Bob Kostner, John Sommerfield and Don Wilson, auditor of revenues department; Jake Jacobs and George Martin, treasurer's office; Bob Holm, general auditor's office; John Dullea, traffic, and Wayne Lancer, switchman.

Jeannette Summerfield, traffic, will act as official scorekeeper.

WHO, ME?

A 42 waist measurement, 42 chest, 96 around the golf course, and a nuisance around the house.



The East Bay Western Pacific Bowling League got under way September 11 with a fine turnout at the Piedmont Avenue Bowling Al-

leys in Oakland. The first half schedule for the 1952-1953 season will terminate on December 18, following fourteen weeks of play.

The second half schedule has been set up to begin Thursday, January 8, and to end with the final week of bowling on April 9.

The eight teams making up the league include: Team 1, Switchmen; Team 2, Freight Agents; Team 3, Passenger Traffic; Team 4, Freight Traffic; Team 5, D. C. & H. Dept.; Team 6, Zephyr Yard; Team 7, Repair Track No. 1; and Team 8, Repair Track No. 2.

Team standings after the third week of bowling are:

	WON	LOST
Repair Track No. 2.....	8	1
Freight Traffic.....	7	2
Passenger Traffic.....	5	4
Zephyr Yard.....	4	5
Switchmen.....	4	5
Repair Track No. 1.....	3	6
Dining Car and Hotel....	3	6
Freight Agents.....	2	7

High individual average so far finds Sheldon Glatt, Freight Traffic, leading with 170. Tied for second honors with 157 averages are R. C. Schmidt, Repair Track No. 2, and Tommy Kyle, Passenger Traffic, closely followed by John Prise, Zephyr Yard, with a 153 and Mel Pierner, Repair Track No. 2 with 151.

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Railroad Lines

C&O's current dividend is being shared with 1,527 new employee stockholders who have subscribed for purchase of 16,380 shares of its common stock through an employees' stock purchase plan.

Union Pacific constructing new 42-mile line between Cheyenne and Dale Creek, Wyoming, reducing present 1.55 per cent grade to 0.83 per cent at cost of \$16 million.

Southern Railway's new multi-million-dollar Ernest Norris yard nearly completed at Birmingham, Alabama.

A five-mile section of line west of Peru, Illinois, has been selected by the Rock Island for their experiment with continuous welded rail.

Western Maryland orders 26 diesel-electric locomotive units for delivery early next year.

Wabash adds dome car service to its City of Kansas City between St. Louis and Kansas City, and a parlor dome car to its Blue Bird between St. Louis and Chicago.

Pennsylvania speeds up passenger schedules on its trains in and out of Chicago.

Atlantic Coast Line takes delivery of 900 additional roller-bearing equipped freight cars.

Norfolk & Western tests freight diesel locomotives for first time on its lines.