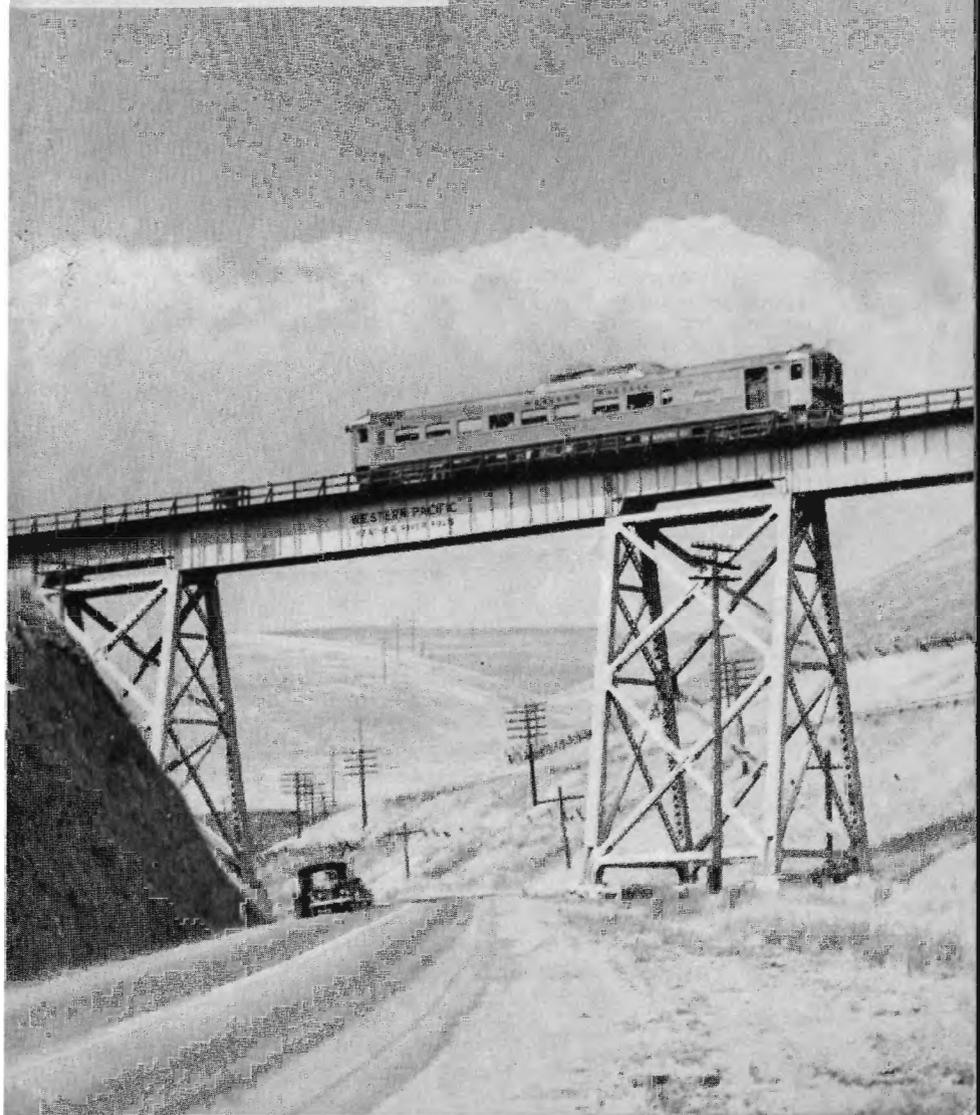
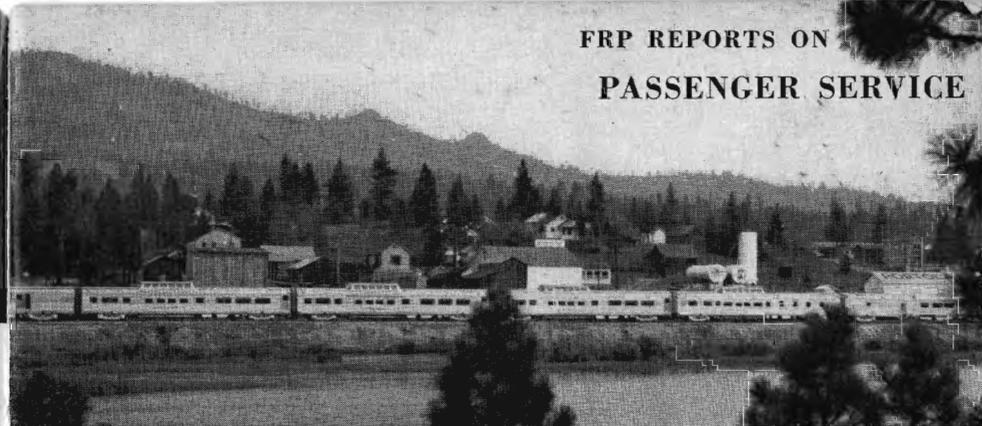
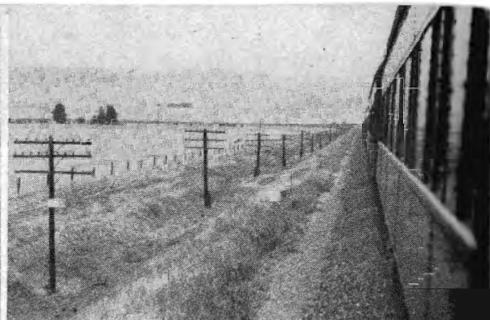


WESTERN PACIFIC  
*Mileposts*  
OCTOBER 1953



# WESTERN PACIFIC Mileposts



## FRP REPORTS ON PASSENGER SERVICE

Vol. V, No. 3

OCTOBER, 1953

\*Milepost No. 51

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. 51: An eastbound special train ascends the Altamont .8% compensated grade; will reach at Milepost 57 a 1% compensated descending grade, maximum on the entire main line.

A news release dated September 3 states that: "Travelers are not as pleased with the service they are getting from the American railroads this year according to the sixth annual survey just completed by the *Federation for Railway Progress*. Although compliments still outnumber complaints, complaints are the highest percentagewise since 1948. The Federation's study is based on the tabulation of 5,500 railroad service reports returned by railroad travelers to the FRP Passenger Relations Department."

For purposes of tabulation the monthly and annual results of this survey, the Federation separated the reports into three general categories: Operations; Equipment and Facilities; Personnel. The area of Operations was subdivided into general service, reservations, schedules, delays, baggage, special movements, and rates. Equipment and facilities included coaches, passenger stations, sleepers, diners, and special features. Personnel was broken down into train crew, porters, redcaps, ticket office and general staff.

When the first Federation survey

was made in 1948, 45 per cent of the reports received were complaints, 42 per cent were compliments and 13 per cent were in the constructive suggestion category. Since that year the percentage of compliments rose steadily, reaching 60 per cent in 1952, but dropped to 56 per cent this year. Complaints decreased to 29 per cent in 1952, but rose during the first six months of this year to 37 per cent.

The Federation report stresses the fact that courteous railroad personnel are the key to the railroads' public relations. The survey indicates that travelers readily forgive a delayed departure, a prolonged wait for dining car service, or a temporarily-out-of-order air conditioning unit if the train crew proves helpful, gracious, and cooperative. Hundreds of reports are received annually complimenting the thoughtfulness or coöperation "beyond the call of duty" of employees.

The percentage of favorable report cards received on railroad personnel in the last five years has risen from 68 per cent in 1948 to 81 per cent in June 1953. Criticisms dropped off from



27 per cent the first year of the survey to 18 per cent this year.

The addition of modern postwar equipment has reduced complaints about equipment and facilities from 65 per cent in 1948 to 54 per cent this year. New coaches have reduced complaints in this field by 27 per cent in five years through 1952 but passengers' complaints went up during the first six months of this year to almost 70 per cent where they were in 1948. In 1948, 75 per cent of the comments on sleeping cars were complaints but the addition of postwar sleeping equipment cut this down to 57 per cent for the first six months of 1953. Passenger stations and diners have lost rather than gained ground for the same period. Unfavorable reports on stations have risen from 68 per cent to 89 per cent; on diners from 45 per cent to 75 per cent from 1948 to 1953.

FRP reports that railroad travelers feel that railroad operation has steadily improved in the postwar years. This area evokes 22 per cent more favorable reports today than it did five years ago.

The Federation plans to triple its distribution of railroad service report cards this year in a bid to get more railroad travelers actively interested in the cause of railway progress. The writer of the best report each month, whether a commendation for an employee, a suggestion for improvements, or a reasonable criticism of service, is awarded a U. S. defense bond. One railroad employee chosen from those commended monthly also receives a defense bond. An annual employee service award for a "Railroad Man of the Year" is presented each spring in Washington, the recipient receiving a gold medal, a defense bond, and a trip to and tour of Washington.

By recognizing such services, the Federation states that it hopes to interest all railroad employees in performing their jobs in a way which reflects credit on themselves and their industry, and benefits both through better relations with the public.

In referring these reports to the roads involved the FRP hopes, by reducing personnel complaints to a minimum, to gain traveling friends for the railroads.

Reports on passenger service turned in by passengers on the *California Zephyr* are forwarded by the Federation to all three of the train's operating railroads, Western Pacific, Denver & Rio Grande Western, and Chicago, Burlington & Quincy. In each instance, the reporting passenger receives a personal letter from WP President Whitman, thanking him for his remarks, and where criticisms or suggestions



"You really think someone put it there?"

MILEPOSTS

are made, copies of the letter are sent to the departments involved so that corrective steps may be taken if indicated.

A few of the passenger reports received this year read as follows:

"Dome cars enjoyable. Dinner reservation procedure a very good solution to a crowding problem. Meals and service excellent. Prompt and courteous service at Burlington Denver city office." \* \* \*

"My trip was the nicest train trip I have ever had." \* \* \*

"Miss Sara Stribling, Zephyrette, was most cooperative and kept the passengers informed at all times. When train became five hours late, she contacted all passengers to determine if they wished her to contact friends or reservations at their destination of the late arrival." \* \* \*

"Western Pacific is to be congratulated for its fine service and efficiency, except another dining car should be added for a better service. Zephyrette Mary Lou Woodward was also very pleasant and courteous to all passengers." \* \* \*

"I found the train very comfortable and the employees very courteous." \* \* \*

"The domes are terribly abused by passengers with no attempt at corrective measures being taken by the railroads. Some people occupy dome seats continuously which doesn't give everyone some time up there. Others take pillows up there at night and sleep, even taking a double seat to sleep. Then people who want to watch the country at night or especially at

dawn cannot do so. During the day, mothers had babies asleep on the precious dome seats in the Feather River Canyon. What a waste! Such practices could certainly be cut down by signs, notices in the descriptive literature, announcements over the public address system, or by occasional checks by a crew member who could ask offending passengers to refrain."

\* \* \*

"The best trip I have ever had. Courteous crews—very interesting, inspiring, smooth riding."

\* \* \*

"Courteous treatment by all and especially by the porter on our car, which was CZ-10. They called him 'Simie.' We had the drawing room on this Vista Dome Observation Lounge and the service was A-1. We liked 'Simie' very much."

## NEW SERVICE FOR PASSENGERS

Passengers on the *California Zephyr* transferring at Chicago to Pennsylvania Railroad's trains the "General," "Broadway Limited," or "Liberty Limited," destined to such Eastern points as New York, Philadelphia, Pittsburgh, Baltimore and Washington, are now offered a train to train transfer of hand luggage. The accommodation went into effect on September 16.

Similar handling of hand luggage will be available to westbound passengers transferring at Chicago from the Pennsylvania Railroad's trains to the *California Zephyr*. The charge per piece in either direction is 50 cents.

This service is in addition to the through Pullman car operated daily on

the *California Zephyr* between San Francisco-Oakland and New York City. This car operates alternate days on the New York Central and Pennsylvania between Chicago and New York City affording a "no change" accommodation in cars from Coast to Coast.

Passengers not requiring these arrangements and transferring to other

trains or stations in Chicago will continue to check hand luggage with the Pullman porter shortly before arrival in Chicago for Red Cap handling from the train to Union Station taxicab stand. Passengers claim check should be presented to Red Cap at taxicab stand when claiming baggage. Usual Red Cap charge of 15 cents per piece will apply.

## It Happened 25 Years Ago

A good example of the way people remember nice things that happen to them on trains is revealed in this excerpt from a letter written by Robert Van Sant, director of public relations for the Baltimore and Ohio Railroad, to G. H. Kneiss:

"Last Friday I had the good fortune to ride on a perfect day from Portland, Maine, through the Presidential Range of the White Mountains to St. Johnsbury, Vermont, and return. Not the least pleasant part of the trip was the great interest taken in me as a foreign railroad man by the train crew, and notably the brakeman, Mr. L. A. Poupart. Before I knew it, he was telling me about an experience he had about 1928 in returning on your railroad from San Francisco.

"His wife was with him and became very ill suddenly and unexpectedly. The conductor on the train, whose name Mr. Poupart could not remember, immediately got into the case, and told Mr. Poupart that he would have a doctor meet the train at the first station where this could be done. Mr. Poupart reminded him that he was a pass rider and the conductor promptly

responded that when an emergency like this one developed, he didn't advise his management whether a pay passenger or a pass rider was involved.

"The doctor was waiting at the station. He was a company doctor and he had with him a company nurse. Recognizing that the patient's condition was serious, he immediately called in a specialist, who well understood the attack and was able to alleviate it promptly.

"Grateful in the extreme for the sympathetic and effective way in which the situation had been handled, and for the quick recovery of his wife, Mr. Poupart was then concerned about paying what he thought would be a very large charge for the service. But when he inquired, he was told that all he owed was \$3.00 for the specialist.

"I thought this was such a fine tribute to the spirit of the people on your railroad that you would like to have it for the record."

MILEPOSTS is indeed glad to have this friendly incident for the record and thanks Mr. Van Sant for his thoughtfulness in sending it on. Does anyone know who the WP conductor was?



"Senor, if I weesh to be in a peecture I sign the contract with MGM!"

### "BREAD CAST UPON THE WATERS . . ."

An interesting occurrence was related to A. H. Lund, TM-Central Region, by Phillip D. Houston, of Houston Brothers, Vicksburg, Mississippi, while lunching at the Tennessee Club in Memphis recently with Jack McKenzie, GA, St. Louis, and Bob Witts, TR, Memphis.

Some years ago Mr. Houston was traveling west with his family on the *Royal Gorge* and held two lowers only on the *Exposition Flyer* from Salt Lake City west. En route he met a WP employee, whose name he could not recall but whom he remembers well. According to Mr. Houston, "the D&RGW train was running late and at some stop before reaching Salt Lake City the WP employee got off the train and telephoned Salt Lake City, secured a drawing room and one lower for me and arranged to hold the "Flyer" for the D&RGW connection, thus saving me a layover at Salt Lake City and improving my space."

Mr. Houston was very favorably

impressed and upon returning home found his company had fifteen cars of freight to move from California which had been routed adversely by his office. In appreciation of the unknown employee's action, he had the routing changed to WP and still favors this road when he has tonnage to move.

"I thought you might use this in an article some time concerning all employees being good will ambassadors," wrote Lund. "Unfortunately, we do not know who the man was (he may have been from any department) but in any event he had the right idea, and subsequent developments certainly prove that evidence of good will on the part of all employees in all departments is a big factor in building a bigger and better Western Pacific."

*The Pullman conductor asked a passenger who was retiring if he'd like the porter to call him in the morning.*

*"No thanks," the man said, "I'm awake every morning at six."*

*"In that case," said the conductor, "would you mind calling the porter?"*

Look What You're Doing When You Give!



Your . . .  
**UNITED CRUSADE Gift**  
Assures Them Loving Care..

ment Committee, the purpose of which was

To set and endorse a scale of giving, and

To establish methods of conducting the campaign in the Bay Area among railroad personnel.

In attendance at the meeting were Edwin B. Love, A. F. of L. labor representative, United Crusade; R. J. McCarthy, West Coast representative, Brotherhood of Railway and Steamship Clerks; and I. M. Ferguson, Western Pacific. Their selected committee includes a general officer from the Santa Fe, Southern Pacific, Western Pacific (H. C. Munson) railroads, Pacific Fruit Express Company, The Pullman Company, Railway Express Agency, and national officers of the Railroad Brotherhoods within the area.

Because your support contributed so much to the enthusiastic success of last year's United Crusade drive, your attention is called to this year's drive which opens in San Francisco and the Bay Area on October 6.

This year, for the first time, the commuter, who has heretofore been confronted with the problem of where to give—at his home or at his office—will be able to solve the dilemma by giving once, where he works, for both. Under a carefully worked-out plan of fund distribution, an equitable share of the commuter's gift will be returned to his or her home community. Donors who live in one community and work in another can make one gift which will benefit both by "Giving Once—the United Way," where they work.

A meeting was held during September for the purpose of forming a Railroad United Crusade Labor-Manage-

President F. B. Whitman is serving as president of the San Francisco United Crusade this year, and the chairmanship which he held last year is being handled by S. C. Beise, vice president, Bank of America. Under their direction, the city's 2,500 major business firms and industries will conduct their own campaigns under the direction of committees selected from their own employees and managerial ranks. Company personnel will in turn form teams of solicitors who will call upon small businessmen to assist in planning the method of employee solicitation best suited to their operations. In the professional field, groups of doctors, lawyers, dentists, teachers, osteopaths, chiropractors, chiropractors and veterinarians are organizing to handle solicitation within their respective groups.

Well known advertising and public relations men in San Francisco have

been named to the Public Relations Committee to help in the big job of acquainting the community with the needs of the many vital health and welfare agencies. Among those appointed was Gilbert H. Kneiss, as chairman, publicity committee.

Basic slogan for the Crusade this year is "Give Once—the United Way." Emphasis will be laid on the types of services United Crusade dollars provide. For example, families in trouble receive 30 cents out of every Crusade dollar; character building activities for boys and girls receive 22 cents; child care and shelter receive 17 cents; hospital and clinic care, 17 cents; armed forces services, 6 cents; research and disease prevention, 5 cents; care for the handicapped and aged, 2 cents; and

disaster relief, about 1 cent.

A contribution of only \$10 (about 20 cents a week) can help keep a boy off the street and enjoying healthy recreation for a whole year; or can provide a neglected baby with complete care and feeding for five days. These are but two examples—there are many, many more.

Similar United Crusade and Community Chest drives will take place at Stockton, Sacramento, Oroville, Reno, Elko and Salt Lake City, the start of which will be announced soon in local newspapers.

According to President Whitman, "the need this year is greater than ever before, and your contribution will bring health and welfare to many who are not as fortunate as are we."

## WHAT THEY'RE SAYING ABOUT THE RAILROADS

"Railroading, perhaps more than any other major industry, is almost a fraternity," states an article in the Baltimore, Md. *Sun*, August 21. "Its practitioners are not merely members, they are devotees, giving all their thought and their very lives to their calling. What with the automobile and the airplane, one would have thought that the lure of the steel rails and the majestic locomotive would have been somewhat diminished. But the roads still have a sufficient romantic appeal to draw unto themselves a constant flow of ambitious young men."

The article further states, "They start men at or near the bottom of the long ladder. They advance solely by merit. The requirements do not bear on the candidates' family background nor on their formal education but have to do with their innate capacities and, especially, with their devotion to the

calling as such. The superior men rise to the top, if not in the road which originally employed them, then in some other system whose managers have watched and coveted them.

"Perhaps of the occupations open to aspiring young men, railroading comes as close as any to filling the essentials of the American dream."

## NATIONAL CONTEST WINNER

Out of a total of 583 entries, Leo F. Delventhal, Jr., WP research specialist, was awarded a \$100 Fourth Prize by the Acme Steel Company, Chicago, as one of the winners in their industry-wide flat steel strapping contest.

Purpose of the contest was to bring to light new and unique ways in which steel strapping can be used to help all industry do a better job of packaging, shipping and handling material.

## SACRAMENTO NORTHERN STRIKE

When the Brotherhood of Railroad Trainmen officers agreed on August 23 to withdraw the strike against the Sacramento Northern Railway and call their men back to work at once, the embargo which had been placed on freight was immediately lifted by the company, and President Rex T. Kearney wrote his employees on August 24: "I know that we all share the same feelings of relief and satisfaction that the 12-day strike which tied up our railroad is over. Now we can go back to work and render our shippers the excellent service which they expect of us."

The strike went into effect at 10:59 p. m., August 11, because of eight disputed cases involving claims or grievances. Disposition agreed upon resulted in the withdrawal of one case by the B. of R. T., payment of claims in four cases, and an understanding to submit the remaining three cases to arbitration.

Under the Railway Labor Act, where such cases of disagreement in the interpretation of working rules exists, the usual procedure to be followed in order to effect impartial settlement involves recourse to the Railroad Adjustment Board or to a special board of adjustment established to pass on the cases in dispute. The Sacramento Northern management at all times proclaimed itself as ready to settle the cases by means of this procedure and to accept such decisions as final. The B. of R. T. representatives, however, had refused to accept these procedures and had chosen instead to call their men out on strike.

As a result, with no operating rev-

enues being received, the management of necessity had to lay off employees for whom there was no work. Thus, the strike cost practically all Sacramento Northern employees about two weeks' pay. It lost to the railroad its income for the same period of time and it caused shippers severe inconvenience which would have meant serious financial losses had the walkout been prolonged.

"Let us hope," President Kearney wrote to his employees, "that with this controversy behind us, we can enjoy a long period of harmonious working relationships. With the rebuilding of the Arcade Trestle and other plans for development which are in the mill, the Sacramento Northern has an important job to do, one requiring the cooperation of all."



"Don't pay any attention to Kasha—he gets a little high after a few drinks."

Paul Jenner sez:

### "Don't Be HALF Safe!"

"I think the men can take a few lessons from the women in Safety. The Bureau of Census estimates that there are 19 million women workers in the United States, which is approximately 30 per cent of all the workers. No, these women are not all office workers, as you may surmise, they work in various industries, and their accident rate is very low.

"Most of the injuries which occur to women in plants are in the operation of machinery. This is often due to the fact that the physical differences between men and women have not been taken into account when the operations were set up. When women are placed on machine jobs ordinarily handled by men, it is imperative that any necessary adjustments be made covering all points of operation. For instance, guards should be set close enough that women's small hands cannot enter the openings, and distances away from piece parts, hand controls and foot pedals should be reset to conform to the shorter stature and reach of women.

"While in peacetime the jobs that women occupy may be generally less hazardous than men's, just the same it was proved during the war that they could handle a good many hazardous jobs, such as welding, riveting, driving trucks, operating lathes, and we on the Railroad know that they filled many men's shoes in our own shops, helping hostlers, machinists, etc., and very few were injured.

"Women, of course, require the same safety features in equipment and cloth-

ing as men but greater attention to appearance is important as all women resent having to wear unattractive garments.

"Perhaps the reason that women have fewer accidents than men is that they are more alert to hazards and think things out more before acting. Let's follow their example to greater Safety."

### SAFETY FOR THE APPRENTICE

The following resolution was passed by those attending the First North American Conference on Apprenticeship in San Diego during August, reports Western Pacific representative H. H. Gillespie, sheet metal foreman at Sacramento Shops:

"WHEREAS, Safe methods and safe use of tools as learned during training periods become a life long attribute, and

WHEREAS, the safe worker is the efficient worker,

Now Therefore be it Resolved, That to develop throughout all of North America a high degree of safe efficient workers in all crafts, Safety Training be included as an integral part of all apprenticeship manuals and instruction."

As Gillespie states: "Not only does this resolution affect those that are in apprenticeship training, but it affects all workers involved in any manipulating work as practically all tools and equipment are taught on the job and not in the class room."

## PROMOTIONS AND TRANSFERS

Kenneth A. Rank, chief clerk in the Chicago office, has been appointed general agent at Detroit, Michigan, effective October 1, 1953.

Ken was born in Chicago on April 6, 1918, and following graduation from Kelvyn Park High School, attended North Park College, Bryant & Stratton

hobbies, in addition to golf, fishing, and work around the home, are to work with his children in the development of their musical education. Ken spent much of his spare time playing trumpet and piano.

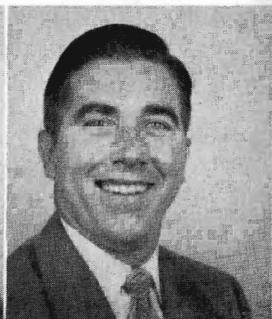
James E. Baker has succeeded Ken



K. A. Rank



J. E. Baker



J. A. Richards

Business College and the Freight Traffic Institute. During this period he also worked on a part-time basis for the Milwaukee Railroad and the Railway Express Agency. In the fall of 1939, he went to work for the Merchants and Miners Transportation Company.

He joined Western Pacific on March 1, 1941, as steno-export clerk in the Chicago office and on February 1, 1945, was promoted to freight and passenger representative. During a short Navy career, being assigned to the passenger reservation bureau, he returned to his former position which he held until March 1, 1951, when he succeeded George K. Wenig as chief clerk.

Ken has been residing in his eight-room house in Mundelein, Illinois, with his wife, Violet, son Ken, Jr., 9, and daughters Judy, 7, and Linda, 4. His

Rank as chief clerk in the Chicago office, effective October 1, 1953.

Jim was born at Columbus, Kentucky, on April 10, 1919, where he received his primary and high school education. In 1936 he left the Blue Grass State for Chicago with his family, graduating from the Freight Traffic Institute and attending Gregg Business College. He also attended Northwestern University School of Commerce, Chicago, in the evening.

After a few year in the construction field, Jim began railroad service with the Chicago Union Station Company in July, 1941, as baggage information clerk. From January, 1944, to December, 1945, he served in the U. S. Army, with some time in the Military Railway Service. When discharged, he returned to the Union Station Company, and left

there in February, 1948, to join Western Pacific as clerk at Chicago.

He is a member of the American Legion, Chicago Transportation Club, and the Freight Traffic Institute Alumnae.

Jim lives in Downers Grove, a suburb of Chicago, with his wife and son, Jimmy, and spends most of his free time raising prize flowers and vegetables, and serving as Chicago correspondent for MILEPOSTS.

James A. Richards is appointed traffic representative at Chicago, succeeding Jim Baker, effective October 1, 1953.

A native Chicagoan, Jim is a graduate of the College of Advanced Traffic, and attended Northwestern University evening school. He first was employed by the U. S. Weather Bureau and the U. S. Gypsum Company and entered Western Pacific service on April 1, 1951, as assistant export clerk. He served three years in the U. S. Navy during World War II, assigned to the Armed Guard Unit.

A recent bridegroom, Jim married the former Ellen Regnier, of the Chicago office, on April 25 of this year.

## SAFETY BY RAIL

The Association of American Railroads reports that, for the thirty-first consecutive year, railroads of the United States and Canada in 1952 moved a new high record of commercial explosives as well as great quantities of military explosives, with no death or injury due to rail transportation.

Consumption of commercial explosives in the United States and Canada in 1952 amounted to 844 million

pounds, according to their report. In 1951 consumption of such explosives, which include black powder and dynamite, was slightly more than 827 million pounds.

The railroads also moved without fatality in 1952 great quantities of fireworks and other explosives, as well as hundreds of "dangerous articles other than explosives" as classified by ICC regulations. These included flammable liquids, oxidizing materials, acids, and other chemical mixtures and compounds of various kinds, compressed gases, radioactive materials, and poisonous liquids and solids.

## WP DANCE

Everyone is welcome to join in the fun at the informal dinner-dance sponsored by Western Pacific and its affiliated lines in the Salem Room of the Claremont Hotel in Berkeley on October 10.

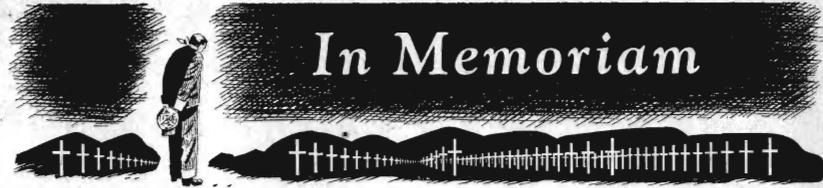
This year's program is a departure from previous dances in that dinner is being offered at the option of each guest. Those of you who have not already purchased your bids may still do so through the usual distribution points; admittance for one couple for dinner and dance being \$10, or \$5 per couple for the dance without dinner.

Dinner will be served from 7:30 p. m. to 8:30 p. m., and dancing by Larry Cannon and his orchestra will be from 9:00 p. m. until 1:00 a. m.

*He: "I don't know what's the matter. I never danced so poorly before."  
She: "Oh, then you have danced before?"*

*"I've finished with that girl."  
"Why?"  
"She asked me if I danced."  
"What's so insulting about that?"  
"I was dancing with her when she asked me."*

## In Memoriam



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

*John Arrends*, towerman at Melrose Tower, Oakland, died on July 20, 1953, while on a vacation in Rapid City, South Dakota, according to information furnished by his son. Mr. Arrends entered WP service on April 26, 1944.



Charles R. Folline on his last birthday.

*Charles R. Folline*, engineer, died August 14, 1953. Mr. Folline moved to Portola in 1911 shortly after the town came into being, and was a Western Pacific employee for more than 43 years. A member of the Brotherhood

of Locomotive Engineers, he served as secretary and treasurer for more than ten years. He was a member of the Masonic Lodge, a member of the Portola Chapter, Order of Eastern Star, and of the Community church which he had helped to build. In addition to his widow, Mr. Folline is survived by a daughter, Mrs. W. J. Butler of San Francisco, and two grandchildren, Sharon and Billie.

*Jose G. D. Guerrero*, extra gang laborer, died on July 1, 1953. He is survived by his parents, Emilia Guerrero (mother) and Onesimo Diaz (father) residing in Mexico.

*James E. Gwaltney*, retired telegrapher, died on May 24, 1953. Mr. Gwaltney entered company service on December 14, 1942, and retired on April 22, 1947.

*John B. Kelley*, retired pumper, died on July 18, 1953. Mr. Kelley entered Western Pacific service in August, 1910, and last worked for the company on June 29, 1937.

Following word received from Mrs. O. A. Studt of Oroville that Mrs. Aileene Morgan died on August 30, Treasurer R. E. Larson received a phone call from Mrs. McCollum, former auditor of revenues department employee, that Mrs. Morgan's husband, *F. A. Morgan*, retired shop foreman at Stockton, passed away on September 5.

*Robert S. Murray*, retired track laborer, died on July 10, 1953. Mr. Murray entered Western Pacific serv-

ice July 24, 1946, and last worked for the company on August 10, 1946.

*Henry Neal*, retired Sacramento Northern section laborer, died on May 15, 1953. Mr. Neal entered Sacramento Northern service in November, 1944, and last worked for the company on July 31, 1947.

*Nels L. Nelson*, first boat and transfer clerk, died on July 22, 1953. Mr. Nelson entered Western Pacific service on July 26, 1917.

*Orvil X. Owen*, switchman, died on July 31, 1953. Mr. Owen first worked for Western Pacific in 1916 and retired November 30, 1951.

*Peter Poulos*, retired Sacramento Northern track laborer, died recently. Mr. Poulos entered Sacramento Northern service on May 29, 1940, and last worked for SN on August 24, 1946.

*Nick Stamatelos*, retired Sacramento Northern section laborer, died recently. Mr. Stamatelos entered SN service in January, 1946, and retired from the company on September 5, 1946.

*William H. Walker*, switchman, died on July 22, 1953. Mr. Walker entered company service on July 22, 1950. He is survived by his widow, Mrs. Gertrude Walker, of San Francisco.

*Michael Walsh*, retired locomotive engineer, died on August 18, 1953. Mr. Walsh last worked for the company on August 12, 1944.

*Charles B. Wilson*, laborer, died on August 4, 1953. Mr. Wilson entered company service on August 11, 1942. He is survived by his widow, Mrs. Emma Wilson, of Elko.

*Joseph L. Yearley*, extra gang laborer, died on July 20, 1953. Mr. Yearley entered WP in April, 1953. He is survived by his mother, Mrs. Mary E. Yearley, of Liberty, Missouri.

## NEW FLOOR FOR GENERAL OFFICE

The construction of an additional floor on the Western Pacific building at 526 Mission Street, San Francisco, was announced on September 9 by Frank R. Woolford, chief engineer.

The new floor, which will give the building seven full stories and an eighth floor lunch room, will add 11,200 square feet of office space to the present building. Estimated cost for the reinforced concrete construction, as is the present building, is \$200,000. Completion has been tentatively set for March-April, 1954.

According to advance plans, the new floor will be occupied by the president and his staff, the public relations, chief special agent, and medical departments. An area will be set aside for a conference room, and the remaining space will be assigned at a later date.

Sixth floor space now occupied by the president's office and public relations department, will be assigned to the telegraph and tax departments. Space presently occupied by the engineering department is inadequate for their requirements and will be enlarged, as will the directors' meeting room.

Western Pacific will continue to occupy the adjoining five-story building at 516 Mission Street.

*The sweet old lady sent her pastor a box of assorted goodies with this note: "Dear Pastor: Knowing that you do not eat sweets, I am sending candy to your wife and nuts to you."*

Wife: "Doctor, I wish you would see my husband; he blows smoke rings from his nose and I'm terribly worried."

Doctor: "Well, that is a bit unusual but nothing to worry about. Many smokers blow smoke rings by the hour."

Wife: "I know, Doctor, but my husband doesn't smoke!"

# WP WILL REMEMBER

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

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

Arthur H. Blydenburgh, clerk, San Francisco.

Joseph E. Boden, machinist, Sacramento.

Thomas Celli, laborer, Oakland.

Fred W. Egelston, general clerk, Elko.

Patrick A. Fahy, conductor, Oroville.  
Mary W. Lamberty, stenographer, Elko.

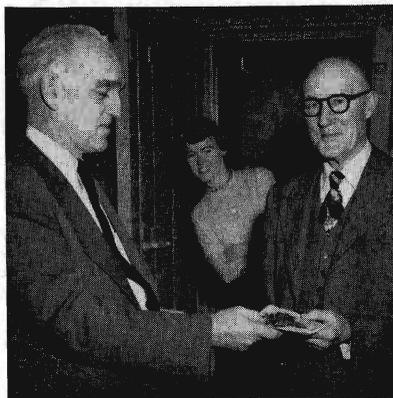
Bert M. Mitchell, yardmaster, Oakland.

Thelma L. Robertson, telegrapher, Portola.

Floyd R. Seaton, locomotive engineer, Oroville.

Howard B. Short, carman, Stockton.

Alfred H. Wait, Sacramento Northern substation maintainer, Sacramento.



← Chief Engineer Woolford presents Arthur Blydenburgh with some ready cash on his retirement August 14 after Bly received hails and farewells from his co-workers during a coffee and cake party hosted by the engineering department. The inscription on the cake read "Happy Traveling, Bly!" Bly had over 26 years service with Western Pacific.

Oakland employees turned out in force for their Annual Retirement Banquet, also attended by many others, on August 29 honoring Yardmasters A. C. Salomon and B. M. Mitchell, Assistant Agent E. L. Zinn and E. W. Bonham, switchman. At the head table were Messrs. Mitchell and Salomon and their wives, Messrs. Bonham and Zinn being unable to attend because of illness. Their combined service with WP totals more than 118 years.



# MILEPOSTS



# IN GOLD

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

<b>40-YEAR PIN</b>		
Andrew Johnson.....	Machine Foreman.....	Mechanical Dept.
<b>35-YEAR PIN</b>		
Oliver J. Hill.....	Locomotive Engineer.....	Eastern Division
<b>30-YEAR PINS</b>		
Kenneth K. Dunton.....	Clerk.....	Western Division
William E. Fosha.....	Foreman.....	Mechanical Dept.
Lawrence D. Garrick.....	Machinist.....	Mechanical Dept.
William G. Howell.....	Assistant Superintendent.....	Eastern Division
Lester B. Martin.....	Machinist.....	Mechanical Dept.
Cyrus A. Oels.....	Agent.....	Western Division
Robert E. Travel.....	Machinist.....	Mechanical Dept.
<b>25-YEAR PINS</b>		
James R. Brown.....	Locomotive Engineer.....	Western Division
Joe A. Cook.....	Conductor.....	Eastern Division
Henry R. Pegley.....	Assistant to General Manager.....	San Francisco
Orvel Hatfield.....	Clerk.....	Western Division
Glenn W. Morton.....	Locomotive Engineer.....	Eastern Division
Aage J. Stender.....	Section Foreman.....	Western Division
Gordon Switzer.....	Assistant Division Engineer.....	Western Division
Samuel C. Wilson.....	Conductor.....	Eastern Division
<b>20-YEAR PINS</b>		
Jesse J. Hodson.....	Section Foreman.....	Eastern Division
Andrew Luevano.....	Section Laborer.....	Eastern Division
John C. Nelson.....	Machinist.....	Mechanical Dept.
<b>15-YEAR PINS</b>		
Charles L. Anthony.....	Yardmaster.....	Eastern Division
Floyd E. Miller, Jr.....	Conductor.....	Western Division
<b>10-YEAR PINS</b>		
Frank Anderson.....	Carman.....	Mechanical Dept.
Marjorie M. Arruda.....	Telegrapher.....	Western Division
Grace B. Baird.....	Laborer.....	Mechanical Dept.
Robert F. Brew.....	Telegrapher.....	Eastern Division
Dudley E. Copenhaver.....	Clerk.....	Traffic Dept.
Eldred H. Dunston.....	Fireman.....	Eastern Division
T. L. Denney.....	Stationary Engineer.....	Mechanical Dept.
Sidna A. Dale.....	Machinist.....	Mechanical Dept.
Joseph A. Espinosa.....	Electrician Helper.....	Mechanical Dept.
Sixto R. Gonzales.....	Track Laborer.....	Eastern Division
Gale F. Goulding.....	Carman.....	Mechanical Dept.
Louis M. Hughes.....	Machinist Helper.....	Mechanical Dept.
Mrs. Ruth Lyon.....	Clerk.....	Traffic Dept.
Ann K. Malfa.....	Clerk.....	Transportation Dept.
Jack H. Norwood.....	Patrolman.....	Special Agents Dept.
Herbert W. Pettengell.....	Laborer.....	Mechanical Dept.
Justo Ruedas.....	Laborer.....	Mechanical Dept.
G. V. Richardson.....	Laborer.....	Mechanical Dept.
Adam Remsing.....	Boilermaker.....	Mechanical Dept.
Grover S. Sadler.....	Carman.....	Mechanical Dept.
Frank O. Seeger.....	Machinist.....	Mechanical Dept.
Alexander Travelow.....	Carman Helper.....	Mechanical Dept.

## GROUP INSURANCE TIPS

Arrangements have been made with most hospitals to recognize for admission purposes, and as a credit against the hospital's bill, the benefits payable under the Employee Group Dependent Hospital-Medical-Surgical Insurance Plan issued to Western Pacific under Policy No. 19006.

### PROCEDURE

1. Before your dependent enters the hospital, pick up two Group Hospital Insurance Forms (designated No. 1) and one Statement of Claim Form (designated No. 2) from your immediate supervisor or department head.

2. Present Form No. 1, in duplicate, to the hospital upon admission of your dependent. Hospital may not accept your dependent if you do not present necessary forms.

3. You will be requested by the hospital to sign the Authorization to Release Information, and Assignment of Insurance Benefits, sections.

4. When your dependent is released, you will then pay the hospital the difference between regular charges and the allowances provided by the insurance. Hospital will mail copy of Form No. 1 direct to the Insurance Department of the Railroad.

5. While your dependent is hospitalized, fill out Claim Form No. 2, section marked "To be completed by employee," have your doctor fill out Section "A" or "B," as necessary, on the reverse side of Form No. 2, and either you or your doctor mail it to the Insurance Department of the Railroad. If you have incurred any bills other than doctor or hospital in behalf of your dependent while he or she is in

the hospital, attach copy of bill to Claim Form No. 2 before mailing to the Western Pacific Railroad Co., Insurance Department, 526 Mission Street, San Francisco 5, California.

6. Check will be forwarded from the Travelers Insurance Company directly to you and the hospital for benefits payable. No payments can be made without your having completed Claim Form No. 2.

### ALTERNATE PROCEDURE

1. If you prefer to pay the hospital bill and present your claim later, you may do this by completing the *Authorization* section of the Group Hospital Insurance Form No. 1 at the time your dependent enters the hospital.

2. When your dependent is released, hospital will give you copy of Form No. 1, showing charges and amount paid by you, as your receipt.

3. Attach hospital bill receipt to your Statement of Claim Form No. 2 (see Item 5 above), and mail to address shown thereon.

4. When your dependent undergoes an operation involving surgical procedure not requiring hospitalization, obtain Statement of Claim Form No. 2 from your immediate supervisor. You complete the *Employee* section and have your doctor fill in Section A, and either you or your doctor mail to Insurance Department of the Railroad.

### IN EMERGENCY

When you have not been able to obtain Hospital Admission Form No. 1 in advance, show your identification card, and ask them to contact the Insurance Department of the Railroad.



## Dear Editor:

Sir:

"As an active *Zephyr fan* (I am taking frequent trips back East) I have a favor to ask: If it is at all possible, please put me on the mailing list of your *MILEPOSTS*.

"I am getting tired of stealing copies of your publication from my superintendent, Henry J. Goff, of the Stockton Box Company, whenever the opportunity presents itself, for I enjoy a great deal the interesting articles about WP and its family, whose courtesy and smiling attitude make each of my trips extremely satisfactory through America's Wonderland. My heartfelt thanks to the *Zephyr* crew—all of them—conductors, trainmen, diner crew, porters, enginemen, and, of course, the *Zephyrettes*, all of them an essential part in making your universally known Nos. 17 and 18 the most luxurious home in the annals of railroading. Also, our thanks to the newly appointed ticket agent, Nick Coen, who is a great help in routing us to and from various parts of the country."

Sincerely,  
FRED F. KERN.

\* \* \*

Sir:

"David Gillespie, a Pacific Electric brakeman friend of mine, and I rode to Gerlach, Nevada, on your No. 1, laying over at that point to catch the westbound *California Zephyr* next morning to obtain a good dome car

seat for the ride down Feather River Canyon. Due to a freight derailment at Floka, your No. 17 was rerouted around Gerlach, but your agent, B. L. Battles, showed exceptional courtesy and effort in taking care of us as well as two other stranded passengers. We were all put on the caboose of the Gerlach-Portola local freight, and Mr. Battles went out of his way to see that we were taken care of and offered to do all he could in the way of wiring ahead for us because of delay."

\* \* \*

*As a result of Mr. Ferrier's action, the management has informed Agent Battles of their appreciation for his commendable solicitude of the welfare of Western Pacific customers.*

\* \* \*

Sir:

"You might be interested in the following letter I received from E. B. Allison, retired motor-car maintainer, acknowledging receipt of a color picture I took of him sitting in his 1915 Ford at Sacramento during the WP Anniversary party."

R. E. LARSON, *Treasurer*.

"Your card and note received some time ago and I have intended to write and thank you so much for remembering me and also for the nice picture, which I will carry in my billfold. It is swell. I was so glad to be able to attend the Golden Anniversary and to be a small part of the entertainment

that day. One can't work for a corporation and with and for personnel such as I did and for as long and not feel you still are one of the Western Pacific family. I am very proud to claim relationship with you all.

"I keep quite busy with my hobby, the old cars. I now have the Model T touring car, which was assembled at the San Francisco World's Fair in 1915, and a 1912 Reo touring car that I am working on now. It should be a fine show piece, too. Last month I found and bought a 1923 Flint touring car with a fine California top, leather upholstery, good paint, and disc wheels. It's not so old, but I plan to sell it and make a little profit.

"We made the group tour up to Clear Lake and down through the Valley of the Moon two weeks ago and never had a bit of trouble.

"Please remember me to everyone I know down there, and thanks again. I am yours very truly, Old Al."

\* \* \*

Sir:

"I most certainly thank you and will say I appreciate your kindness in sending the little book MILEPOSTS, and especially do I want you to know how much I prize the back numbers. They will always be mine to look over when I want to look back at some good time we had while the Western Pacific was being built, being one of the WP's big family and one of the first on deck.

"Living now in Marysville with my daughter since the death of my dear husband. I don't come in contact with the good old WP people any more, but do take a trip to Oroville once in a while to visit with some of the dear old-timers.

"Thanking you most sincerely again, I will be looking for the next issue."

MRS. E. C. STRANTZ  
412 Washington Square  
Marysville, California

\* \* \*

Sir:

"I have left the U.S.V.A. Hospital in Denver and am now living at 1651 Ogden Street, Denver. Am feeling fine as can be expected but would like to hear from some of the boys on the WP. Will close now with the best of everything to all my friends on the WP, the best railroad in the U.S.A. The MILEPOSTS is sure a fine little magazine."

J. E. Fielder  
(Retired Brakeman)  
1651 Ogden Street  
Denver, Colorado

\* \* \*

Sir:

"Guess you've heard 'ere now that your August cover is not 'rushing fruit East,' but is actually a westbound string of empties.

"Hope McKnight didn't write the caption with the inset. The signal shown is an eastbound, but the freight westbound. Who kids who?"—R. W. Heard, Signal Inspector.

\* \* \*

Sir:

"In your August issue you describe the cover picture as being 'an eastbound train passing an eastbound signal.' This is a h—— of a way to run a railroad!"—Russel Shearer, Shearer & Thomas Law Offices, San Francisco.

\* \* \*

*We weren't kidding anyone and we don't run our railroad thataway, sirs. Don't blame McKnight either. The train is westbound and is shown passing an eastbound signal. Thanks for putting us straight.*



# Caboosing

We welcome with this issue, NANCY DE RISO, who replaces VIRGINIA THRONE as correspondent for Sacramento Freight Station. Virginia inaugurated the new column just a few months ago before her transfer to the superintendent's office and did a splendid job, and Nancy's first bit of reporting insures a continuation of news from that office.

GWEN MONDS, a newcomer in the auditor of revenues department, has been added to the staff of San Francisco correspondents, replacing Bob Holm, who resigned from the company a few months ago. Gwen was editor for her school paper before joining Western Pacific, and we feel sure that she will keep you posted on the latest happenings in that department.

## TIDEWATER SOUTHERN

Dora Monroe

Roadmaster BILL ST. JEOR and wife found two weeks of trailer life at Lake Almanor quite a treat, complete with all the comforts of home.

BILL STEWART, bill clerk, Turlock, enthusiastically related the events of a recent fishing party at Monterey. Seasickness didn't faze the party of 26 fishermen who brought back 488 fish, 31 of which were hooked by Bill.

W. C. TRUITT, retired conductor, has again returned to lend a helping hand during the perishable season as night dispatcher.

We are sorry to learn of the death of

Turlock Section Foreman GEORGE HARMON's mother, and extend our condolence to the family.

We are glad to learn that O. STONE, track laborer at Escalon, is recovering satisfactorily after an appendectomy.

An automobile to turn the heads of any and all is the new Mercury Monterey recently acquired by Modesto Agent GEORGE LYON. The two-tone red and black, with bright leather interior to match, is something to see.

Not to be completely outdone, your correspondent acquired a new Ford station wagon.

Congratulations to J. W. CRAWFORD, brakeman, who was awarded his ten-year service pin.

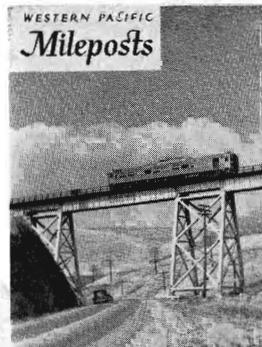
## NEW YORK CITY

Alan Hudson

Smugly indifferent to the internecine rivalry existing between our Los Angeles correspondent and our editor on the relative merits of San Francisco

### OCTOBER COVER

Western Pacific's "Zephyrette," Budd-built RDC-2 self-propelled diesel car, crosses Greenville bridge over old Altamont road on its way to Oakland. Originally a 22-span wooden frame trestle, built in 1907, the bridge was rebuilt of steel in 1930 and later reinforced. Picture was taken by W. C. Downey, Jr.



and Los Angeles for garden-spot-of-America honors, we New Yorkers do nothing but beef about the HEAT in the summer months, as now, and the nearly-as-bad-as-Chicago winters. Of course, to compensate for these meteorological extremes, homo sapiens has done some pretty wonderful things with what God and the Indians gave us. And while on the subject of hometown pride, how about those Yankees, fellas, how about 'em? Five in a row. No telling where they'll stop!

We don't know exactly who is responsible for those Silentels which G.O. sent us recently to deaden the nerve-wracking and fatigue-inducing noise which used to emanate from our teleprinter, but whoever he is, we sure LOVE THAT MAN!!! We can now hear ourselves think (???) and if there were only something that could be done about this 94° heat, we'd feel as luxury-surrounded as the passengers on the *California Zephyr*.

We've just received word that RAY and CLARE GREVE have joined that growing species of home-owning Americans, with the purchase of a home in suburban New Jersey, the Paramus-Oradell region.

Condolences to BOB MORACE on the recent loss of his stepfather, who was a member of New York's "Finest"!

## SACRAMENTO STORE

Irene Burton

DALE K. ROBINSON learned a little more about Army life while attending National Guard Camp at Camp Hunter Liggett down King City way during August.

GEORGE H. HOOVER, store helper, retired August 14, and was presented with a wallet and some of that ready cash by his fellow workers. George

expects to keep busy on his little ranch out in Del Paso Heights.

We are glad to hear that CLAUDE C. CRANE'S wife has returned from the hospital and is well on the road to recovery. Claude spent his vacation baby sitting and says it was mighty rugged.

When AL MADAN and GENO LAGOMARSINO returned from their vacations at Santa Cruz they each had a box of that grand salt water candy which just melted in our mouths.

Mr. and Mrs. H. J. MADISON celebrated their 20th wedding anniversary by attending the Pacific Railway Club meeting and dinner at the Sir Francis Drake Hotel in San Francisco on August 26. Congratulations and best wishes for many more happy years together.

The RICHARD WOLFS and VERN NELSONS have returned from their vacations. Dick gypsied over the country while Vern motored to Lake Tahoe, up into Oregon and back to San Luis Obispo for a visit with his mother. TOMMY PINKHAM went up to Oregon and the HARRY MESSERS traveled where their fancies took them.

The family of H. J. MADISON spent the week of August 9 to 16 at Camp Sacramento—all reported having a grant time. Only casualties were sons James falling in the river fully clothed, and Dale, aged 5, falling for a very lovely crew girl named Norma, age about 16!

BRUCE and JUNE STILWELL are spending part of their vacation at Donner Lake and part at the State Fair which opened September 3.

Our deepest sympathy is extended to HORACE LATONA and family on the sudden passing of his father.

Seven members of the Sacramento Chapter, RWBA, with MARY JANE

NALLY, Western Pacific, chairman, served at the USO the first Saturday evening in August. The Chapter also served in September and will serve once again this year in October.

## OROVILLE

Helen Small

Conductor E. L. PENNINGER was hospitalized in Winnemucca in August following a severe heart attack and after about two weeks returned to his home here for a long period of rest.

Conductor O. W. LIND was also taken ill at Winnemucca and hospitalized with a gastric hemorrhage, spending about ten days in the hospital, then home to recuperate. All their friends wish them both speedy recoveries.

Switchman C. R. KEATON had the misfortune to lose his home and all personal effects in a fire on August 9. To add to his misfortune he was injured in an auto accident a few weeks later, but not seriously.

The car department moved into the roundhouse, using three stalls of the old roundhouse for the repairing and re trucking of drop bottom gondolas.

JACK EGAN, now of Oakland, but formerly night roundhouse foreman here, was calling on Oroville friends recently.

Among those who took in the Ice Follies at San Francisco were Roundhouse Clerk W. B. LONG, Switchman C. M. CRAWFORD and family, Carman C. E. HEINEMAN, Retired Switchman HERB GRUMMETT and wife, and Engineer W. H. BROWN'S wife.

Clerk W. D. MACFARLANE went to Salt Lake City to attend a wedding of a buddy and be best man, and back from vacations are H. R. MACAFEE, baggageman-caller; H. E. BALDWIN, clerk; E. L. HENSLEY, telegrapher,

whose place was filled by JOHN W. MUNDAY from Livermore. Others back include Machinist C. G. GARVIS, N. I. STANTON, Machinists J. V. HOLCOMB and W. J. POWERS; W. T. DUNN, machinist's helper; Carmen JOE WEST and L. L. WILMOTH; Lineman ROY WILSON; and Diesel Foreman J. R. JONES, better known as "Professor Jones."

## SACRAMENTO

Don Richmond

Welcome! CAROL BROWN, assistant file clerk; THEOPAULA BRUCE, NANCY TURNER, CONSTANCE SMALL and NADINE REHN, stenographers.

Secretary BARBARA SIDENER became the bride of Pvt. Richard N. Cozad on August 15 at a double-ring military ceremony in the Chapel at Fort Ord. They were presented with a 12-gun salute by the Honor Guard and a reception was enjoyed at the Soldiers' Club on the Post.

An office romance between OWEN C. LEWIS, TCS maintainer, and CLAIRE NOIA, stenographer in the dispatcher's office, led to their marriage at Lake Tahoe on August 8.

Catastrophe accompanied a couple of Izaak Waltons lately—your correspondent tumbled down a bank on the American River and came up, not with a black bass, but two broken ribs and a beautiful shiner. LOU JASKALA, dispatcher, while trying to balance on a log, slipped and fell into the cold water of Silver Lake while fishing with retired Car Distributor JIMMIE WILLIAMS. According to Jimmie, Lou's dog came to the rescue and pulled him out. But the skies are not all black for all fishermen—Dispatcher GENE PARKER has at last learned how to go fishing and return with the limit.

We wish the best to two fellows in their new positions, bid in: JOE ANDERSON, assistant T&E timekeeper, and WESLEY E. BURT, discharge check clerk.

The many friends of DOROTHY KNOLES were grieved to hear of her death. Dorothy entered WP service September, 1942, and resigned in November, 1950, having held the positions of secretary and personal record clerk while with the company.

PETER L. JOSSERAND, signalman, has returned to WP service after serving three years as Sergeant in the Air Force at Roswell, New Mexico.

Thought for the Day: "Ability and reliability make a good team."

## CHICAGO

Jim Baker

Another WP Chicago office picnic is history. Over fifty in all the gang and their families arrived early at Bemis Woods on August 15 with baskets loaded with food. It only lasted for

one day but the gang crowded weeks of fun between early morn' and darkness. They ate, raced, played and loafed to their hearts' content, while the youngsters gorged themselves on Cracker Jack popcorn and soda pop.

Our best picnic prize, a beautiful clock radio, went back to California again. The lucky ticket holder was none other than JACK HYLAND from GO. Boy, the luck of those guys! Other out-of-towners at the affair included Messrs. BOYD and SELLS from GO; Mr. and Mrs. R. B. RITCHIE from Minneapolis; Mr. and Mrs. R. F. JOHNSON and little daughter, from Milwaukee.

That former Chicagoan, BILL McGRATH, recently returned here from San Francisco. Congratulations, Bill, on your new assignment as assistant to traffic manager-Central Region. We all welcome you, Rita, and the little McGraths.

The welcome mat is also out for a newcomer to our staff, Miss DOLORES

Visiting photographer Boyd Sells, GO, was unable to assemble the entire picnic group and finally settled for this picture of smiling faces grouped around Art Lund, who "paused FROM refreshments."



Bob Ritchie and George Wenig conduct the kiddies races, while Bob Johnson, rear, carefully observes.

CHROSZY, as steno-clerk. Dolores comes from the C&EI, where she had a fine record in the comptroller's office as comptometer operator.

Most recent vacationers were MARIE LIBBE, JOHNNY RIEGEL, JIM WARREN, FRED SWEENEY, KEN RANK and JACK BOQUIST.

This deadline finds us sweltering in 96-plus degree temperatures. We sure would welcome a trainload of that good old San Francisco FOG!

## KEDDIE

Elsie Hagan

JOHN MARTIN, Keddie-Bieber roadmaster, and his family have moved into the house vacated by the Burmeisters.

We have another addition to the population at Keddie, this time Katherine Gail Filbeck, born August 12, much to the delight of Engineer and Mrs. W. C. FILBECK.

Conductors WILKINSON and ERICKSON, and Engineers JOHN MOORE, WAYNE GEIL and BARNEY KENNY, all vacationed last month.

Conductor and Mrs. L. C. GILBERT made a trip to Grass Valley and Sacramento recently.

Wilbur Stubblefield, son of CONDUCTOR STUBBLEFIELD, spent 14 days at home on leave. He is fireman appren-



The "hardy" men dashed across a field, left their shoes, returned, raced back to find their "boots" mixed and laces knotted. Idea was to reshoe and return again. Race postponed because of darkness.

tice with the U. S. Navy and just completed boot training to take up electrical schooling at Great Lakes Naval Training Station.

Recent visitors here were Mr. and Mrs. DICK MOUNKES and family, roadmaster from Salt Lake City. They visited also at Fairfield with their daughter, Mrs. Gene Parker, whose husband just returned home after experiencing a recent terrible plane accident.

Fireman RAY WILLIAMS and family from Stockton, and Conductor and Mrs. NEIL CAMPBELL from Oroville also stopped here.

Brakeman and Mrs. ARDEN CARPENTER and family moved back to Keddie from Oroville. They will move into a new home at Quincy soon.

Our most sincere sympathy to Mrs. RAY FOLLINE, whose husband just passed away.

CHARLEY FORD, operator at Mason, was a patient at Westwood hospital for some time recently because of a serious dog bite, suffered while trying to assist the animal, which had been caught in a wringer.

## MECHANICAL DEPARTMENT

Norma Joseph

MARY MCKINNON, assistant AFE accountant, passed a cake at a supper recently announcing her engagement to DERAN MARKARIAN. They will be Mr. and Mrs. by the time this issue goes in the mail. September 27 was the day. Best wishes and good luck to you, Mary and Dee.

A. M. TEXTIERA, janitor, is back from his two-week vacation to Boston. Stopping off places were Chicago and New York.

NORENE JOHNSON and MARY MCKINNON were honored at a pre-nuptial luncheon at the Del Prado by the steno-clerks of the mechanical department.

Happy birthday to E. E. GLEASON, chief mechanical officer, and J. L. HICKS, assistant accountant!

## STOCKTON

Virginia Rustan

Haven't had much time to catch up on the news, having just returned from two weeks' vacation SPENT (at Las Vegas, that is), Lake Tahoe and San Francisco. While attending a ball game in San Francisco, unexpectedly met Mr. and Mrs. W. G. "BILL" HOWELL, from Elko, also vacationing. Turned out that we sat in front of them all during the game and didn't know it until the game was over.

Changes at Stockton freight office following Chief Clerk W. "BILL" MOORE's retirement are: New chief clerk, ALIENE MEYERS; W. D. McLAUGHLIN, cashier; CHERRY ROWLEY, assistant cashier, relieving B. B. HARDING, who transferred to the yard office.

Sorry to learn GLADYS EVANS up and left us, transferring to Oakland freight

office. However, we all wish her the very best of luck and happiness.

Stockton employees are showing a great deal of enthusiasm in the newly formed Credit Union and it is proving highly successful.

PORFIRO GARCIA, relief clerk at Stockton yard, has transferred to the freight office as bill clerk.

## LOS ANGELES

Frank Sell

BILL COOK WILBUR and DORIS WEST, and JOE HAMER, all enjoyed vacations last month. Bill and Joe and their families spent their time in the Bay Area (were they glad to get back to California) and Wilbur and Doris spent all their time catching big fish in the High Sierras.

EDDIE MILLFELT is still trying to make money betting on the Hollywood Stars with our new steno, LILLIAN STEBBINS, who likes the L. A. Angels. All either of them has done so far is to make donut and coffee money.

Lillian has been looking for a dog ever since she came to work for WP. Last week her husband got her a little black cocker spaniel and the same day Joe Hamer picked up a pup for her out near his ranch in San Fernando Valley. She now knows what they mean when people say "it's raining cats and dogs"—dogs anyway!

BERNIECE HOPKINS has been recuperating at home for a week after injuring her foot.

Just because he's a civil defense cop, BOB ROUSE got the job of parking the cars at the Southeast Traffic Club's picnic, and they say it couldn't have been handled better (this we would like to see!).

ROLLIE CLEVELAND, retired from the Oakland city ticket office, was down

visiting us this month, as well as FRANK STEEL, KEN PLUMMER, and W. G. CURTISS. EVERYONE likes to come to California.

CHARLIE FISCHER went to Salt Lake City recently to pick up his family and he's real happy not to be a bachelor any more.

## OAKLAND

Hazel Petersen

HAROLD CLIFFORD, assistant chief engineer-marine department, and his wife, Marie, spend many pleasant week-ends and holidays at their cabin at Camp Rodgers. Harold advises this real estate has been in his family for many years, in fact long before there was a highway into that location and all trips had to be made by WP. The original homestead burned down and the Cliffords have rebuilt and are constantly endeavoring to return it to its original construction. While spending their honeymoon there, Harold recalls how his wife squealed with delight at seeing snow for the first time.

Another marine chief engineer on vacation is AL CURTZWILER and family. Al has some work to do at home before he can relax at his favorite vacation haunt, which he refuses to expose for purposes of complete contentment and enjoyment.

ANTONE PATRICIO, bargeman, is away on vacation, and GUNNAR WILSTRIP, assistant chief engineer, left September 4.

We had the pleasure of meeting GLADYS EVANS, recently of Stockton yard. Nice girl! She has been assigned to the expense clerk's position at the freight station. Gladys is a cousin to ALTHEA and AL EVANS, and niece to GRANT EVANS, trainmaster.

Speaking of vacations, and we have



Meet J. D. Blackmore, WP fireman since September 16, 1940, and J. P. Hamilton, WP engineer since August 21, 1927, pictured just before returning a WP special to Oakland from San Jose.

been, my son Donald Petersen has been stationed with the Air Force in France for the past seven months. His entire supply squadron expects to be transferred not far from the French Riviera, which is a wonderful vacation. I would like to take this opportunity to say hello to the boys in his squadron inasmuch as they all read MILEPOSTS, which Don receives every month.

Glad to report that ELMER ZINN, who suffered a heart attack the day following his retirement, July 31, is now getting along fine at home.

## SALT LAKE CITY

John C. Martin  
Chas. W. Owen

Jerry Parker, son of Brakeman and Mrs. J. C. PARKER, was among the many lucky lads to attend the Scout Jamboree. Jerry says "it was swell!"

The things that happen when Conductor J. B. PRICE doesn't keep his mind on his golf game! Recently he made a hole-in-one at Nibley Golf

Course, and we still wonder how that mistake came about.

Congratulations to the following firemen who are being promoted to engineers: **BILL BOGUE**, **ACE QUIGLEY**, **BOB SMITH**, **VERN MECHLING**, and **NORM BROWN**.

Everyone in these parts seems to have the "new car" bug. Conductor **F. R. BOULWARE** drove a new Mercury home from the East recently, Brakeman **R. L. HANSEN** is sporting a new Dodge, Engineer **BILL WOODALL** a new Oldsmobile, and Engineer **HY CLEGG** a new Ford. Ye Scribe is also enjoying a new Dodge.

Vacationists have been taking off in all directions this past month. Brakeman **A. G. WOODWARD** and family drove up through the Northwest, Brakeman **A. W. "AL" POWELL** took his family on a fishing trip up the Salmon River country and says the one that didn't get away was a 17-pound salmon. Brakeman **S. L. WAGSTAFF** and family went to San Diego, Conductor **J. W. "WOODY" DANIELS** and family spent 30 days visiting Woody's father in Montana, and Brakeman **BOB HEITKAMP** took his family on a fishing trip to Moon Lake.

A thought for Today (submitted by Fireman **JIM PHILLIPS**):

*"His narrow new home is made of Pine,  
He simply ignored a Safety Sign."*

## SAN JOSE

Lee Marshall

**BARNEY FLOOD**, warehouse foreman, is now at home recovering from a broken ankle.

Pretty new face handling summer relief in the freight house is **MARIE GAGLIASSO**.

Finding house hunting in San Jose

a difficult job, **LEE MARSHALL** has settled down in nearby Palo Alto.

**LEO TRURO**, cashier at the freight house, is all smiles these days, his son just having returned from duty in Korea.

## ELKO

Rosalie Enke

**GOLDIE RICHARDS**, roundhouse employee, is now back to work after being off tending to a case of mumps in her family.

Our deepest sympathy is extended to the family of **CHARLES B. WILSON**, who was employed in our diesel shops. Mr. Wilson died at Elko General Hospital after suffering from an asthmatic condition for some years.

We were also sad to hear of the death of Operator **MASIE LEGGAT**'s father in Vancouver, B. C., a short time ago, and of the death of Timekeeper **JEAN BALDWIN**'s father-in-law in Ely, following an auto accident.

The air has been somewhat blue and odorous around here this past month, what with all the proud fathers passing out cigars. It was a boy, **Tommy, Jr.**, for Telegrapher and Mrs. **TOMMY RIGGS**; a girl, **Heidi**, for Yard Clerk and Mrs. **FAY STRANGE**; a boy, **Kendall** (named after grandpa Engineer **ALMA KENDALL**) for Accountant and Mrs. **FERRIN ALLEN**; a girl, **Annette**, for Carman **Leo** and Steno-Clerk **JACKIE REDANT**; and a boy for Carman and Mrs. **NEIL DICKEY**. Congratulations to all and may they grow up to be railroaders!

Welcome to **BILL RUMSEY**, who has taken over as T&T maintainer at Elko.

Staying at home proved rather dangerous for three individuals this past month. **CAROLINE WOLF**, general clerk, was chasing one of her grandchildren

and fell, pulling the ligaments in her leg quite severely. **Leah Naylor**, wife of Chief Dispatcher **GEORGE NAYLOR**, tripped and fell over a sprinkler head, breaking her arm. **PBX Operator EDNA PHILLIPS** fell and hurt her knee but was able to be up and about in a couple of days.

**IRV WILCOX** is again working in Elko on the relief job in KN office, after being at GO for a short time.

Dispatcher **ANDY PIERS** must really mean to retire this month after all. He made a quick trip to Sacramento and bought a house—just like that.

## SACRAMENTO FREIGHT STATION

Nancy De Riso

Head Bill Clerk **TOM MORAN** drove daughter **Mary Jeanne** and grandchildren **Marcella Ann**, 4, and **Michael Moran**, 2, to Camp Parks to bid farewell to son-in-law **M/S Wm. McClure**, who left for Korea.

Stenographer-Clerk **MARGUERITE WITHROW** was pleasantly surprised when Mother and Dad, Chief Clerk **R. N. WITHROW**, gave a birthday dinner in her honor at Capitol Inn. She was doubly surprised when her childhood friends from Oroville just happened to be in town shopping and joined in the festivities. The girls then enjoyed the evening performance of "Song of Norway" at the Music Circus while the men attended the Solons' double-header at Edmonds Field.

Proud parents **IRA** and **CAROL WALKER** were presented with six-pound **Kathleen Denise** on August 13.

**EVELYN WYATT**, stenographer-clerk, spent a wonderful vacation with son **Bruce** at Lake Tahoe.

Head Cashier **FRED PETERS** and wife, **Ruth**, did not expect to find their tent

weighted down with snow when they awoke on an August Sunday morning while on a camping trip at Hope Valley.

Welcome to **ELIZABETH BERGER**, formerly stenographer-clerk in the general manager's office in San Francisco!

Good luck to **VIRGINIA "GINGER" THRONE**, who is now working as stenographer-clerk at Nineteenth and "J" streets.

One can usually find Head Claim Clerk **JOE CONLEY** busily engaged in improving the appearance of his home and garden on week-ends. Right now he's laying brick for his flower beds.

## PORTOLA

Phyllis Laughlin

Welcome to **D. D. FULLER**, acting agent while Agent **HARRY HALL** is away because of illness. Meanwhile, we wish **Harry** a speedy recovery.

Welcome also to Mrs. **BETTY BURNS**, wife of Fireman "BILL" **BURNS**, who is relieving Mrs. **STELLA HAMILTON** while she is at Portola hospital.

Nice to see **LEWIS FERGUSON**, train desk clerk, back on the job after spending six months on an educational tour in Europe.

Sorry that the **LOYAL POTTER** family have returned to Yuba City. **Loyal**, baggageman-janitor at Portola, had to return to a lower climate for a while because of ill health. Best wishes to you and we hope you will return to work sometime soon. We know that wherever you go you will be welcome.

Nice to see **SAM CRAIG**, crew clerk from Stockton, who visited friends here. It was like "Old Home Week," as **Sammy** worked here a long time ago. Another familiar face was retired Conductor **CHARLIE BYBEE**, visiting here from Salt Lake City.

Birthday greetings to **LEROY PRYOR**, baggageman-janitor, August 20.

Congratulations to baggageman-janitor and Mrs. **LEONARD CARTER**, who welcomed their seventh child on August 23. They have named their fourth son **Stephen Martin**.

On our sick list this month is Mrs. **NELL BROWN**, roundhouse clerk, Fireman **ORVAL DACK**, Switchman **DON CLIFFORD**, and Clerk **JOHNIE SWITZER**.



Timekeeper **Clarence E. Rowe** and his bride, the former **Lucille H. Manley**, following a double-ring ceremony at Canyon Inn, Johnsville, August 8.

Icing Superintendent and Mrs. **I. C. BALDWIN** spent a week at Sequoia National Park; Brakeman **E. F. REYNOLDS** and family visited at Salt Lake City with the **CHARLES SERVIA** family, who formerly lived here. Charlie is an eastern division brakeman.

Retired Conductor **LOY WILKS** and family returned from an enjoyable vacation in Canada; also, Engineer **NOBLE WAKEFIELD** and family. Brakeman **ED MILLER** and family spent their vacation in Southern California, and **BEN NOAH**, switchman, took off for Tuscon, Mexico City and other points in

Mexico. Section Foreman and Mrs. **AL GLENN** drove to Yellowstone, Denver, Los Angeles and Las Vegas, and visitors to Santa Cruz were Electrician **BARNEY IRWIN** and family, and **HANCE MURDOCK**, train desk, visiting friends and relatives en route.

**MARGE MOORE**, from general office, and her husband **Jim** stopped off during vacation to visit with **Florence** and **TEX HUGHES**, brakeman.

Popular **W. J. "BILL" FERGUSON**, car foreman, and Mrs. **Josie Walden**, of Sacramento, were united in marriage in Reno on August 15 at the First Methodist Church. Bill and his wife are now at home and welcome their friends and neighbors.

Condolences to Mrs. **Alma Folline**, wife of Engineer **FOLLINE**, who passed away on August 14. Pallbearers were Trainmaster **V. H. EDWARDS**, Road Foreman **R. McILVEEN**, Engineers **R. M. WAKEFIELD**, **H. A. BERG**, **R. E. LUZZADDER**, and **E. E. CRONIN**. Honorary pallbearers were **GEORGE T. WHITLOCK** and Reverend **Illes**. The funeral was under the auspices of Hope Lodge 234 of Beckwourth. During the few weeks between **C. R. Folline's** trip to San Francisco Hospital and his death, about ten of his fellow engineers painted the Folline home. The pity of it is that he could not have seen the gesture of friendship that will be appreciated by his widow.

## SACRAMENTO SHOPS

Marcella Kahl

**D. D. DAVIES**, blacksmith-helper, returned from vacation in the hills with a new hobby—raising of six chipmunks and two squirrels.

We're sorry to learn that it was necessary for Machinist **BILL PLUMMER** to enter Portola Hospital; also, that

**GEORGE NORTON**, retired stationary engineer, is ill with pneumonia at Sutter Hospital. George may be at home by the time this reaches print, but we know he would enjoy visits from his many friends during convalescence.

Also on the sick list is **Carman H. D. RIETZ** and **Carman Helper BOB DUVALL's** wife, who underwent a serious operation but is now home recuperating.

Our condolences to Sheet Metal Worker **R. L. RHEINGANS**, who recently lost his mother.

Hey, what gives? How many of you saw our distress signal on August 17? Or was Special Mechanical Assistant **BOB REDUS** the only one to notice the American Flag flying upside down? You can be assured that **Bob** changed the flag in a hurry—and that the **WP** was soon on safe ground again.

What a grand picnic the Carmen's Union held at William Land Park on August 30! Refreshments (and plenty of them) for all—a hilarious baseball game between the apprentices and the carmen (the carmen winning only by dint of the faulty (?) eyesight of umpires **D. R. SARBACH**, shop superintendent, and **JOE STOUT**, car foreman (and carrying the bases with them)—bingo with prizes galore—and plenty of good comradeship. Everyone who attended is still talking about the good time they had.

Machinist and Mrs. **A. R. JORGENSON** have announced the engagement of their daughter **Yvonne Lee** to **Robert L. Seyfried**, a Sacramento boy. No date's been set for the wedding, as **Robert** expects to be called into the Armed Services soon.

The **LATINOS** have increased their family numbers again—this time **Carman SAM** announces the birth of his

first—a son. And a son finally arrived at the home of Machinist and Mrs. **R. WARD**, after the stork made several false starts.

**Carman E. BURDICK** retired August 31 after working for the company since February 25, 1927.

**Painter A. LEWIS** has left our service to return to the Midwest. However, **Altha** is not leaving the trade, but has a painter's job waiting for him with another railroad.

## SAN FRANCISCO

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

"When eating Del Monte pears you can be sure you are getting the finest." So says **BILL RACINE**, chief clerk passenger accounts, who finished harvesting the crop from his own trees out on Walnut Creek way and sold over a ton to the nearby cannery in Fruitvale.

More profitable than fruit farming was **ANN RANNEY's** recent trip to Reno. "Lucky" Ann came back with pockets jingling. Two other members of the passenger accounts returned with different results. **CAROL MORRELL** lost, while **FRED ZGRAGGENS** broke even.

Mrs. **WILLIE DICKENS**, steno-clerk in the special agent's department, has replaced **AGNES STOFKA**, who left the company on September 10.

Her many friends extend **JOSEPHINE BEIN**, on year's leave of absence as secretary to superintendent of transportation, congratulations and best wishes on her marriage August 1 to **Henry Koester**. The wedding was performed at Carson City and after a week's visit at Lake Tahoe, the newlyweds returned to San Francisco to a home in Westlake.

Very sorry indeed to hear that **JIM WRIGHT**, AESA, has taken a leave of absence due to illness. We hope your recovery at Portola Hospital will be a rapid one and we're all rooting for you, Jim.

Glad to learn that **JOHN COUPIN**, general agent San Francisco, is home convalescing after a month in the hospital because of a heart condition.

Commercial Agent **DAN COSTELLO** also spent some time in the hospital last month for treatment of a nervous stomach. Hope to see these fellows back on the job real soon.

**DEAN DORSEY**, recently appointed chief clerk in the SF general agents office, and his wife, **RUTH**, former employee, are expecting the stork for the second time sometime in November.

**Mrs. DOROTHY MAPES** returned to WP as steno-clerk in the president's office, replacing **CLAUDE BARBIERI**, who left the company to return to school. Dorothy, the former Miss Jocz, was previously in the service bureau.

A newcomer to the law department is **DORIS FELTZ**, secretary to Attorneys Gibson and Van Dellen, a position formerly held by **Mrs. BETH ENGLE**, who has transferred to the office of assistant to general manager.

**BARBARA SHEFFIELD** took leave of absence from her desk in the purchasing department to be with her husband, who is now located at Sacramento.

**Mrs. RUBY GUSTAFSON**, recently of the Oakland stationery department, is now buyer at General Office, a position formerly held by **GERTRUDE SHOUT**, who now is price clerk.

**LEE BROWN**, chief clerk overcharge claim bureau, celebrated his 30th anniversary with Western Pacific on September 3. His friends on the fourth floor annex gave him a little surprise

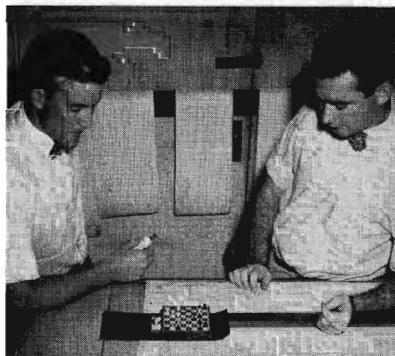
package to celebrate, provided he didn't drop the bottle on the way home.

Looking mighty refreshed after their vacations are **MARION FRANKLIN**, file clerk, and **FLORENCE LIBBEY**, secretary to general agent.

**BARBARA PARKER** is now located in the general agent's office, Oakland, and has been replaced in the SF office by **MARY KETTENHOFEN**, formerly of the service bureau.

**JACK GORE** returned from his vacation which he and wife, **RUBY**, traffic department, spent at their cabin in southern Oregon. Fishing was good, as usual.

**HARRY E. CARVER**, senior draftsman, and horticulturist de luxe, again gladdened the hearts of flower lovers by taking home practically all the prizes at the San Mateo Fair and Fiesta held in San Mateo in August. Harry received First Award for roses in three instances, three Second Awards for roses, three First Awards and two Second Awards for dahlias, and two Third Class awards for carnations. Stop by when passing through San Mateo and see his truly beautiful garden.



Elford Wall and Roy Gifford, signal draftsmen, are preoccupied in their chess game which had entered its 7th day of lunch hour progress when pictured.



A/2C Arnold Littlefield and his bride, the former Frances Humphreys, secretary—signal department, following their marriage in Richmond on August 22.

## WINNEMUCCA

Doris Cavanagh

That "In the Good Old Days" picture of the WP band in the August issue will doubtless recall for **GEORGE NAPOLI** of the Sacramento shops his short Nevada sojourn at Elko in 1924, before the **GEORGE CAVANAGHS** (not C. CAVANAUGH) lived in Sacramento during 1924-1926.

Wedding of William L. Gollither, son of Fireman and Mrs. F. M. GOLLITHER, to Beverly Knowles took place in the airways above La Jolla, California, in July. His sister, bridesmaid Peggy Gollither, has won a nurse training scholarship to Holy Cross Hospital, Salt Lake City. Another son, Richard, storekeeper third class, is aboard the U. S. S. *Nurius* submarine tender.

Vacations requiring much or little mileage were taken by Engineers C. L. HAWKINS, JACK MARRS, ADOLPH LOSER and Fireman SETH JODER.

Retired Engineer **MICKEY WALSH**, 77, died August 19 of a heart ailment in his

home here. Leroy LaBarge, 22, operating engineer, was killed in a logging accident near Redding during July. Native Winnemuccan, he was a son of the late Trainman **LAWRENCE J. LABARGE** and Mrs. Dottie LaBarge, now of Oroville.

Friends visited Conductors **ERNEST PENNINGER** and **OSCAR LIND** of Oroville while patients in the Humboldt Hospital.

Handling the Winnemucca to Reno WP-Shrine Circus train were Engineer **AUSTIN LAMBERT**, Fireman **PATTERSON**, Conductor **TEX HUGHES**, Flagman **DON WOODS** and Brakeman **RONNIE THORPE**.

Colorful clowns aboard the train brightly painted by the youngsters were **MILEPOSTS' ARTHUR LLOYD**, San Francisco; Road Foreman **CLIFF FIELDS**, Elko; and Judge Merwyn Brown, Winnemucca.

Ranging from chaperons to chefs were Section Foreman **JACK LORD**, Golconda; Retired Engineers **JOHN BREIER** and **A. G. WOODWARD**, Conductor **PAUL RUTHERFORD**, and Yardmaster **JOHN HAMILTON** with sons, Jack and Charles.

As part of the occasion, leather wallets beautifully tooled by Marie McMurtrey, widow of Brakeman **McMURTREY**, were presented to four WP officials, **F. B. WHITMAN**, **C. L. DROIT**, **J. G. WHEELER** and **G. H. KNEISS**.

Also aboard the train were Assistant Superintendent **BILL HOWELL**, and Special Agents **BOB STENOVICH** and **AL HACHQUET**, of Elko. Master Mechanic **BILL PARRY** jolted over washboardly Nevada 49 to meet them at Gerlach.

"Do you find advertising brings quick results?"

"Yes, indeed! Why only the other day we advertised for a night watchman, and that very night the safe was robbed."

# SPORTS



Members of the winning Silver Feather team: Frank Hoffman, Lenore Studt, Natalie Paoloni, and Don Brown.

## BOWLING

The Silver Feather team annexed this year's San Francisco Mixed Doubles Bowling League championship by compiling a four-game advantage over their nearest competitors, the second place Silver Palm team.

The winners jumped into an early league lead and never relinquished their gain, as the combination of Lenore Studt, Natalie Paoloni, Frank Hoffman and Don Brown proved too

well balanced for the competition.

On the statistical side, final team standings and individual leaders are as follows:

MEN		HIGH AVERAGE GAME SERIES	
Don Johnson	168	224	586
Frank Hoffman	168	200	559
Frank Thompson	159	192	537
WOMEN		HIGH AVERAGE GAME SERIES	
Anne Malfa	135	189	483
Lenore Studt	131	182	473
Marie Cassou	131	187	458

TEAM	WON	LOST
Silver Feather	27	15
Silver Palm	23	19
Silver Arroyo	22	20
Silver Dollar	22	20
Silver Canyon	20	22
Silver Range	20	22
Silver Bay	17	25
Silver Thistle	17	25

TEAM MEMBERS	
WOMEN	MEN
Studt-Paoloni	Hoffman-Brown
F. Rath-Gaynor	C. Rath-A. Thomas
Malfa-Stone	Thompson-Sillineri
Duke-Kerby	Jakenevich-Ogburn
Cassou-Guglielmoni	Dutcher-Quint
Nielsen-Schnipper	Donnelly-Swain
I. Johnson-Bischoff	D. Johnson-Gerring
D. Larson-B. Thomas	Beebe-McKellips

"Well, all right, if you insist," the young man agreed somewhat reluctantly when his girl friend's mother insisted that he remain overnight because of the downpour outside.

"I'll run up and make sure the bed in the guest room is made," she said. When she returned to the living room the young man was

gone. A few minutes later he poured himself through the front door drenched from head to foot.

"Goodness," she cried, "where have you been?"

"Hadda go home and get my pajamas," he gurgled.

## SOFTBALL

After five straight victories, Western Pacific's San Francisco softball team ran smack into the fine two-hit pitching of Carruthers of Globe of California, who fanned 15 railroaders to win 8 to 0. This gave the boys from Western Pacific second place in the final standings of the San Francisco Recreation League.

Manager Keith Brogan's 8 for 16 topped the hitters with .500. Don Wilson's ten runs was high for the team, while John Mills' ten hits and nine runs batted in led those departments.

Final team averages:

	AB	R	H	RBI	AVG.
Keith Brogan, lf	16	8	8	8	.500
Ray Miller, rf	8	6	4	6	.500
Bob Kostner, cf	2	0	1	1	.500
John Mills, cf-1b	22	7	10	9	.455
Horace Lohmeyer, 2b	10	8	4	3	.400
Don Wilson, c	19	10	7	8	.368
Bill Martin, ss	19	8	6	5	.364
Bob Fields, p	17	6	6	8	.353
Floyd Barnes, 2b-p	3	1	1	0	.333
Carl Wade, 3b	22	6	7	5	.318
Ron Quint, 1b-of	19	4	3	7	.150
Larry Murphy, 2b-cf	7	3	1	0	.143
Bob Hanson, rf	3	0	0	0	.000
Team totals	167	67	58	60	.347



## GOLF

The first annual Western Pacific "Pee Wee Golf" tournament, organized by Tom Dowd and Don Wilson, was termed a great success by members of the auditor of revenues department.

Complete in gay golf caps, about 25 dubburs journeyed to Oakland to try their luck at winning a gold trophy. Ray Miller, on a par course of 87, came through with a 96. Larry Murphy won second place with a 98, and Keith Brogan placed third with 100.

Only ball lost was reported by Don Wilson when it got caught in a fountain, although Bob Munson had to fish his out of a pond.

Next round to be played will be mixed doubles.



Even a "slight" fog couldn't keep J. M. "Scotty" Ferrol, chief clerk, and his daughter, Margaret, 2½ years, from attending the final baseball game.

Golfer (dubbing a shot): "I'm certainly not playing the game I usually play." Caddy: "What game is that, sir?"

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## RAILROAD LINES



Rock Island Lines' Atlantic Cut-off, completed in September, eliminates 10.2 miles, reduces central angle curvature 1,629 degrees 10 minutes, and saves 127.08 feet in rise and fall in the multimillion dollar 35-mile relocation.

• • •

First railroad auto drive-in ticket office opened recently at Richmond, Virginia, by Chesapeake and Ohio.

• • •

Centinela Valley Railroad Club, Hawthorne, California, celebrates 20th Anniversary October 16, 17 and 18 with "open house" Operation.

• • •

New streamlined "Aztec Eagle" of the National of Mexico Railroad went into operation August 27 between Mexico City and Laredo, Texas.

• • •

Union Pacific's new family fare plan went into effect September 1.

• • •

Faster service and increased capacity are major results of C&O's \$15 million cross-Lake Michigan rail-ferry service.

• • •

Southern Pacific Reports such good service from bulk sugar cars built by and leased from WP, two more ordered for Holly Sugar service.

• • •

Chicago & Northwestern inaugurates "piggy-back" service between Green Bay, Wisconsin, and Chicago, as intensive test.