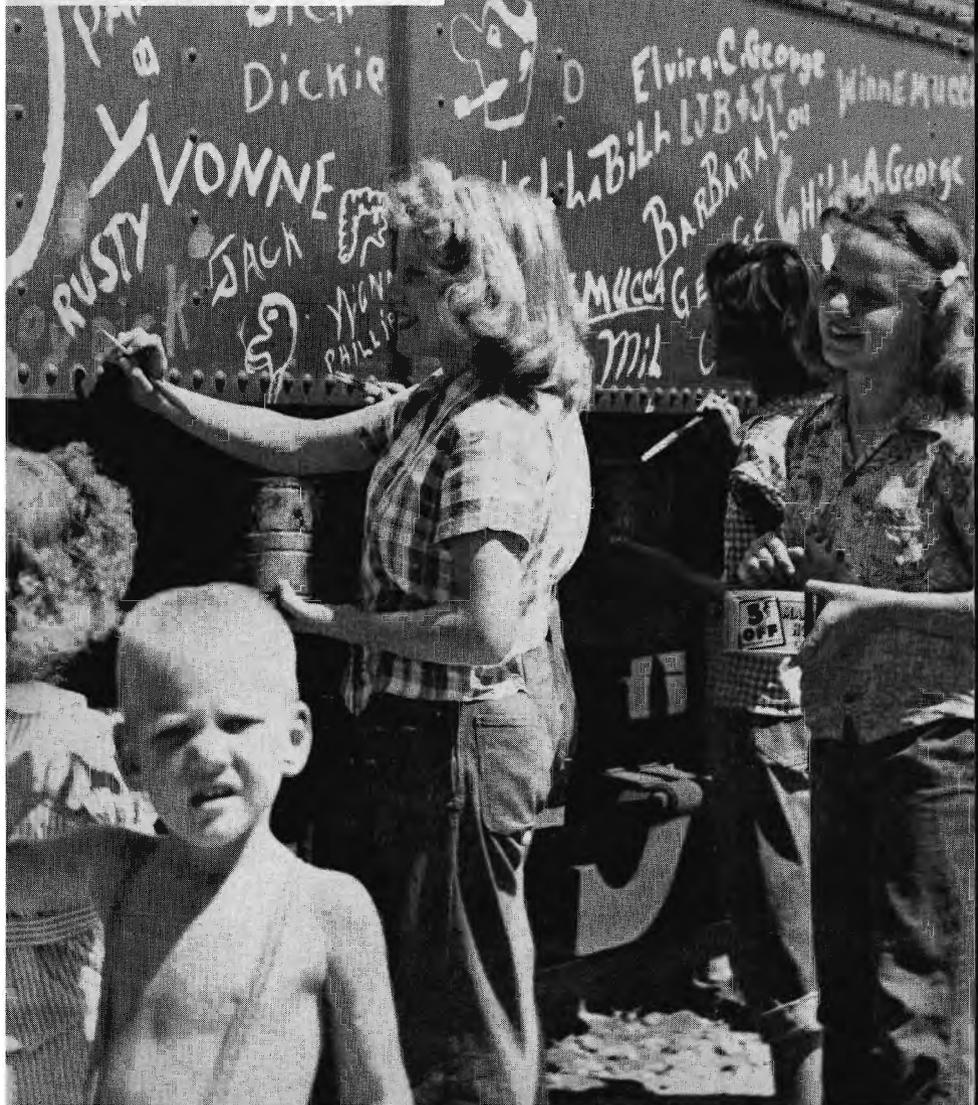


WESTERN PACIFIC
Mileposts

SEPTEMBER 1953



WESTERN PACIFIC Mileposts



Vol. V, No. 2

SEPTEMBER, 1953

*Milepost No. 50

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. 50: Picking up speed for the long Altamont grade, a trainload of cars for use in the Circus Train Special whistles by on its way to Winnemucca.



Fifth Annual Circus Special Rolls

It took a 20-car special train to carry a record-breaking 1,127 Nevada youngsters to the Annual Shrine Circus at Reno this year and, as four times before, they loved it.

There was little doubt that it was going to be a big day. To them it meant a free train ride and a free circus. The uninitiated children had been well informed by the "veterans" of previous years long before the equipment for the special arrived at Winnemucca the day before the circus. Armed with cans of washable poster paint, brushes, and ladders, supplied by the Shriners, hundreds of freckled-faced kids were soon on hand and in a few hours had covered the steel cars from top to bottom with circus "art."

The Winnemucca children were reinforced the next morning by crowds that came from Battle Mountain, Tungsten, Paradise Valley, Getchell Mine, McDermitt, and other desert towns where a circus never plays. They were entertained by three amateur clowns in baggy costumes—Judge Merwyn Brown; C. F. Fields, WP road foreman of engines; and Arthur Lloyd, WP public relations representative. Late comers were registered in, all received identification badges, and they scrambled aboard 11 cars with the assistance of WP personnel, Shriners, and chaperones. Stops at Junco, Sulphur, Gerlach, and Sand Pass added more small passengers. Then at Herlong nine more crowded

cars were cut in. Before they reached Reno shortly after noon, the lunches, milk, and soda pop on board had disappeared and the kids were ready for the big show.

To keep the groups intact, long ropes were grasped by each contingent for the quarter-mile walk from the station to Mackay Stadium where, well supplied with cotton candy, balloons, Cracker-Jack, and trinkets, the youngsters filed into their waiting seats for the big Shrine-Polack Bros. open-air circus.

Highlight of the return train trip was an essay contest on the subject "My Day at the Circus." Selections were made of the best essay from each grade (1st to 8th grade) and the winners presented with wrist watches.

Box dinners with more milk and soda pop topped off the day's activities and the sleepy but happy kids left the train with an abundance of memories which will provide conversation for many a day.

ESSAY CONTEST WINNERS

Winners of the Circus Train essay contest, announced by the Winnemucca Shrine Club and the Western Pacific were:

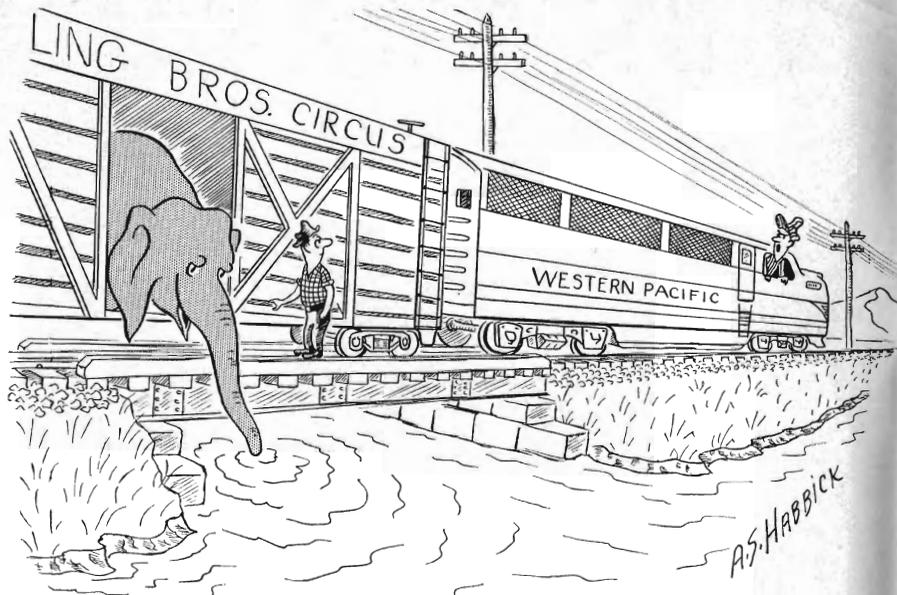
First Grade: Cheryll Olson, Winnemucca.

Second Grade: Frankie Rae Miller, Paradise Valley.

Third Grade: Pete Lamboni, Doyle.

Fourth Grade: Nancy Lee Harmer, Battle Mountain.

Fifth Grade: Dale Shadoan, Paradise Valley.



"I don't care if he is thirsty—the show opens in Reno TONIGHT!"

Sixth Grade: Junior La Master, Tungsten.

Seventh Grade: Jane Johnson, Oracle, Arizona (Winnemucca).

Eighth Grade: Lee Roy Eyheralde, Winnemucca.

Typical of those selected were essays by Fifth Grader Dale Shadoan and Seventh Grader Jane Johnson, who wrote:

"Last night Bill Hayes, my stepdad, bet me five dollars to two that I wouldn't get up by myself. 'All right,' I said, 'it's a bet.' I lay awake half the night. Finally when I did drop off to sleep I was suddenly awakened by the alarm. I got up. Bill was not awake but I was too sleepy to notice. A few minutes later Bill came into the kitchen. 'You win,' he said. I had seven bucks."

"At the circus there was a woman two hundred feet in the air. She was doing daring stunts. At one act she balanced on her stomach and fell off the trapeze. My heart leaped into my mouth and my stomach went into knots. Suddenly her foot was locked

around the traps ropes and she was dangling from the trapeze. I let out a sigh of relief."

* * *

"I thought it was really wonderful for it was my first time and I hope it wasn't the last. Most of the kids like the ride up and down the best. I liked that and the circus both. For the acts I liked the bears act and Leonora, the trapeze artist. This year I think everyone agreed the food was especially good and appetizing as I was very hungry and so were the rest of us. This experience was new to me and one to remember. I was certainly glad I was able to come. I think I liked to paint the train the best. Dianne Moore and I painted a giraffe which was loads of fun and I think Winnemucca cars looked the best. The Shriners have the credit and the people who help them. I hope they don't stop this program as I know the Winnemucca children count on every year and I know I, who am not a resident of Winnemucca, enjoyed it. Our parents have no need to worry, as we are taken care of beautifully. I'm thanking the chaperones for their help. We hope they carry on this program. Many thanks."

Paul Jenner sez:

"Don't Be HALF Safe!"

We on the Western Pacific and affiliated companies are waging our own private war on PERSONAL INJURIES AND ACCIDENTS — but they still occur. Yes, in spite of the posters, pamphlets and leaflets, and safety meetings, depicting the horrors of accidents admonishing us to be careful. Actually, it takes so little to PREVENT an accident if we just give some thought to our jobs before we act. We must not relax vigilance, but must maintain alertness. We must get across to every single employee the thought that SAFETY must be foremost in our minds every waking moment.

Whatever we do, wherever we go, we must keep that thought with us. Pass along to our fellow employees forcefully and frequently that NO JOB is done without thinking.

Repetition of Safety reminders will eventually form the habit of thinking in terms of safety at all times whether at work or at play. This may seem monotonous, but there is nothing monotonous about being injured or paying for something we didn't want, and good habits as well as bad habits are formed by repetition. We want each employee to acquire the safety habit at work, at home, and at play.

Speed and prompt movement is the trend of the times, which means streamlining every job. Our work must be done swiftly and accurately, but always safely. Under no condition must SAFETY be sacrificed for speed, which brings to mind that Safety is the first rule in our Book of Rules.



There are some who comply with the Safety Rules to the letter and there are others who deliberately violate Safety Rules, resulting in injuries. In short, the man who takes a chance presents a potential hazard to his friends and fellow workers as well as to himself. Every employee must realize that in railroad parlance SAFETY is synonymous with cooperation. This requires teamwork. In so doing, we both learn and teach the fundamentals of safe thinking for resultant safe working. Every employee must understand the SAFE WAY is the all-important factor on his job; that his fellow worker's job is also his in so far as safety is concerned. The other fellow's carelessness may injure you as well as him.

The majority of railroaders deal with wheels in motion, which means that each and every one must be constantly on guard.

HOW WE'RE DOING

A quick glance at Western Pacific's midyear financial report, just released, shows a pleasing increase in earnings over the first six months of 1952. Operating revenues increased 20.58 per cent over last year's figures, while operating expenses increased only 9.58 per cent.

The results are not so pleasing, however, when it is remembered that WP revenues were down considerably and operating costs went sky-high during the forepart of 1952 when traffic was at a standstill for many days during the unprecedented January storms. Further interruptions occurred during February of that year, and mid-Western flood conditions during March and April took a heavy toll on traffic from connecting lines which were temporarily inoperative. Work stoppages in the steel industry during April and May severely reduced our normal steel traffic as well as shipments from other industries unable to produce because of their inability to obtain steel required as raw material.

With all this taken into consideration, the increased earnings during the first six months of 1953 are not as impressive as they might first appear. And, during the latter part of June, expenses increased in greater proportion than revenues, contrary to the general trend for the earlier months of this year.

As to the outlook for the rest of 1953, reports indicate that the general trend of business continues at a good level. Inventories in some lines are increasing and there appears to be some sales resistance, but experts predict that,

subject to seasonal fluctuations, business will remain on a reasonably high level for the remainder of the year. The first two weeks of July showed increases in freight traffic although the second week was less than last year's figures for the reason that the first rerouted Santa Fe loads due to the Tehachapi earthquake were then passing over Western Pacific lines.

In operating efficiency, Western Pacific is making steady over-all progress. June statistics, just received, reveal that our average freight trainload increased from 2,919 to 3,249 tons, and our gross ton miles per train hour from 68,005 to 78,635, both figures an all-time high for our railroad. Our average freight train speed increased from 23.4 a year ago, itself a pretty high figure, to 24.3 miles per hour, which is not too bad notwithstanding the fact that we have had four months this year with slightly higher figures. However, our cumulative for the six months, 24.3, is an all-time high. Our cumulative figure for the half year in gross ton miles per train hour is also an all-time high.

Well organized and well balanced company-employee teamwork, new and modern equipment, and improved methods of operation account for these fine showings. A sales development program for traffic department representatives, an educational program for members of the car repair department, and similar training courses for members of other departments are beginning to make their effects felt. The supervision refresher program, announced in MILEPOSTS last month, is

now under way, intended to assist supervisors in developing teamwork, strengthening personnel relations and handling problems. Other educational programs are planned and will be announced later.

Western Pacific continues to be a leader in putting new equipment in service. The *California Zephyr*, the Budd RDC-2, "Zephyrette," and the Compartmentizer Car have already been widely acclaimed. Newest equipment already, or soon to be placed, in service for the first time on any railroad, include the new-type selective dump hopper-ballast cars, cushion underframe cars, and roller-bearing equipped gondolas.

With the completion of traffic control signaling, radio communication,

improved diesel servicing facilities, heavier rail, reballasting, and the replacement of timber tunnel lining with concrete, industrial expansion, as well as other work in progress, Western Pacific is preparing itself for the increased volume of business expected. What that increased volume of business will amount to depends largely, but not entirely, on the salesmen in the traffic department. For every Western Pacific railroader has the opportunity from time to time to "sell Western Pacific"—through friends and acquaintances, through friendly, courteous and dependable relations with those contacted while on the job, and through the conviction of knowing that he is a vital cog in a mighty important railroad.

MID-YEAR FINANCIAL REPORT

	FIRST HALF 1953	FIRST HALF 1952
WHERE WESTERN PACIFIC'S MONEY CAME FROM:		
1. From customers for freight service.....	\$27,732,297	\$22,714,395
2. From passengers for transportation.....	1,600,697	1,560,273
3. Dining car, hotel and restaurant, and all other transportation service revenues	679,623	614,666
4. Total transportation revenues	\$30,012,617	\$24,889,334
5. Other non-transportation revenues.....	349,741	369,131
6. TOTAL	\$30,362,358	\$25,258,465
WHERE WESTERN PACIFIC'S MONEY WENT:		
7. Paid to employees as wages, or for their account as payroll taxes and pensions	\$12,750,646*	\$12,393,504*
8. For materials, fuel, services of others not on WP payrolls and net cost of joint facilities.....	7,817,832	6,167,335
(Fuel for locomotives cost \$1,090,638 in 1953 and \$994,851 in 1952)		
9. For income and other taxes (excluding payroll taxes).....	4,376,300	2,874,254
10. Interest on borrowed money and other deductions.....	738,566	843,146
11. Dividends for WP stockholders†.....	1,589,604	1,589,604
12. Set aside to pay for wear and tear on road equipment and tools..... (Depreciation and Obsolescence)	1,323,620	1,119,689
13. Payments on debt, cost of additions and betterments to property and other corporate purposes.....	1,765,790	270,933
14. TOTAL	\$30,362,358	\$25,258,465

* Item 7 includes wages paid for work performed for current maintenance and operation, and wages related to addition and betterment work paid out of reserves accumulated in 1953 and prior years.

† Approximately 4,300 stockholders 1953, 4,800 stockholders, 1952.

TRAVELIERS TRAVEL IN STYLE

The *California Zephyr* made a quick turn-around at Oakland Wednesday evening, August 5, just after arriving from Chicago, was cleaned and made ready for a chartered round trip to Carbona. Waiting to board the vista-dome streamliner at Oakland and San Leandro were nearly 400 Traveliers, (a women's organization), husbands, and friends.

They brought along a three-piece string orchestra to add to the festivities, 14 Queens of various East Bay contests and festivals, and the *San Leandro News Observer* was on hand with reporters and cameramen.

Composed of members who hold key business positions in the Bay Area, the main purpose of this San Leandro club is travel, the educational and cultural aspects of which keep the girls mentally alert and at the same time helps to keep them well informed on all latest developments in the transportation field.

Under the leadership of President Blanche Asuma and a Board of Directors number 24, the object of the group is to learn as much about the world around them as is possible. Membership is being extended to 300 and already the girls have dedicated the new air terminal at Napa-Vallejo Airport, entered a queen in the San Leandro Community Fair being held in September, and invited friends to join them on this special run aboard the *California Zephyr*. Future plans call for a visit to the U. S. Naval Ordnance Test Station at China Lake, Inyokern, to view the rocket and guided missile research base, and also a visit to Matson's new ocean terminal at Wilmington. Other plans include talks by prominent lecturers about various parts of the world which they feel will help to further the "Good Neighbor Policy" adopted by this country.



The last of the crowd climbs aboard at San Leandro.



President Blanche Asuma



Traveliers Faye Kennedy, Blanche Henk, and JoAnn DeRoos learn the secrets of good housekeeping from Pullman Porter M. Shelton (10 years seniority) en route from San Leandro to Carbona aboard *California Zephyr*. All agreed accommodations excellent.



"You were speaking of advantages in going by WP"

Popular spot was in the diner from where music by a trio of stringed instruments was heard throughout the train by means of the train's public address.



PROMOTIONS AND TRANSFERS

Everett P. Peterson, principal assistant engineer, has been advanced to the position of assistant chief engineer, effective August 1, 1953.

"Pete" was born in Brockton, Massachusetts, September 22, 1888, and after high school there, was graduated as a civil engineer from Worcester Polytechnic Institute. He spent his first year out of college working in a testing laboratory for the Forest Service at Madison, Wisconsin. He followed this with two years in Arizona engineering in irrigation work for the U. S. Reclamation Service and then first became acquainted in railroading. This took place at Portland and Seattle, where he was engaged in maintenance construction and valuation work for the Oregon-Washington Railroad & Navigation Company (now part of the Union Pacific).

His railroading career was cut short in order to serve 23 months overseas as a 1st Lieutenant with the 18th Engineers Railway Regiment in World War I, but on return he entered the service of the Northwestern Pacific as special engineer at San Francisco.

Peterson became a Western Pacific employee in September, 1921, first as office engineer, then assistant engineer, principal assistant engineer, and now assistant chief engineer. At the present time he is engaged in supervising the track installations for the new Ford Plant at Milpitas, under direction of the San Francisco office.

Pete is a gardener of considerable ability and his flower garden at his San Francisco home is a display of outstanding beauty. He also enjoys working on his stamp collection while



Everett P. Peterson

listening to any baseball game that might happen to be on the air.

He is a member of Balder Lodge No. 393, F. and A. M., California Consistory No. 10, and Islam Temple, A.A.O.N.M.S., all of San Francisco. He is a registered civil engineer and member of the American Railway Engineering Association.

* * *

William F. McGrath returned to the Chicago office August 16 to a newly created position as assistant to traffic manager, after a little more than two years in the traffic department at San Francisco during which he held the position as rate analyst.

Bill entered Western Pacific service in 1941 as stenographer-clerk, after receiving his first railroad experience in the law department of the Pennsyl-

vania Railroad. Until he was sent to San Francisco, he served in nearly every clerical position in the Chicago office, last of which was as traffic representative.

McGrath was interested in semi-professional baseball until he decided on a railroad career, and he acquired an outstanding record during a four-year hitch with Uncle Sam's Navy, serving in the Pacific Area. He enjoys sports of all kinds, and when time permitted contributed his skill as a ball player with Western Pacific's softball team.

He is a former member of the Chicago Transportation Club, Clearing-Cicero Traffic Conference, Calumet Transportation Association, and the Delta Nu Alpha Transportation Fraternity, Chicago Chapter, and is a graduate of the Freight Traffic Institute of Chicago.

Bill is married to the former Rita



William F. McGrath

McEnerney, a former WP employee, and the couple have two fine boys, Billy and Terry.

His only worry in returning to Chicago is that the gang there might ask the return of a two-suiter bag presented to him when he left the Windy City for California back in 1951.

* * *

Other changes in traffic personnel include the promotion of Dudley Thickens from rate clerk to rate analyst, succeeding McGrath; Hal Hamilton as successful bidder to the position formerly held by Thickens; and Paul E. Forkgen from clerk in the service bureau to position as junior clerk in the general freight traffic office.

Gene Macomber, traffic representative at Stockton, has transferred to the general agent's office at San Francisco, and his former position is being succeeded by William A. Linehan, Jr., stenographer-clerk at Fresno.

* * *

S. F. "Bud" Burmeister has been appointed roadmaster for the third subdivision on the Eastern Division, with headquarters at Wells, Nevada, effective August 1. He succeeds Charles J. Miller, who resigned from the company.

Replacing Burmeister as roadmaster on the fourth subdivision, Western Division, with headquarters at Keddie, is John J. Martin, former assistant roadmaster at Oakland.

Walter L. Chapman, former foreman of extra Gang No. 1 on the first subdivision, Western Division, has been appointed assistant roadmaster at Oakland, under the supervision of Roadmaster John P. Connelly, effective August 16.

MILEPOSTS



IN GOLD

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

40-YEAR PIN		
Henry C. Wendt.....	Auditor Miscellaneous Accounts.....	San Francisco
30-YEAR PINS		
Forrest E. Farley.....	Machinist.....	Mechanical Dept.
Frederick J. Boll.....	Brakeman.....	Western Division
William G. Levy.....	Assistant General Auditor.....	San Francisco
Edward D. Murphy.....	General Scale Inspector.....	Transportation Dept.
William J. Nelson.....	Locomotive Engineer.....	Eastern Division
William R. Nicholas.....	Blacksmith Helper.....	Mechanical Dept.
Nicholas A. Schoeplein.....	Auditor of Revenues.....	San Francisco
Orson C. Shepard.....	Machinist.....	Mechanical Dept.
David J. Spowart.....	Auditor Equipment & Service Accounts.....	San Francisco
John Taylor.....	Locomotive Engineer.....	Eastern Division
George S. Trimble.....	Traveling Auditor.....	San Francisco
25-YEAR PINS		
R. J. Benish.....	Assistant Valuation Engineer.....	San Francisco
James W. Chapman.....	Conductor.....	Western Division
J. L. Condon.....	General Agent.....	Detroit
W. B. Cook.....	Traffic Representative.....	Los Angeles
Swan Nielsen.....	Traveling Carpenter.....	Western Division
John G. Sandstrom.....	Chief Clerk.....	Auditor of Revenues
Raymond J. Smith.....	Conductor.....	Eastern Division
J. R. Stitt.....	Traffic Representative.....	Denver
John A. Webb.....	Conductor.....	Western Division
Lewis S. Williams.....	Red Cap (retired).....	Western Division
20-YEAR PIN		
Manuel G. Gomez.....	Section Laborer.....	Western Division
15-YEAR PINS		
E. P. Broderson.....	Patrolman.....	Oakland
Theodore J. Estery.....	Conductor.....	Eastern Division
Howard A. McMahon.....	Section Foreman.....	Eastern Division
10-YEAR PINS		
Kenneth L. Bedsaul.....	Brakeman.....	Western Division
William R. Bedient.....	Switchman.....	Eastern Division
John P. Dowling.....	Locomotive Fireman.....	Eastern Division
Hanna M. Etchebehere (Mrs.).....	B&B Clerk.....	Eastern Division
K. L. Jackson (Mrs.).....	PBX-Operator.....	San Francisco
James F. Phillips.....	Locomotive Fireman.....	Eastern Division
Guadalupe Vargas.....	Track Laborer.....	Eastern Division

An old mountaineer and his son were sitting in front of the fire smoking their pipes, crossing and uncrossing their legs. After a long silence, the father said, "Son, step outside and see if it's raining."

Without looking up, the son answered, "Aw, Pa, why don't we just call in the dog and see if he's wet?"

—NC&STL Ry. Bulletin

The wife was trying to get her husband to purchase a new automobile, but he didn't seem to like the idea.

"What?" he roared. "Me buy a new car? Do you think automobiles grow on trees?"

"Of course not, silly," replied his wife calmly. "Everyone knows they come from plants."

—Reading Railroad Magazine



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 employees and annuitants whose death has been reported:

Jose C. Bautista, extra gang laborer on the western division, died on April 30, 1953. Mr. Bautista entered company service in July, 1951. He is survived by his widow, Mrs. Elva Bautista, of Rancho La Cienega, Jalisco, Mexico.

Thomas Davies, retired Central California Traction Company armature winder, died on June 14, 1953. Mr. Davies entered company service on July 5, 1921, and last worked for the company on February 20, 1947.

Pedro Garcia, western division section laborer, died on June 29, 1953. Mr. Garcia entered company service on July 21, 1952. He is survived by his parents, Francisco and Clara Garcia, of Sahauripa Sehuadehuachi, Sonora, Mexico.

Charles W. Johnson, who last worked for the company on March 18, 1938, as locomotive engineer prior to his retirement, died on June 29, 1953.

Leah Lathrop, bill clerk at the local freight office in San Francisco, died on July 18, 1953. Miss Lathrop entered Western Pacific service on July 11, 1927, and for several years was employed in the general manager's office. She is survived by a brother, Herbert

Lathrop; a sister, Mrs. Hazel Peter; and a niece, Mrs. Barbara Bergman, whose husband, William A. Bergman, is special agent and claim adjuster at Oakland.

Leo T. O'Meara, retired telegrapher, died on June 14, 1953. Mr. O'Meara entered Western Pacific service in November, 1942, and last worked for the company on April 8, 1946.

Jessie J. O'Neill, retired stationary engineer, died on May 21, 1953. Mr. O'Neill entered company service on March 1, 1920, and last worked for the company on March 31, 1940.

Charles H. Orth, locomotive fireman, died on July 13, 1953. Mr. Orth entered Western Pacific service on September 30, 1941. He is survived by his widow, Mrs. Dorothy Orth, of Fair Oaks, California.

Lee Rogers, retired section laborer, died on May 28, 1953. Mr. Rogers began his service with Western Pacific on April 1, 1937, and last worked for the company on February 23, 1950.

James C. Terry, who last worked for Western Pacific as a locomotive engineer before his retirement on January 18, 1945, died on July 23, 1953.

Mrs. Addie Mae Hendricks, coach cleaner, died on July 5, 1953. Mrs. Hendricks entered Western Pacific service in August, 1945. She is survived by her husband, Clinton Hendricks, of Richmond, California.

Nels L. Nelson, one of Western Pa-

cific's old-timers, passed away at St. Joseph's Hospital on July 22, 1953, after an illness of one month.

Nels was born in Christiani, Norway, December 23, 1882, and came to America in 1900 at the age of 17. He first railroaded as a yard clerk for the Northern Pacific at Minneapolis in 1910, came to San Francisco in 1917 and went to work for Western Pacific as car checker. He was assigned to the position as boat and transfer clerk at the Twenty-fifth Street yard in 1920, which position he held at the time of his death.

Nels was quite proud of his record of employment, unusual in so far as regularity is concerned, as there is no record of his ever having been absent from his job other than for his annual vacation.

He became a member of Feather

River Lodge of the Brotherhood of Railway Clerks in 1919, and at the time of his illness was the oldest member of that Lodge actively employed in the railroad industry.



Nels L. Nelson

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:

Harry Dailey, section foreman, Carbona.

Tom Johnson, tunnel gang foreman, Chilcoat.

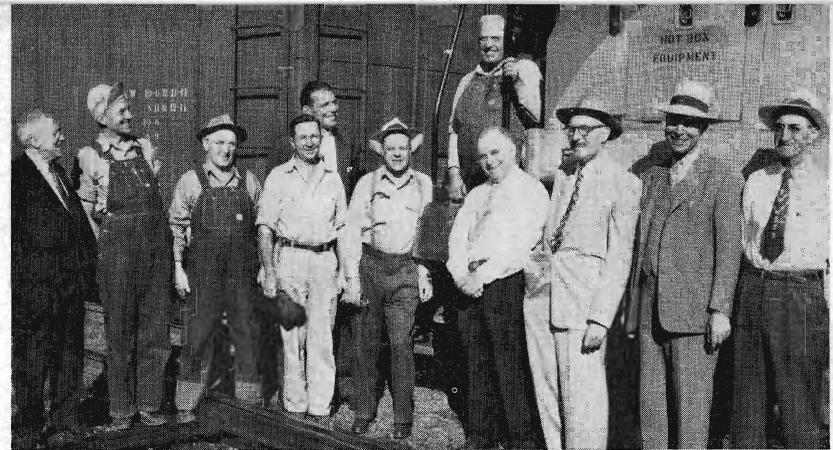
Clarence E. McCarty, switchman, Oroville.

Claybe L. Neubourg, car distributor, San Francisco.

Arthur L. Welliver, T&T maintainer, Elko.

A group of Western Pacific personnel was waiting at the station when Engineer Floyd Seaton completed his run from Greenville to Keddie on July 7. Also waiting was his wife, Elsie, and she was first to greet him as he stepped down from the cab of the diesel locomotive to retire after nearly 44 years of service with Western Pacific.

Seaton was born in Seaton, Illinois, on July 26, 1888. He served as a lineman for the F. & M. Telegraph Company from January, 1905, to September, 1906, and then worked intermittently for the Chicago, Burlington



Henry R. Fegley, assistant to general manager, Fireman Clarence Bancroft, Brakeman Archie Ferguson, Conductor Ray Erickson, Ian M. Ferguson, assistant to president-personnel, Conductor Jimmy Wilkinson, Engineer Floyd Seaton on steps, Bob McIlveen, road foreman of engines, Paul Jenner, assistant to general manager, LeRoy Foster, trainmaster, John McNally, assistant superintendent, as Seaton arrived at Keddie.

and Quincy Railroad between October of that year and July, 1908.

In August, 1908, Seaton moved to California and worked as a teamster until January, 1909. After spending nearly a year as a fireman on a dredger near Stockton, he entered Western Pacific service in December, 1909, as a stationary engineer at Stockton and became a locomotive fireman on July 4, 1910. He was promoted to locomotive engineer on October 23, 1919.

Nearly 60 persons attended a potluck dinner for the Seaton's, organized by Joe Clinton and Charles Self, yardmasters, where Floyd told them, "the first thing I'm going to do is to take Ma back to Vermont, where she was born. We'll visit a little and then return to settle down in Oroville and work my orchard and flowers."

Among those in attendance were N. F. Roberts and Robert McIlveen, road foremen of engines; Paul Jenner, assistant to the general manager; and J. J. McNally, assistant superintendent, who at one time or another dur-

ing their careers had fired on the line with Seaton.

* * *

Elmer L. Zinn completed 37 years of Western Pacific service on July 31, the last 34 of which were in the ticket office at the Oakland passenger depot.

Born at Weldon Valley, Colorado, on July 31, 1888, Zinn migrated to California in 1910 and began his Western Pacific service in the baggage room at Oakland in 1916. He believes he is the only WP employee who witnessed the auctioning of the railroad that year, when he was asked to bring a table and a couple of chairs out on the sidewalk for the auctioneers.

Elmer advanced to the ticket office in January, 1917, and after nearly one year enlisted in the Signal Corps of the Air Service, with whom he served 18 months overseas with the 12th Aero Squadron. He returned to the ticket office in August, 1919.

While attending a luncheon on July 31, he received two telegrams, one from Frank James, general chairman,

Brotherhood of Railway and Steamship Clerks, which read:

"My wife is relaying this message as I am en route from Cincinnati. Regret that I cannot attend luncheon, but this is to wish you happiness and the best of health in your retirement. I look forward to seeing you at Lodge meetings. Best wishes."

The other telegram, from Gertrude Hutchinson, cashier; Barabra Bergman, accountant; and Hans Jorgenson, assistant cashier; Oakland freight office, read:

"So you're leaving the old WP
Seeking greener horizons to see

The 37 years you've surrendered
By us will be remembered.

With best wishes in the greatest degree,
Gertie, Barbara, and Jorgie."

When asked what question passengers most frequently asked, Zinn replied: "Is the train on time?" He also stated it was surprising how many travelers do not know the difference between standard and daylight savings time, a great many of whom arrive at the depot long before train time.

During the years to follow, Elmer intends to catch up on his fishing and enjoy a hobby of amateur photography.



Elmer Zinn, fourth from left, receives best wishes on his retirement from Jim Duhig, buyer, Tal Kelly, city ticket agent, George Trimble, traveling auditor, Henry Hobbie, passenger traffic representative, behind Jimmy Dillon, agent, and Bob Harrigan, Elmer's successor as agent at WP's passenger station, Oakland.



Left to right: Hanna Etchebehere, Johnny Etchebehere, Mary Lamberty, Fred and Mrs. Egelston.

A farewell party was held Saturday evening, July 18, at the Stockmen's Hotel for four clerks departing from Western Pacific services at Elko.

Honored at the dinner were: Mrs. Mary Lamberty, retiring after 30 years of service; Fred Egelston, retiring after 11 years of service; John Etchebehere, who has been appointed student traveling accountant and left for San Francisco; and Hanna Etchebehere, who will accompany her husband.

Master of ceremonies Carl Pacini presented each one with gifts and an appropriate poem he had written. Mary received a portable radio, which she will take with her on an extended trip she is planning to make to the East soon; Fred, who is planning to spend quite a bit of time fishing at Lamoille,

received pipes and a purchase order at the Western Sportsman; and Hanna and Johnny received a place setting to add to their sterling.

There were 41 in attendance at the dinner to extend their good wishes to the guests of honor.

TO JOHN, FRED, MARY AND HANNA

*You wander down the path of life
So full of worry and of strife
From the day that you are born
You follow in that path well worn.
You go to work, for one must live;
Years slip by like water through sieve;
When you recall the days gone by,
Tears come to eyes, but you don't cry.
For fond thoughts, too, have come to mind:
You're rich with memories, then you find
The friends you've made, those you hold dear,
Help keep your life so full of cheer.
And in this life, what treasure lies
Greater than those of friendship ties?
Now the time has come, you have earned
your rest.*

Remember, we think that you're the best.

—CARL PACINI



W. L. "Bill" Moore, chief clerk at Stockton freight office, retires August 31 after 36 years of service. Bill was feted at a dinner party given in his honor on August 6 and received an Elgin wrist watch and best wishes from nearly fifty co-workers, friends and associates who attended the party. Bill hired out June 18, 1917, as a trucker and as time progressed he worked in nearly every position in the freight office. He worked under Agents E. L. Gamble, J. B. Harkins, R. H. Moody and present Agent A. D. Prato. Superintendent Curtis wired his best wishes.

DIVISION PICNICS POPULAR

Western Division and Eastern Division employees turned out en masse for their respective picnics held at Elk Grove on July 11 and at Elko on August 1.

Nearly 2,400 employees, their families and friends gathered at Elk Grove to enjoy three ball games, contests for all, train rides for the kiddies, refreshments, and gate prizes. The program was well arranged under the supervision of General Chairman H. A. O'Rullian, who was ably assisted by Chairmen H. J. Madison, train committee; J. R. Quick and H. Latona, inside refreshments; Elsie Gonsalves, Jean Smith and Joe Anderson, outside refreshments; Al Madan, Dan Irwin, and Monte Latino, races; and George Napoli and E. L. Tomlinson, gates.

Scores of the ball games will be found on the Sports Page.

* * *

The Eastern Division picnic was attended by nearly 1,000 employees, members of their families and friends, who all proclaimed it was even more successful than the one held at Lamoille last year.

It was an old-fashioned picnic, featuring barbecued steaks and all the trimmings. A highlight of the day was the baseball game between WP's team from Sacramento and the Commercial Hotel nine, which is reported on the Sports Page. The game was postponed for about an hour because of a cloudburst which dampened the ground, but not the spirits. Music was furnished by the "Hollywood Rangerettes" through the courtesy of Newton Crumley, Jr., and swimming in the Elko City Park pool was enjoyed by many.

Prominent at the barbecue pit from early morn' until late in the evening were Chefs Jack Cadman (J. V. Moan Co.), J. G. Etchebehere, John Murphy and Bill Smalles. Adding feminine allure on the "bean table" were Hanna Etchebehere, Josie Smalles, Rosalie Enke and Melva Ann Lynch. Ernie Mueller, Albert Hachquet, and Glenn Hutchinson acted as a "flying squad" of trouble shooters and their assistance was most valuable.

The growing popularity of these picnics exemplifies the wonderful family spirit of Western Pacific employees. Noticed among the crowds at both Elko and Sacramento were employees from as far as Salt Lake City on the east and from Portola and San Francisco on the west.



A few of the baseball fans "assisting" the umpires.



There were some lovelies at the picnic also. Mechanical Dept. stenographer from Sacramento Shops posed for this one. Her name, fellows: June Belew.

• • •

A picnic just wouldn't be a picnic without some type of athletic competition. There's nothing to a three-legged race . . . provided you leave one leg behind.



Learn to Listen

Few people have mastered the art of listening. It truly is an art that should be early acquired and developed through life. How often have you had the unhappy experience of talking to someone while they're scribbling on a note pad, turning their face away, or constantly interrupting. Or, actually, stating they're in a hurry and walk away.

One does not learn much from mere talking. The learning comes from listening. Reading extensively will graduate many from schools of learning, but the intelligent great come in droves from listeners. Knowledge is everywhere—in animals, nature, books, and in human beings. Listening stimulates the mind and puts it into a creative mood. Let the other fellow talk. You listen and absorb. There is entirely too much talk in the world and too little thinking.

One company, Standard Pressed Steel Co. brought out a pocket-sized booklet emphasizing the fact that they liked people. It's presented to all salesmen, cleverly illustrated with humorous cartoons. The company explains "why" they like people and are always willing to listen to the other fellow—even salesmen. By listening to salesmen, they realize that they maintain their vital supply lines, exert themselves to meet the company's specific needs, help them to keep posted on new materials and products. Last, but not least, the company explains that they put themselves in the other fellow's shoes—they listen and learn.

—Author Unknown.

Submitted for MILEPOSTS readers by J. L. Condon, General Agent, Detroit.



Caboosing

LEE MARSHALL, former MILEPOSTS correspondent at Salt Lake City, has succeeded CHARLES MYERS in that position at San Jose. Lee, likewise, recently succeeded Charlie as chief clerk for the general agent when Myers became traffic representative. Charlie did a fine job in keeping the San Jose people in the news and his always ready assistance was greatly appreciated. From past experience, we know Lee will continue to keep the news coming in.

SAN JOSE

Lee Marshall

Vacation time finds JOHN CARROLL, traffic representative, off for New York and Chicago; JANE WADE, secretary to general agent, spending an enjoyable week at Lake Tahoe; and KEN DUNTON, assistant agent, having a good time, just where we didn't learn.

CARL NIPPER, general agent, made a quick trip to Fall River Mills the weekend of July 25-26 for a little trout fishing.

Your correspondent returned to California, after a pleasant five years in the Salt Lake City traffic office. We have found out that finding a place to live in this busy little city is no easy task.

SACRAMENTO STORE

Irene Burton

ERIC BORG spent two weeks taking over the storekeeper's duties at Por-

tola while JAMES W. MILLER was on vacation.

We lost two employees during the past month. NORMAN VIZINA left the store department to enter the welding department, and R. GONZALES took on duties in the mechanical department.

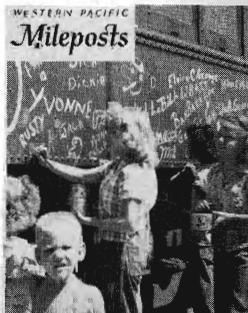
JOSE CHAVEZ and his family returned from the State of Chihuahua, Old Mexico, where they spent an enjoyable vacation.

The store department was well represented at the Western Division picnic at Elk Grove last month, and holders of lucky ticket numbers included "BUNNY" KAY, IRENE BURTON, and AL MADAN's nephew, all of whom came home with the bacon, beer, and ham.

GENO LAGOMARSINO was the recipient of a birthday party here recently and after being served ice cream and cake, was serenaded by the office gals, when AL MADAN requested they sing "Happy Birthday." Close harmony!

SEPTEMBER COVER

The boys had nothing on the girls when it came to marking up the sides of the cars in the Circus Train Special. And what youngster doesn't like to take advantage of an opportunity like this? For many it was their first train ride.



On vacation during July were MARGARET WESTLAKE, to Bakersfield with her family; RENO PICCHI and family gypsying over the southern part of the state; GENO LAGAMARSINO and his wife to Santa Cruz to enjoy the cool breezes; as did the GEORGE LUTJEMEIJERS at Lake Tahoe.

J. H. PINKHAM, C. LEWIS, RICHARD WOLF, and BUDDY MCGAIRITY were on vacation also, but we failed to learn where they traveled.

LOUISE MLAWSKI and SIDNEY A. INGLIS are helping with the new card system. Sidney is an old hand at railroading, having helped out in a number of WP departments during the summers while attending college.

TIDEWATER SOUTHERN

Dora Monroe

Vacationing at Santa Cruz, popular spot for beating the heat, was Agent ART TIBBETTS and wife of Escalon. Although the weather there was unseasonably warm, Art felt it was only conditioning him for the heat he would find on his return to Escalon. Couldn't have been too bad, though, as he bought a lot and intends to build a beach house.

AVERY BLUM, assistant bridge and building foreman, also vacationed at Santa Cruz, where he reports the ocean fishing was very good. Avery has left the Tidewater and entered service with the Sacramento Northern as motor-car maintainer, and with him go our very best wishes.

Section Foreman LES FLINDERS, Modesto, and his family drove back to Ogden for their vacation. While enjoyable, the trip was slightly on the warm side, as the heat seemed to follow them all along the way.

Received a phone call from Brake-

man JACK CRAWFORD, who advised he is feeling much better and putting on weight. Hope to see him back with the crew soon.

Proud owner of a 1953 Mercury is HAROLD CASSEL, bill clerk, Modesto. His first "tangle" with the law occurred on the second day of ownership, but you'd never guess the circumstances. Parked near a recreation area where a game of horseshoes was in progress, one of the shoes missed its mark and landed on the hood of Harold's new car. The man behind the shoe, being a constable of a nearby town . . .

KEDDIE

Elsie Hagen

I overlooked one of our proud grandparents last month, so belated congratulations to Conductor CLYDE "WHITIE" FISHER and his wife on the birth of a lovely baby boy during June to daughter and son-in-law, Brakeman BUDDY DELLINGER.

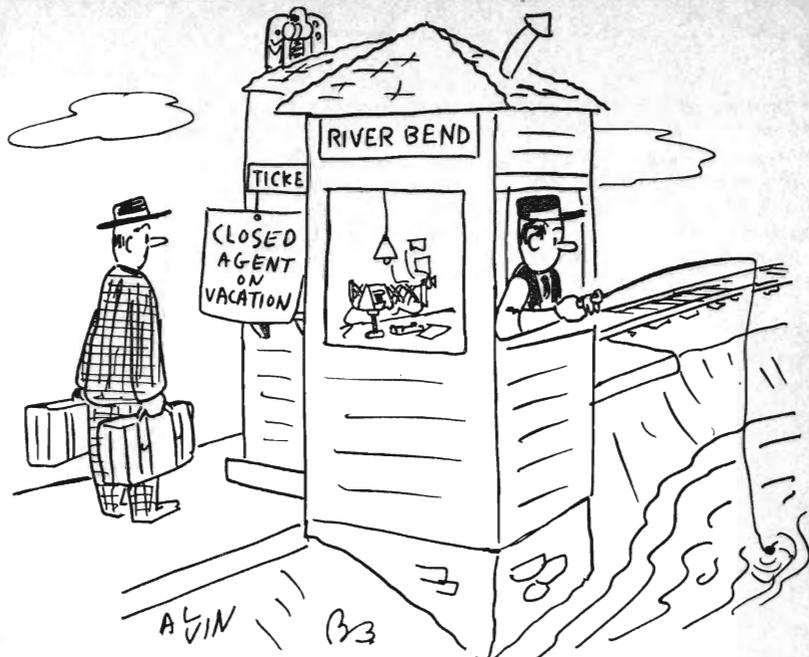
Another recent birth was a son to Conductor and Mrs. M. A. PARKS. Mrs. Parks was formerly an employee in the depot at Nubeiber.

Mr. and Mrs. B. D. RICHARDSON, both employed in the Sacramento shops, recently visited here with CY BATES.

E. E. REDDICK is now home and feeling much better following his recent operation. Agent PETE HANLEY has also been on the sick list.

Engineer and Mrs. LOUIS FISCHER and family and Fireman JACK BELMONT and his family of Stockton, and Fireman JOHN HABERLE of Oakland were all Keddies visitors recently.

Sixty friends turned out for FLOYD SEATON's potluck dinner when he retired as Engineer last month. Assisted by Yardmasters CLINTON and SELF,



the ladies of Keddie handled all the preparations.

JIM O'CONNOR, yardmaster from Winnemucca, took over for BARNEY KENNY while on vacation.

Oregon vacationists were Conductor and Mrs. CLYDE FISHER and Engineer BENZ and family.

The people of Keddie witnessed a number of passenger trains over the Inside Gateway Route last month and a large number of the Boy Scouts aboard the trains were able to enjoy some of our lovely scenery.

Conductor GLEN METZDORF and family, from Stockton, are camping out here for the summer.

Mr. and Mrs. HERB NASH were Keddie visitors here from the Bay region last month. He is section foreman at Mile Post 3 on the Inside Gateway Route.

We will miss Roadmaster BUD BUR-

MEISTER and his family, who are moving to Wells, Nevada, where he has been transferred.

MECHANICAL DEPARTMENT

Norma Joseph

Steno-Clerk NORENE JOHNSON is counting the minutes until she will be retiring from her desk to take up housekeeping with R. C. MORRIS, supervisor of reclamation. The wedding date has been set for October 11.

By attending the races at Pleasanton and Santa Rosa recently, JIM QUICK, personal record clerk, is getting in practice for the race track at the State Fair, where he usually spends his vacation. He hopes the horses will buy him a dinner or two, for a change.

MARY MCKINNON, assistant AFE accountant, was on the sick list for a week, and we are all glad to see her smiling face back with us again.

Back on the job from diversified vacations are: C. E. MARCUS, supervisor automotive equipment, vacationed in Oregon; JOHN HICKS, assistant accountant, relaxed at home getting ready for the Fair; DON CARMAN, accountant, dude ranching at Elko; B. W. JONES, chief accountant, at home resting (?); MARRION EBBERT, assistant accountant; moving into new home; R. B. REDUS, special mechanical assistant, two weeks' training at Naval Supply Center, Oakland; H. A. O'RULLIAN, chief clerk, vacationed at Salt Lake City; and M. W. BROWN, chief draftsman, constructed an aquarium for tropical fish, an additional hobby.

Happy birthdays to BOB COULAM, BOB CUNHA and RAY SCHRIEFER, draftsmen.

CHICAGO

Jim Baker

JAKE EPHRAIM, fresh back from a trip to the West Coast as escort on a Boy Scout special to the National Jamboree, inquired about his forthcoming vacation. The nerve of some people! Tsk. Tsk.

GLADYS HESSION and hubby, TOM, just returned from a short trip to Northern Wisconsin. Gladys reports the trip a wet one—rain and more rain—but nice to be away from the 90-degree temperature and humidity they left in the Windy City.

ANN WEBER and family just returned from vacationing at Ely, Minnesota. Ann reports that hubby, Pat, and sons really caught some big ones—fish, that is.

It was nice to see JOHNNY CARROLL and his family from San Jose. They dropped in to say hello on their recent return from an Eastern vacation. Before deserting the Windy City for

sunny California some sixteen years ago, Johnny was a member of the Chicago staff.

JOHNNY RIEGEL reports that son, Robert S. Riegel, airman second class, was made a member of the Royal Order of the Blue Moose upon crossing the Arctic Circle at Thule, Greenland. Bob is stationed in the Arctic with the U. S. Air Force.

The COFFEYS, Gerry and Jenny and the youngsters, recently moved into their new home at Lombard. Gerry reports there is nothing like suburban living. Wait till the landscaping and gardening gets under way before you say too much, Gerry. We know, from a "blistering" experience.

We thought we noticed something unusual about Bossman ART LUND a couple of months ago, but being busy we let it pass without inquiry. But when we reported in the July issue that JIM WARREN was a proud grandpa of a baby girl, the boss lost no time in assuring us that Jim was not the only one who could strut, as his daughter Lois (Mrs. David Jeffords, Seattle) presented grandpa Art and father David with a beautiful baby girl, Carolyn Ruth, on June 19! Let's not be so tardy with the news, eh grand-dads!

STOCKTON

Virginia Rustan

Vacationers and their destinations included LES HENRY, trainmaster, catching up on yard work at home (understand he was glad to return to the office to rest up); KEITH REESE, TD clerk and family to Oroville; RAY REESE, clerk, and family to Yosemite; JACK PETERS, assistant chief clerk, relaxing at home; MARY LEACH, PBX operator, to Pinecrest.

ELAINE OBENSHAIN, TM clerk, and hubby, WILLIS, RH clerk, toured northward, stopping at Crater Lake, then along Fraser River Highway to Canada. There they visited Elaine's great-aunt, 83 years old; fished in Nulki Lake, where 20- and 24-inch trout are plentiful. Over Big Bend Highway to Lake Louise and Banff. They saw the first day of the Calgary Stampede and returned to the States through Waterton-Glacier International Peace Park, and stopped to visit Elaine's parents and relatives in Elko. Altogether, they traveled 4,889 miles, had a wonderful time, and no car trouble.

All of Stockton Terminal joins me in extending our very best wishes to ELEANOR and BOB HARRIGAN, who left Stockton for San Francisco. Bob was promoted to agent at Oakland passenger station. Eleanor's plans are indefinite, but she hopes to join the San Francisco force. As a going-away remembrance, they were presented with a pair of cuff links for Bob and a costume pin for Eleanor. We'll miss them.

SACRAMENTO NORTHERN

Milton Ziehn

Prompt and courageous action by Car Inspector WALTER HARRISON, assisted by Trainmaster KEN WOOD, in extinguishing a blaze in a car at Marysville, probably averted a fire which might have been serious.

Vacationists include NEWELL PAYNE, bill and rate clerk at Yuba City, and wife, who visited Carlsbad Caverns, Denver, and relatives in Idaho; GEORGE SYLVA, chief clerk, Yuba City, wife and daughter, traveled leisurely in the Bay Area; RUTH CRANE, secretary, general office, peeked in at Cal-Neva and then left for home—wiser; AL FIPPIN, valu-

ation engineer, and family reports the bears in Yosemite still have a sweet tooth—witness the loss of marshmallows and jam while the Fippins were enjoying the firefall at Camp Curry. Anyway, fat looks better on the bears than on you, Al!

SHIRLEY BICE returned from a leave of absence to resume her duties as T&E timekeeper.

WALTER EVANS, retired vice president and general manager wrote us:

"Will you please express to the Committee who handled the Employees get-together last month, my thanks for the opportunity to attend and my congratulations to them on the fine manner in which they did the job. It is always heartwarming to see and talk again with old friends and associates, and personally I would like very much to see similar meetings every year. I think that most of us have many happy memories of our years spent on the old Northern Electric and later the Sacramento Northern, and it is good for us to live them over again for even a few hours with old friends."

O. H. Hook, retired telephone foreman, wrote:

"It was one of the finest parties I have ever attended. To all those who contributed their time and money to make it possible, I want to say thanks many times, and we'll help you next year."

LOS ANGELES

Frank Sell

Los Angeles had one of Western Pacific's two new cushion underframe cars for the first time in the territory last month. The car was a matter of some little interest in the area and the enclosed picture shows the cars spotted at the plant of Exchange Orange Prod-



ucts, Ontario, for a load of "liquid sunshine" (orange juice to us) for the East, which is undoubtedly what ALAN HUDSON was talking about in his July New York column.

Traffic Representative SHELDON GLATT from Oakland (smart man that he is) spent part of his vacation in Southern California visiting at the home of our district passenger representative, JOE HAMER.

Joe, as you all know, joined the smart set by making his home in the lush San Fernando Valley. He really learned his lesson fast and often remarks that he wonders how he managed to live so long away from this outstanding community.

SACRAMENTO SHOPS

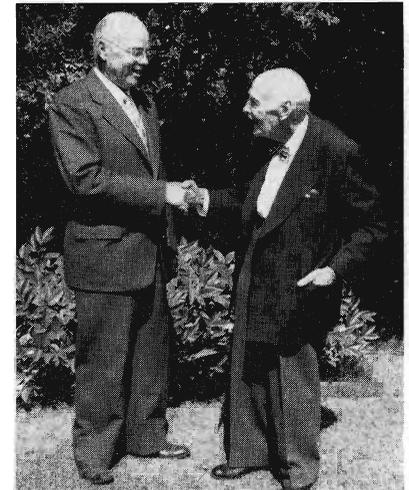
Marcella Kahl

Machinist JOSEPH E. BODEN retired July 31 after 36 years with Western Pacific. An oddity of this retirement is that Joe's father, EDWARD J. BODEN (a sprightly 91 years of age) is also a retired WP machinist. Bet the two of them will have lots to reminisce about these lazy days ahead. Joe's fellow employees presented him with a wallet containing some of that green stuff we all like to get.

They faithfully attended the sessions of the Blacksmiths' and Boilermakers' Amalgamation Convention in Minneapolis, but, oh, what a good time they had—so reported Blacksmith CLIFF BENNETT and Boilermaker GEORGE KEEN upon their return to Sacramento.

Our apprentices are moving along! Certificates of Completion of Apprenticeship were awarded R. WARD, E. KONVALIN and E. McCORKLE, who are now journeymen machinists. W. LEAVY and W. SIMPSON have been made set-up electricians; and we welcome three new electrician apprentices, W. WILKINSON, C. RADCLIFF, and J. DRUMRIGHT.

How did everyone enjoy the picnic at Elk Grove, July 12? All those attending from the Shops said they had a grand time—including my youngest son, who managed by some shenanigans,



Machinist Joseph E. Boden receives best wishes from his father, Edward, also retired from WP.



H. H. Gillespie, sheet metal supervisor at Sacramento Shops, was appointed by Management to attend the North American Apprenticeship Conference held in San Diego during August. He had a big program of scheduled meetings throughout the week, highlighted by his talk on transportation and acting as vice-chairman of that part of the conference set aside to transportation. Gillespie feels that much was derived from this conference to help Western Pacific's apprenticeship program.

gans to be engineer of the train for one glorious ride!

Machinist R. WILLIAMS made a long-awaited trip to San Francisco in July to welcome home his son, who's been in Korea the last four years. My, what a reunion that must have been!

Some Yard Office vacation news: BILL MILLER has just returned from a vacation in the Twin Cities; and DICK RICHARDS visited his father, N. A. RICHARDS, retired roadmaster, in Elko; and then on to Medford, Oregon, to bring his mother back with him.

We have one of those proud new fathers in our midst, Electrician AL CAPALBO, who's taking a week's va-

cation (so he thinks) to be with his new son, Ronald.

Sheet Metal Department news: E. BUCHANAN has left our ranks to go to Texas; and PAUL SCHULTZE surprised everyone by returning from a vacation to Lansing, Michigan, with a brand-new Olds!

NEW YORK CITY

Alan Hudson

Vice President MALCOLM ROPER was here for the kickoff of our recent Sales Education meetings. At the luncheon held in connection with the meetings at the Traffic Club of New York, we were privileged to have as our guest speakers, Arthur C. Schier, vice president, traffic, General Foods Corp.; and John S. Carlson, GTM, Stauffer Chemical Co. Both men were excellent. Art Schier gave our salesmen a few tips on how "to put the extra bite" on traffic managers (wouldn't you know it would be a FOOD man who would use that terminology), and John Carlson told us he likes news on current events in the traffic world better than he likes cigars. We learned something from both these gentlemen!

We have recently welcomed to our growing staff new employees: HOWARD BUSSELL, no stranger to California, since he attended school in Los Angeles for a year upon his release from military after W.W.II; and CHARLES "CHUCK" HUDGINS, fresh out of khaki. Chuck was secretary to the Commanding General, First Infantry Division, with headquarters at Wurzburg, Germany. He also did a bit of railroad-ing with the Virginian Railway before going into the Army. Both men look as if they'll make fine railroaders, and we wish them all the luck and happiness with Western Pacific.

New Chief Clerk JOHNNY PEGNIM, busy as a little yellowjacket supervising BOB MORACE and FRANK MASSI in their new duties.

OROVILLE

Helen Small

Seems like everyone is away on vacation this month. Latest reports are: Clerk A. B. TODD and family to Portland; Assistant Signal Supervisor I. T. ESLINGER completed a workshop at home, then took the family to Berkeley to visit relatives; Engineer VAL DYCUS and wife to Petaluma; Brakeman C. W. CRAVEN to St. Louis to see some big league ball games; Carman R. S. PATTISON and family to the Bay area to see their sons in service; and Carman N. L. HAGEN and wife to Salt Lake City. Carman T. E. CLIFTON and family to the Coast for some successful abalone fishing at Fort Bragg, where he was joined for a couple of days by AUBREY HERRICK. The Cliftons also attended the Joint Protective Board meeting at Salt Lake City, Clifton being general vice chairman. Brakeman R. H. HERBAUGH to Washington, Colorado, and Nebraska, where he reports he found excellent fishing; Assistant Superintendent J. J. McNALLY and family at Monterey; Car Foreman W. H. WALD and family visiting in South Carolina; Carman D. P. EDWARDS, wife and twin daughters motored to New Westminster, B. C., especially enjoying Stanley Park at Vancouver, and Shasta Dam. Clerk V. H. NELSON, wife and two sons, to the Coast; Clerk WALT WILLIAMS and Brakeman P. FAHY away to some unknown location.

Brakeman GERRY TURVILLE and his bride, from Portola, called on friends

here following return from their honeymoon trip at Carmel.

James E. Cannon, son of Engineer L. C. CANNON, and Betty Joanne Adams recently obtained a license to wed.

Retired Conductor WILLIAM SAUER of San Jose visited here recently, and is enjoying his retirement. Likewise is GEORGE NEWMAN, who with his wife just returned from a month-long trip through the States and Canada.

PFC GEORGE J. HARVALOS, son of Carman JAMES HARVALOS, is now stationed in Germany. He visited his parents here following eight months in Korea before being sent to Germany.

SACRAMENTO

Don Richmond

Welcome! BETTY WHALEN, assistant file clerk; ROSE MARY FIELDS, file clerk; BARBARA SIDENER, secretary; JOYCE LANTZ, PBX-typist; GEORGE MITACEK, engineering aide; JOHN F. JONES, junior engineer; and ELIZABETH HELMICK, assistant T&E timekeeper. John is an assistant professor of engineering, working summer vacation compiling data for revision of engineering curriculum at the University of California, and George is a student at the university. Glad to have you with us!

Congratulations to FRED KRUGER, former secretary to Superintendent Curtis, on his promotion as secretary to M. W. ROPER, vice president, traffic.

CLARISSE DOHERTY has replaced Fred, and her position was bid in and assigned to ELISE GONSALVES, stenoclerk.

Congratulations to two new brides—Secretary ALICE (MARR) ANGIULO and Assistant T&E Timekeeper BETTY (LANDERMAN) HILL.

We all wish Secretary AGNES WELCH and Assistant Accountant EARL BROWN speedy recoveries from their recent operations.

JET TAYLOR, former ICC clerk, has a new position as train dispatcher for the Sacramento Northern, and we wish him much success in his new position.

It is good to see REX KEARNEY, president SN and TS, back at his desk after his recent illness.



We are all going to miss LOUIE WILLIAMS, red cap, who retired July 15, on which date he was presented with his 25-year service pin and a gift of men's luggage from his many friends. Instead of totin' other people's bags, he can now tote his own. He is going to take it very easy in his new home in Los Angeles just sittin' and rockin'. He claims he won't even have a lawn to mow, as he intends to cement around the house and paint it green to resemble his new Packard, and he can hose them both off at the same time!

Congratulations to MEL GRAHAM, who has been promoted to chief clerk in the traffic department at Sacramento.

Thought for the day: "We see things not as they are, but as we are."

WINNEMUCCA

Doris Cavanagh

Could Agent CARL GRAUVOGEL have been classed as a grass widower while his wife, Marian, music teacher here, attended summer school in California?

Seeking cooling breezes (?) were Conductor and Mrs. HARRY GUMM to New Mexico and Utah; Brakeman and Mrs. ALBERT JONES, Sacramento and Salt Lake; Engineer and Mrs. OSCAR MATSON, Sacramento and Yerington; Fireman and Mrs. E. H. DUNSTON, Boston; and Switchman and Mrs. TROY THOMPSON, Eugene, Oregon. Fishing in faraway places appealed to Conductor MARION "PIKE" MINOR and Brakeman RAY WOODWARD while traveling for a month in Alaska.

Others away for a week or two included Fireman TINY ANDERSON; Conductor GEORGE STONESTREET; and Roadmaster Clerk ETHEL OWEN.

Engineer A. LOSER on the street has a sunny way of complimenting women whom he thinks are attractively dressed.

Formerly working in the now extinct car department here, CHARLIE MALIS is on the extra board as a fireman. Fireman PAT HAWKINS also makes trips out of Winnemucca since returning from National Guard camp.

P/2 JOHN T. SMITH, who received his basic training at Fort Lewis, will duty tour Korea with an engineer's combat battalion.

Section Foreman MIKE NANNINI retired at Wells in July. For a number of years he lived on Golconda and was under the jurisdiction of the Winnemucca roadmaster.

With less time than money, LANZO LADISON, Negro track laborer, failed

to outwait a lengthy depositor at the bank during the noon hour.

The same day, with more time on his hands, Engineer OSCAR MATSON was seen window shopping, a favorite pastime of the fair sex.

Recently, during leisure hours, a New York rail dug up his flower garden, then built a small railroad complete with tunnel in his backyard for the neighborhood kids to enjoy at five cents a ride.

SACRAMENTO FREIGHT STATION

Virginia Throne

Hear those silver dollars jangling? Accountant LOUIS NERVIG and his wife visited Reno recently and returned if not wiser, richer!

KEN CARLSON, demurrage clerk, spends his leisure time baby-sitting—with his own three children, that is—David, 6; Christine, 4; and Ken, Jr., 2.

We welcome C. F. BENINGHOFF to our staff as claim clerk!

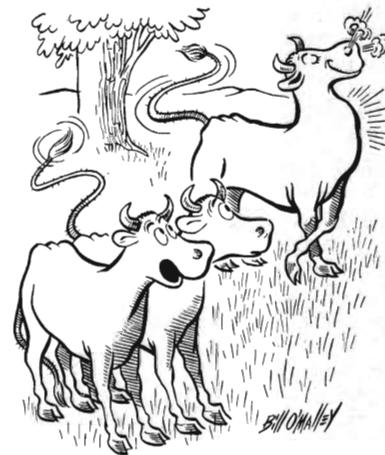
An ardent gardener, BENNY MAIER, head demurrage clerk, is anticipating a colorful fall by planting asters and zinnias. We hear that he and his mother have one of the loveliest gardens in Sacramento.

These summer days are fine for camping. Train Desk Clerk DAVID LEE enjoyed his vacation camping in the mountains, as did Train Desk Clerk CLAUDE FINLEY, who visited Lake Lodge, Stonyford, and Lake Tahoe. They're probably swapping fish stories about the "one that got away."

The ship was sinking fast and the captain called the crew together. "Anyone here know how to pray?" he shouted.

"Aye, Captain, I know how," came back a pious voice.

"All right, then, start praying. The rest of you put on life jackets. We're one short."



"He's been acting like that ever since he found out he was going to the stockyards via the W.P."

ELKO

Rosalie Enke

Only heard of one marriage during July—CECIL DUCK's daughter, Beverly, became Mrs. Lavelle Burgess on the 26th.

Visiting her parents, Engineer SETH and Steno-Clerk LOIS MANCA, was Marilyn Charlton, who brought her two sons up from Los Angeles.

Retiring after more than 30 years' service with Western Pacific was T&T Maintainer AL WELLIVER. We are surely going to miss him around KN office.

Welcome to S. F. "BUD" BURMEISTER, our new fourth district roadmaster, who will be headquartered at Wells.

Fireman C. D. "CHUCK" PERRY was passing out cigars recently to celebrate the arrival of his son, Charles Dennis. Shortly after this, a second grandchild arrived for Engineer CHARLEY PERRY when his daughter, Betty, presented him with a granddaughter.

So far, Clerk CAROL JONES and Road Foreman CLIFF FIELDS have had their brand-new cars dented and banged up. Chief Clerk LOREN AMES is hoping that no one smashes into his shiny new Bel-Air.

Now back to work after enjoying vacations are: Engineers BILL THOMPSON, CLYDE HART, GLENN MORTON, H. W. STEINERT; Conductors MORGAN HOWELL, BILL LUCAS; Brakeman KIRBY RESER, CLIFF ROCKWELL, EARLE PASHBY, ED JONES, HAROLD FIFE; Switchmen CLAUDE VAN HORN, DENZIL BECK; Carman ANDRES DOMINGO; Clerks ANGELINA DOMINGO, CAROLINE WOLF; Superintendent JIM LYNCH; Division Engineer CHARLEY FORSETH; Master Mechanic BILL PARRY. ELSIE HART, car distributor, is taking a leave of absence to rest up from her vacation.

PORTOLA

Phyllis Laughlin

When baseball season opened, the Portola Baseball Club honored Mrs. Ellen Miller, deceased wife of FLOYD MILLER, SR., western division conductor, and mother of FLOYD MILLER, JR., brakeman, by dedicating their improved baseball field in her honor. The ball park is now known in the Feather River League as the ELLEN MILLER MEMORIAL PARK.

Retired Conductor BERT ROSA and family visited here recently from their home at Riverside.

Welcome back to Portola to JOHN W. HARDY and ROBERT RONEY, clerks, who have been in the service. Donald Roney, former clerk at Portola, has also returned and now we have two sets of brothers in the yard office.

RAYMOND ALLEN SARGENT relieved Cashier EARL FONDA while the latter

was on vacation, and Mrs. ERMA RAY is relieving in the Roadmaster's office while FRANCES, roadmaster's clerk, and her husband, FRANK, warehouseman, are on vacation. ROBERT MURRAY, revising clerk, is driving a new Chevrolet station wagon and just returned to work after a vacation spent at home doing work on his new home.

RUTH and MEL FULK (he is engineer) have returned from vacation after visiting St. Louis, Illinois, Arkansas, Grand Canyon and Las Vegas. LUCILLE MANLEY relieved Ruth, who is secretary to Doctor Peters.

Telegraphers THELMA ROBERTSON and E. L. DUFFY are both off on the sick list. RUBY A. POGUE is the new telegrapher relieving at Portola.



Maurice Notter, signal dept. and MILEPOSTS correspondent, hooked into these beauties while trolling near the Farallone Islands just recently.

Vacationers RUDY and BETH ENGLE of general office were visitors here recently, spending the night with Mrs. FLORENCE HUGHES, secretary in the perishable department. Before leaving they came down to take a few pictures of the *California Zephyr* arriving, and departing through train washer.

Five Boy Scouts from WP families left July 13 for the big Jamboree in Southern California. Carman A. J. CARLSON is Scoutmaster for Troop 41, and members who went were Gene Rossiter and Michael Scott, both sons of brakemen. Engineer J. R. BROWN is Scoutmaster for Troop 47, and members on the trip were Trainmaster Edwards' son, Franklin; Yardmaster Parrish's son, Richard; and Engineer Brown's son, Daniel.

SAN FRANCISCO

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

GRACIE GAYNOR, T&T operator, seen beating Manager CARL RATH by ten pins in the Summer League at Downtown Bowl. Gracie only started knocking the pins over this year and is rapidly becoming a champ.

GEORGE GORDON tells us the pup that BILL MANNING gave him is growing fast and sharpening his teeth on the furniture instead of old shoes. The pup loves riding in the Cadillac and looking down on other canines who must walk.

Manager and Mrs. CARL RATH were host and hostess to cousin Everett Edgeworth and aunt Hattie V. Edgeworth. Everett is attending art course at University of Mexico. His father, EARL EDGEWORTH, was roundhouse foreman at Oroville in the '20s.

Welcome to LEO ROBINSON, T&T operator "R" from Santa Fe, and DON BAERD, T&T operator from RCA. I. T. WILCOX, second wire chief at Elko, bid in the 4 p. m. T&T position at general office, and WAYLAND STANLEY is on the third trick, ditto, machine clerk position.

BILL RUMSEY and "VET" VETTER are up and down the line working on carrier circuits, and DICK CZEIKOWITZ, GIL WARE and DEWEY HOLTON are busy as the proverbial bee installing and repairing radio equipment.

EARL C. SARI has joined the local freight office force as bill clerk. Good luck and welcome, Earl!

Those of us at the freight office will miss very much not having LEAH LATHROP, bill clerk, with us. Her passing on July 16 was a deep sorrow.

JOHN COUPIN, general agent, was confined to Providence Hospital recently for a few weeks' rest on the order of his doctor. HOWARD JAEGER and HARRY STARK, traffic representatives, general agent's office, have now returned to work after a sojourn at St. Joseph's.

PETER CITRON, foreign freight agent, enjoyed a motor trip south with his family during vacation, and FRANK MURPHY, traffic representative, is back on the job after a vacation to the East Coast.

Best wishes to Mrs. DOROTHY OWENS, accounting department, who took a leave of absence, beginning August 1, so she can be at home to await the arrival of her first born.

Lucky gal, BETTY ENGLAND, accounting department, who left August 7 for a three months' tour of Europe, visiting England, France, and Italy.

Both JOHN GAVEY and HARRY PER-

RINE, signal department, spent vacations this year visiting National Parks. John took his family to Jasper National Park, while the Perrines enjoyed the scenic wonders of Rocky Mountain National Park near Estes Park, Colorado.

FRANCES HUMPHREYS, secretary to Signal Engineer TEGELER, announced her engagement recently to Arnold G. Littlefield, United States Air Force, now stationed at Travis Field. Nuptials took place on August 22.

OAKLAND

Hazel Petersen

Car Inspector Ed KOONS has just returned from a 30-day visit in Iowa. When he returned home the first thing he did was buy a new Nash Rambler Country Club—red!

KAY WINESETT, PBX operator spent her vacation cleaning house and going on short fishing expeditions with her husband.

BILL POWELL, dining car department, finally bought a Buick, not new, but at least both doors open and close.

Brakeman "RED" YARRINGTON made a "student" trip on the Trevarno Local recently with Conductor PETE LUND and Brakemen JAMES MURRAY and FRED ALLRED. We're only kidding about the "student" trip though, as Red is a member of the Oroville-Keddie local train crew. He did say he liked Oakland's weather and didn't know there could be such a difference—in fact, he didn't know there was such nice *coooool* weather anywhere at this time of year.

Ed WUELFING, check clerk at WP Mole, reported to the Red Cross last month for his fifth donation of blood for the WP reserve fund. He not only donates to the WP fund, but also to

the Red Cross frequently for their use. By the way, is your name on the WP Blood Bank Honor Roll?

Marine men just returning from vacation are Deckhand I. JOHNSON, Bargeman G. JOHNSON, Firemen-Watchmen JOSE CABEZAL and CHRIS CHRISTIANSEN, and Oiler MELVIN SWASEY.

JOHN KAFFUN, traffic representative, announced the arrival of another daughter on August 5. This makes two girls and one boy.

When TAL KELLY, city ticket agent, was having lunch with his boss, JOE WHEELER, recently, as a little joke Tal presented him with a "claim" for one day's pay. Seems that the day Tal came to work for WP, PAT TOBIN, now retired, and then chief clerk in Vice President HOGAN's office, had already made up the payroll. Pat suggested that rather than change the whole payroll around, Tal charge up the one day to experience. The joke is still on Tal, however, as his present boss thought the experience Tal received that day was worth so much more than a day's pay, he let Tal pick up the luncheon check!

FLORIAN L. TURNER, Oakland passenger depot Red Cap, on military leave, recently received the following Citation while serving with Company A, 63rd Infantry Regiment, U. S. Army:

"For outstanding performance of duty as acting platoon sergeant during the training of the 5th platoon, Company A, 63d Infantry Regiment. During the training cycle of Company A 63d Infantry Regiment, Private Turner's platoon, in competition with the other platoons of the Company, was judged the outstanding platoon in over-all performance of duty."

SPORTS

BOWLING

The 1953-1954 Men's Winter Bowling Leagues will get under way jointly at Oakland and San Francisco on September 10, and competition is expected to be more exciting than last year.

Teams have been formed and all are out to replace last year's champs, the San Francisco Traffickers, and the Oakland Repair Track No. 2 teams.

There may still be a few vacancies on several teams for anyone interested in the sport, and further information may be obtained from Spen Lewis, Local 206, San Francisco, or Howard Huffman, Local 201, Oakland.

San Francisco teams bowl each Thursday evening at 7 p.m. at the Downtown Bowl, Jones and Eddy Streets, and the Oakland teams get together the same evenings at 6 p.m. at the Broadway Bowl, West Grand Avenue and Broadway.

SOFTBALL

Shortstop Billy Martin's homer to centerfield highlighted a 13-run inning in their game with Romanoff's Caviar in the San Francisco Recreation League, to break a 10 to 10 tie and give Western Pacific their fourth straight victory. When the game ended, the score book gave the rails a 23 to 10 win.

In their first three games, the railroaders swamped Eastman Kodak 12 to 7, eked out a 13 to 12 win over Ames-Harris-Neville, and had an easy time with Draeger's Market winning 15 to 7.



Don Wilson, WP catcher, makes third out to end the game with Romanoff Caviar. WP 23, RC 10.

The team batting average is a hefty .416, led by Centerfielder John Mills with .625. Manager-Leftfielder Keith Brogan has a .600, Rightfielder Ray Miller a .500, Pitcher Bob Fields .462, Third Baseman Carl Wade .437, and .429 for Catcher Don Wilson. Fields has pitched all the teams' wins.

At press time the WesPac team won a 4 to 2 victory over America Fore. Undeclared, they play their last game with undefeated Globe of California. A win over this team would give the railroaders the championship, while Globe has one more game to play.

Patient: "I dream every night about baseball."

Doctor: "Don't you ever dream about something else—girls for example?"

Patient: "What—and miss my turn at bat!"

SACRAMENTO-ELKO

A nifty six-hitter by Pitcher Vince Latino together with a homerun barrage, led by Miro Jiral, gave the Western Pacific softball team from Sacramento a 10 to 6 victory over the hard-fighting and stubborn Commercial Hotel nine of Elko at the Eastern Division picnic in Elko on August 1. The talent-loaded Sacramentans blasted out five homers, two of which came from the big bat of Carman Miro Jiral, who also added a double to Western Pacific's cause.

Bill Smales and Hawkins were outstanding for the losers.

The Elko nine grabbed a quick 3 to 0 lead in the first inning on some loose infielding by the WP team, but the holes were plugged quickly and the railroaders came back to knot the score in the second. It was a nip-and-tuck game until the final inning when, with the score 7 to 6 for Western Pacific, the shopmen pounded out three consecutive homers to put the game on ice. A crowd of 1,500 watched the game.

WESTERN PACIFIC SACRAMENTO				COMMERCIAL HOTEL, ELKO			
AB	R	H		AB	R	H	
O'Rullian, cf	5	0	1	Anderson, ss	1	3	0
Nye, rf	4	0	2	Hawkins, 3b	2	1	1
M. Latino, ss	2	0	0	B. Smales, p-ss	4	2	1
S. Latino, 3b	5	0	0	Glock, lf	4	0	1
Jiral, 1b	4	2	3	G. Smales, 2b	3	0	0
T. Latino, 2b	3	0	0	O'Carroll, cf	4	0	1
Vartanian, c	3	3	2	Sullivan, 1b	3	0	1
V. Latino, p	3	3	2	Carson, c	3	0	1
Sybrandy, lf	4	2	2	Thorps, rf	2	0	0
	33	10	12	Nelson, p	1	0	0
					27	6	6

An asylum patient who had been pronounced cured was saying farewell to the director of the institution.
 "And what are you going to do when you go out into the world?" asked the director.
 "Well," said the patient, "I have passed

ELKO GROVE GAMES

A no-hit no-run game by Vince Latino and a six-hit pitching effort by Al Stadler gave the powerful Western Pacific team from Sacramento Shops a double sweep in a twin bill at the Western Division picnic at Elk Grove on July 11. The scores were:

Sacramento, 26; Oakland, 0.

Sacramento, 18; San Francisco, 3

Vince Latino's no-hitter follows several one-hit performances this year.

While the pitchers sparkled, the batters were also having a field day, smashing out 44 runs on 42 base hits. George Nye was the batting star of the day, collecting 8 hits in 9 times at bat. Other heavy hitters for Sacramento were Vince Latino, Miro Jiral, and Sam Latino. Brogan and Murphy were outstanding for the San Franciscans, collecting their team's 5 hits.

SACRAMENTO				OAKLAND			
AB	R	H		AB	R	H	
O'Rullian, cf	5	2	2	Ray, 2b	3	0	0
Nye, rf	4	4	4	Wyman, lf	2	0	0
M. Latino, ss	5	3	3	H. Furtney, ss	2	0	0
S. Latino, 3b	5	2	2	Prise, 3b	1	0	0
Jiral, 1b	2	5	2	Vicari, 1b	2	0	0
V. Latino, p	4	3	3	B. Furtney, rf	1	0	0
T. Latino, 2b	3	4	3	Johnson, p	1	0	0
Simpson, c	4	2	3	G. Furtney, cf	2	0	0
Sybrandy, lf	5	1	2	Pierner, c	0	0	0
	37	26	24	Jones, rf	1	0	0
					15	0	0

SACRAMENTO				SAN FRANCISCO			
AB	R	H		AB	R	H	
O'Rullian, cf	4	3	1	Romero, rf	4	0	0
Schenk, 2b	4	1	0	Wilson, c	1	1	0
M. Latino, ss	5	4	2	Mills, 3b	3	0	0
S. Latino, 3b	5	2	3	Brogan, lf	3	0	3
Nye, rf	5	1	4	Wade, ss	3	0	0
Jiral, 1b	5	0	3	Quint, 1b	2	0	0
V. Latino, c	4	2	2	Hanson, p	3	0	0
Shilling, lf	4	2	2	Murphy, 2b	3	2	2
Stadler, p	1	3	1	Kostner, cf	2	0	0
	37	18	18		24	3	5

my bar examinations, so I may practice law. I have also had quite a bit of experience in college dramatics, so I might try acting."
 He paused for a minute, lost in thought.
 "Then, on the other hand," he continued, "I may be a teakettle."

WP SOFTBALL LEAGUE

Sacramento softballers took undisputed possession of first place in the Western Pacific Softball League by dropping Stockton from the undefeated ranks in a night game played in Stockton on August 8. When the dust had cleared, the Capitol City nine held a 16 to 1 advantage.

Big guns of the Sacramento attack were by O'Rullian and George Nye, who blasted two hits in three official times at bat. Each was also issued two free passes to first base and both sparkled in the field with outstanding catches. Tony Latino, with two hits in five trips to the plate, also aided the Sacramentans.

Vince Latino, hurling his usual fine game, limited the losers to two lone hits. Stockton's Jim Hightower spoiled Latino's no-hitter in the fifth with a stinging single to left, and Mullins added his contribution in the sixth.

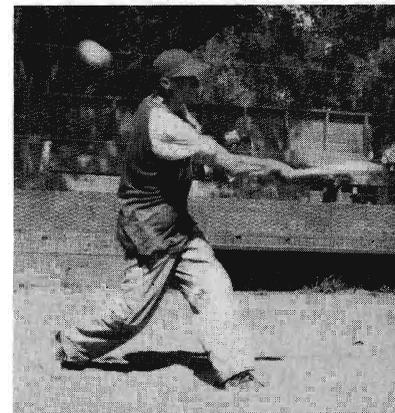
The Sacramentans met Oroville August 13 and then moved to Oakland and San Francisco later in the month.

WESTERN PACIFIC SOFTBALL LEAGUE

	WON	LOST	PCT.
Sacramento	3	0	1.000
Stockton	1	1	.500
Oroville	0	1	.000
San Francisco	0	1	.000
Oakland	0	1	.000

BASKETBALL

Basketball is tentatively scheduled to get under way September 21 in the San Francisco Recreation Department's Industrial Division, and the Western Pacific team hopes to repeat their performance of last year when they chalked up a seven-win one-loss record and the championship.



A Stockton player fouls one, but later singled during game with league-leading Sacramento team.

Although practice sessions began about the middle of August, anyone interested in the sport is invited to contact either John Susoeff or John Summerfield, local phones 455 or 475. All necessary equipment, with the exception of shoes, will be furnished the players.

SCOOP!

We can't give you all the details, but we just happened to overhear that Western Pacific's Annual Fall Dance will be held at the Claremont Hotel in Berkeley on October 10.

Something new—something different! Watch for the announcements!

Save the date and plan to attend!

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RAILROAD LINES



By combining new \$1.8 million unit with adjoining 4½ million bushel grain elevator, Spokane, Portland and Seattle Railroad will have at Vancouver, Washington, largest single grain elevator west of Missouri River.

• • •

Canadian Pacific's transcontinental passenger service will see big change with delivery of 155 Budd-built passenger cars, including 36 dome cars.

• • •

Look for inauguration of Santa Fe's "San Francisco Chief" about Easter time next year.

• • •

Largest diesel repair facilities on Union Pacific system completed at Los Angeles.

• • •

California-Nevada Railroad Historical Society excursion October 17-18 via SP, with both types existing mallet steam engines to Fernley, Nevada, Wendel and Susanville, California.

• • •

Two-way commercial telephone service now available to passengers aboard Southern Pacific's "Cascade," between San Francisco and Portland.

• • •

Baltimore & Ohio puts five Budd rail diesel cars into service between Washington and Baltimore.

• • •

New York Central and Chesapeake & Ohio announce joint arrangement for building lighter weight, lower cost passenger cars than now used.

• • •

Milwaukee converting four electric units, built by General Electric in 1915, to two passenger locomotives at Tacoma, Washington.