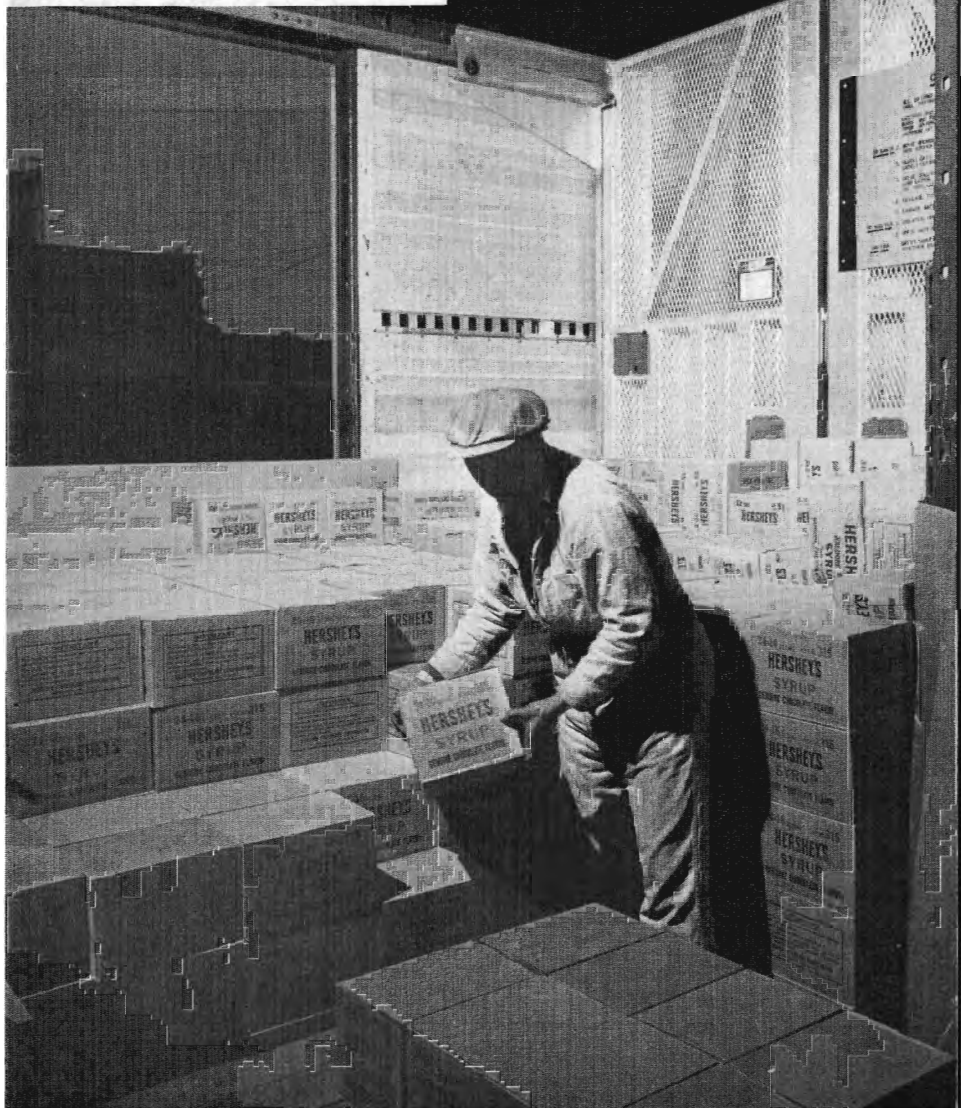


WESTERN PACIFIC
Mileposts

MARCH 1952



WESTERN PACIFIC
Mileposts



Vol. III, No. 8

MARCH, 1952

Milepost No. 32

Department of Public Relations
WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

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Member American Railway Magazine Editors' Association

Member Northern California Industrial Editors' Association

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IMPACT!

**PARDON US
IF WE KEEP
HAMMERING
AT THIS
SUBJECT . . .**

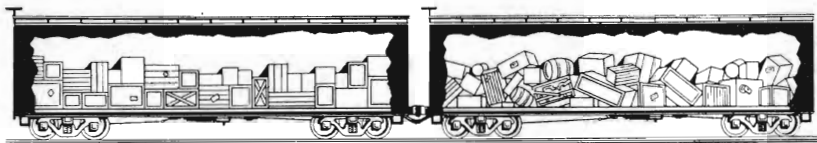


but this April marks the 16th annual campaign in which railroaders, shippers and others concerned with transportation pool their efforts in trying to achieve PERFECT SHIPPING. Shippers themselves, organized and working through thirteen regional Shippers Advisory Boards and the national association of those boards, will be bringing home to railroad customers the importance of safe packaging, correct and complete addressing, and safe handling, loading and bracing of shipments.

However, it's not enough that goods are packed, marked, loaded and braced in the best possible manner. It's just as important that shipments and the freight cars that move these shipments across the country be handled as though each were loaded with eggs—handled safely and without damage from origin to destination.

The careful worker knows that freight damage is a thief who robs us all of useable goods; at the same time, it drains off railroad revenues, loses railroad customers, and undermines railroad jobs. That's true, because railroads, in selling transportation service, must please their customers. If they are not pleased, their business goes elsewhere, and that means less revenue and fewer jobs. That is why the railroads are constantly trying to reduce damage to freight in transit.

High impact is the No. 1 hazard when it comes to damage in switching, and rough handling of cars is one of the biggest single causes of all damage to freight. In switching cars, the force with which they are coupled together mounts by leaps and bounds as the striking speed increases. So does the damage to whatever is loaded within the cars. When cars come together at



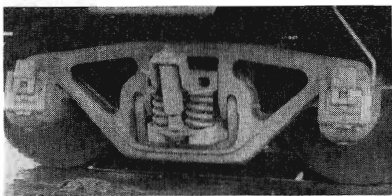
4 M.P.H

FASTER --- TOO FAST:

8 miles per hour, for instance, the impact is actually 16 times that of coupling at 4 miles per hour, and 64 times that of 1 mile per hour.

What is SAFE coupling speed? Tests with impact recorders show that for average commodities, couplings of up to 4 miles per hour cause little or no damage. Certain loads, however, cannot be coupled at even that speed without sustaining extensive damage. It is also a well-known rule that cars placarded "explosives" must not be cut off at all in switching, nor should other switched cars be allowed to strike them. Obviously, the best guarantee of all of what safe coupling speed should be for particular carloads, is the good judgment of experienced railroaders engaged in switching.

There is another timely reason for giving new attention to careful switching in April beside the fact that it's the month of PERFECT SHIPPING. April marks the turn toward warmer weather. That means that cars roll more freely—and couple with greater



Picture shows snubber and coil springs incorporated in the Chrysler design trucks to reduce vertical and lateral shock.

impact. Fully twice as many overspeed impacts occur in summer as in winter.

The railroads are doing their utmost to make shipping safer. Western Pacific recently placed twenty compartmentizer cars into service, and these revolutionary designed box-cars have captured the eyes of shippers the country over. (See article in January MILEPOSTS.) In addition to having newly designed gate mechanisms, which effectively prevent load shifting in transit, ten of the cars are also equipped with Chrysler design trucks with balanced suspension having self-contained friction snubber and long travel standard A.A.R. coil spring groups for better controlled lateral and vertical motion to absorb shocks.

R. L. Gohmert, freight claim agent, W. F. Paden, assistant freight claim agent, F. A. Bates, chief clerk, and R. R. Beebe, adjuster, recently showed color moving pictures to employees at Wendover, Elko, Winnemucca, Portola, Oroville, South Sacramento, Stockton, Oakland and San Francisco, dealing with the prevention of loss and damage resulting from rough handling of cars in terminals and on the road. These films, borrowed from the Union Pacific and Southern railways, show the actual switching of a loaded freight car having one whole side removed, and viewers of these pictures were enabled to visually see the actual force of

coupling impacts and the resulting damage to loads at varying speeds. The showings were well attended and the interest shown by the employees attending should result in more careful handling of cars.

Carmen, maintenance of way, and freight house employees can also contribute much toward freight loss and damage reduction by thoroughly inspecting and repairing equipment, notifying crews of bad order cars and hot boxes responsible for slow orders, and making certain that containers comply with classification requirements. Train dispatchers can pep up everyone on the loss prevention team since they are in constant touch with the situation on their division at all times. Local station agents, office forces, perishable freight inspectors and traffic representatives are also in a posi-

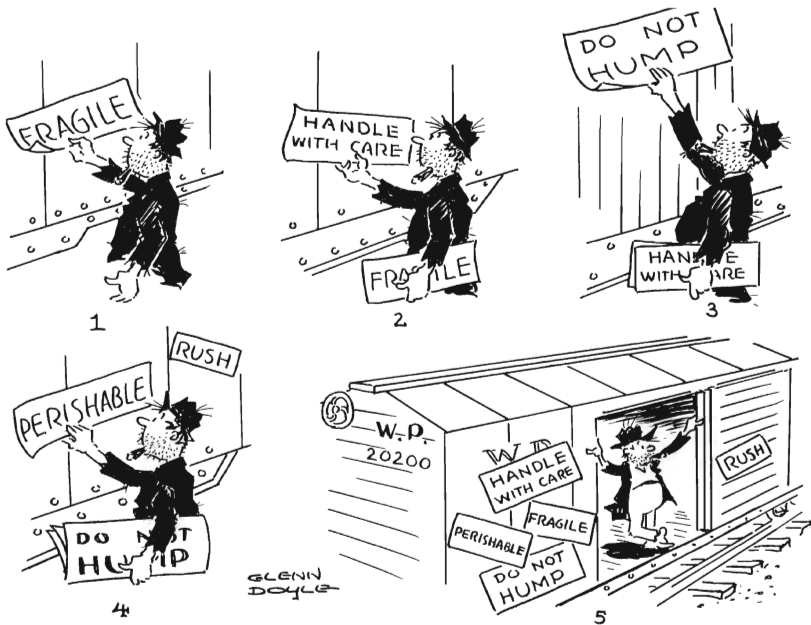
tion to assist in reducing this costly damage, as are enginemen and yardmasters.

In moving their enormous tonnage, the railroads must use heavy, powerful locomotives. It is admittedly no easy task to keep this power always under perfect control so as to avoid shocks or damage to shipments as they move over the rails. But it is generally recognized that in the final analysis the desired goal of providing smooth, safe and damage-free service can be attained only through the combined efforts of intelligent railroad workers, using their superb operating skill. When American railroaders put their minds to it, there is nothing they cannot do.

PERFECT SHIPPING pays off—to the shipper, to the employee, and to the railroad.



An illustration of the damage that can occur to a well-braced shipment of glass through rough and improper car handling. WP didn't lose the customer, but the claim was considerable.



NEW OPERATING RULES

With many improvements made in Western Pacific's operations during the past several years, it was necessary to revise the company's book of rules and regulations, which had been in effect since January 1, 1932.

The new book—RULES, OPERATING DEPARTMENT—became effective March 1, 1952, after nearly eighteen months of revision by the Rules Committee, under the supervision of Paul Jenner, assistant to general manager.

The management insisted that the new rules be made practicable under any and all conditions, and it will insist on compliance and strict adherence. The book has been put up in loose leaf form, which will preclude the necessity

of stickers and will permit revision if and when necessary without rewriting the entire book.

A few of the highlights of the contents include discontinuance of the red light as part of a flagman's equipment, a requirement in force since the beginning of the railroad.

Train order forms 19 and 31 have been eliminated, and the new form "Train Order" placed in effect.

The explosion of one torpedo will no longer be a stop signal, but will mean the same as two.

Absolute automatic block system and centralized traffic control have had their designations changed. Both will

now be known under a new title "Traffic Control System."

The normal position of the train order signal which has heretofore been in Stop position, will be in proceed position except when there are train orders to be delivered to a train.

While the old book of rules and regulations contains thirteen pages of signal aspects and indications, the new rule book has this information condensed on one easily accessible page.

There have also been some very important changes made in the flagging rule, Rule 99.

Pamphlets with rules pertaining to maintenance-of-way employees, for use with the new operating rule book, were placed with the signal supervisors and roadmasters for distribution to those employees so concerned, until a maintenance-of-way rule book is published within the near future.

MORE DIESELS ORDERED

Western Pacific placed an order with Electro - Motive Division of General Motors Corporation on March 6 for delivery of nine general purpose 1500-horsepower diesel-electric freight locomotive units. These locomotive units are in addition to six 1200-horsepower (SW-9) general purpose freight units ordered last December, and will nearly complete the company's program for complete dieselization. Presently, the railroad is completely diesel operated except for the 201 miles between Oakland and Oroville, where steam power is also used to supplement freight and yard service.

Cost of the nine new units, which will be able to operate singly or in multiple unit, will exceed one and one-half million dollars, and delivery is expected by October of this year.

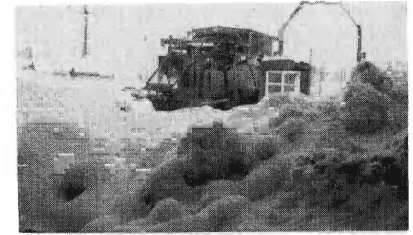
Maybe We're Lucky

Opid's Camp, a little community in Southern California, holds one world record for rainfall—65/100 of an inch in one minute—according to a recent U.S. Weather Bureau chart. The record for rainfall in a single day goes to

Baguio, in the Philippines, with a total of 45.99 inches in twenty-four hours. Most of the records for longer periods are held by Cherrapunji, India, which had 1,605½ inches of rain in two years. So cheer up, it could be worse!



Elsie Hagen sent in this picture of Keddie station, taken just after a path had been cut through the deep snow following the January storm.



Nell Brown, roundhouse laborer at Portola, took this picture about 48 hours after it stopped snowing, while burning the lead-in track from turntable to roundhouse.

PROMOTIONS AND TRANSFERS

Charles Elton McDonald was appointed general manager for the Central California Traction Company, effective March 1, succeeding William L. White who passed away November 17, 1951, following a long illness.

Elton was born at Oakland on May 2, 1903, and following graduation from



the Oakland Technical High School in 1919, hired out as a chainman on a Western Pacific engineering party, which career was terminated with a reduction in forces

on July 27 of that year. He returned to Western Pacific on August 8, 1921, as stenographer at Elko, advancing to position of secretary to superintendent at Sacramento in 1922 and manifest clerk in the company's traffic department at San Francisco the following year. After serving as secretary to the vice president and general manager during 1923, he returned to Elko as division claim adjuster, followed by ten years' service as chief clerk to the vice president and general manager between 1926 and 1936. Appointed assistant to general manager in 1936 in charge of wages and working conditions, train rules and safety, he next became trainmaster, working at Wendoover and Portola from August 1937 until February 1942. He was then appointed assistant superintendent at Sacramento, which position he held until his present appointment.

"Mac" lived in Stockton between 1906 and 1910, and his father, Charles, was an engineer in charge of WP con-

struction between Oakland and Sacramento.

Barbara, a daughter by previous marriage, is a primary teacher at the Pacific School in Sacramento. Mrs. McDonald, the former Edwa Langdon, of Stockton, is language teacher and head of the language department at Sacramento High School. From a well-known family in Stockton, Mrs. McDonald's father, Dr. Langdon, was in charge of the State Hospital there for some years prior to his death ten years ago.

Mr. McDonald will make his headquarters at Stockton.

* * *



John J. McNally was appointed assistant superintendent at Sacramento effective March 16, with jurisdiction over the western division except San Francisco, Oakland, and San Jose terminals, succeeding C. E. McDonald.

John was born at Elko on October 30, 1896, later moving to Leadville, Colorado, where he was educated in the Sisters School, grammar and high schools. He began his career with Western Pacific on the eastern division in 1913, and came to the western division the following year, locating at Portola where he was employed as machinist helper and handyman. In 1915 he went out as fireman on ditchers and steam shovels, and in 1916 hired out as locomotive fireman. Following a promotion to engineer in

1920, he served as night roundhouse foreman at Portola from 1921, and was promoted to road foreman of engines on the third and fourth subdivisions in 1941, with headquarters at Oroville. He was made trainmaster of the third subdivision in 1943, with headquarters at Keddie, which were later moved to Oroville. John was transferred to Stockton as trainmaster in 1950, where he served until his recent promotion.

John married Thelma Irene Taylor, of Portola, in February of 1918, and their family includes five children and two grandchildren. A daughter attends high school in Oroville, and four sons have seen service in the armed forces.

With the majority of his railroad career having been spent in the Feather River Canyon, John comes by fishing and hunting naturally, which have long been his hobby. He is a member of Plumas Lodge No. 6, F. & A. M., Royal Arch Masons, Chapter 107, Quincy, and the Stockton Traffic Club.

Effective March 16, Grant H. Evans is appointed trainmaster with headquarters at Oakland, with jurisdiction over San Francisco, Oakland and San Jose terminals.

Grant first entered service on the Tidewater Southern as a conductor on July 2, 1925, after coming west from Omaha, Nebraska, where he had been employed as switchman, yardmaster and yard clerk for about twelve years with the Chicago & Northwestern Railway. He remained with Tidewater Southern



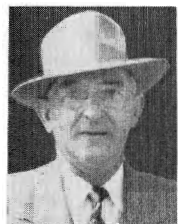
until June of 1926, when he entered the service of Piggly Wiggly Company in Oakland, but the longing for railroad-ing got the best of him and he entered Western Pacific service as a brakeman at Stockton on May 7, 1927. He was promoted to conductor on May 25, 1936, and later held the position of yardmaster at Gerlach, Keddie and Terminous. Following a promotion to assistant terminal trainmaster at Stockton on February 15, 1945, he was made assistant trainmaster on March 15, 1948, transferred to Keddie as assistant trainmaster on November 16, 1950, and made trainmaster there July 1 of last year.

Evans pioneered the Northern California Extension, having bid in a pool turn out of Keddie on the opening day of through service on November 10, 1931. "That territory was pretty rugged in those days and the crews working on 'The Inside Gateway' were always pretty well supplied with wild game of all kinds," states Evans. "The ice boxes on the cabooses were kept stocked and a meal could be thrown together without much trouble, which was a necessity because there were no towns along the line where a person could eat."

Grant was born at Richfield, Nebraska, March 8, 1900. He plans to make his home in Alameda and enjoy a new hobby, having already become a TV fan since coming to the Bay Area. Evans is a member of the Elks, Oroville, F. & A. M., Stockton, and the Royal Arch Masons, Chapter 107, Quincy. A daughter, Althea, is ticket clerk at Stockton, and a son, E. C. Evans, former crew clerk at Stockton, is now secretary to assistant to general manager at San Francisco.

Lester A. Henry was appointed trainmaster at Stockton, effective March 16, with jurisdiction between the East yard limit, Oakland, and the West yard limit, Oroville (except Stockton terminal), and the San Jose Branch between Niles and the West yard limit, San Jose.

Born at Bakersfield, and after completing high school and business college at Oakland, he started his railroad career with the Southern Pacific at West Oakland as call boy, and later as yard clerk for the Santa Fe at Richmond. He joined Western Pacific in 1914 as brakeman and was promoted to conductor in 1917, serving both as freight and passenger conductor. Les was promoted to assistant trainmaster at Stockton in 1944, and was transferred to a similar position at Sacramento in November, 1946. He was promoted to terminal trainmaster at Stockton in December, 1950, which position he held at the time of his present assignment.



He married Anita Marie Randall at Oakland on October 14, 1914, and they have one daughter. Like many western division operating employees, his hobby is fishing and hunting. He is a member of Sequoia Lodge, F. & A. M., Scottish Rite, and Aahmes Shrine, all of Oakland, the Stockton-San Joaquin Ben Ali Shrine Club, Stockton Traffic Club, and the Pacific Railway Club of San Francisco.

Leroy Foster has been appointed terminal trainmaster at Stockton, ef-



fective March 16. Born in Oakland on October 29, 1906, Foster received his grade school education there and in Merced, and graduated from high school at Raymond, California. While attending Heald's Business College at Sacramento, Leroy began his railroad career with the Western Pacific at the Sacramento freight office on February 12, 1923, as messenger boy. After several clerical positions there and in the traffic department at 10th and "J" Streets under General Agent George Newberg, he went to Oroville yard as train desk clerk in 1928, remaining there until November, 1930, when he went to work at Oakland yard as interchange clerk. After various clerical jobs there, including that of chief yard clerk, he was appointed acting assistant terminal trainmaster at Oakland in 1946, and in addition was trainmaster at Pittsburg for the Sacramento Northern from August 1949 to September 1950. He was transferred in November of 1950 to position of assistant trainmaster at Sacramento and on July 1, 1951, was promoted to position of trainmaster, which position he held until his recent appointment.

The Fosters have one son, Sgt. Leroy Dennis Foster, who just returned from Korea and is now stationed at Fort Ord.

Colin C. Eldridge has been appointed trainmaster at Salt Lake City, effective March 16, with jurisdiction over Western Pacific operating matters there and territory from Jeremy

Street to Wendover, Utah, including Wendover yard, and the Tooele and El-

Street to Wendover, Utah, including Wendover yard, and the Tooele and El-

lerbeck branches. Colin entered WP service in October, 1947, as special assistant in the executive department, making studies in economics, finance, and traffic, much of which concerned operations of the *California Zephyr* trains. In August of 1950 he was assigned to service as assistant to general manager, and on May 1, 1951, became assistant trainmaster at Oakland. This position has now been abolished.

Eldridge was born in Yonkers, New York, on November 8, 1919, is married and has two children.

Leland D. Michelson was appointed trainmaster at Keddie, effective March 16, with jurisdiction between Keddie and Bieber on the fourth subdivision, including Keddie yard, third subdivision.

Lee hails from San Francisco, where he was born July 5, 1914. He began railroading while attending school at Elko, and has served as ticket clerk, cashier, agent, warehouseman, timekeeper, assistant accountant, and traveling freight and passenger agent. He also served as chief clerk to the eastern division superintendent, traveling auditor, auditor of payrolls, and until his recent appointment, was trainmaster at Salt Lake City.



His father was the late A. P. Michelson, chief dispatcher until his death in February, 1942.

A track, baseball and basketball star while attending Elko High School, he turned down an athletic scholarship for Stanford University, and in 1932 returned to railroading rather than being "farmed out" for experience by the Sacramento Solons.

SACRAMENTO DANCE

One hundred and seventy-five couples walked through the doors of Governor's Hall at the State Fairgrounds on Saturday evening, March 8, and had a wonderful time at the first of a series of social events scheduled to take place at Sacramento.

The huge hall offered plenty of room for dancing to the fine rhythm of Forrest Long and his twelve-piece orchestra, and while there were some complaints about the dinner, the majority agreed that considering the number of people to be served, the service and food was as good as could be expected.

While the majority of employees were from Sacramento, a good representation was present from Oroville, Stockton, Keddie, Oakland and San Francisco, and many acquaintances were renewed and new friends made.

The committee, under the supervision of Chairman Hy O'Rullian, did a commendable job in selling tickets, and assisting with the dispensing of refreshments and welcoming employees at the door. He was ably assisted by Elsie Goncalves, Marcella Kahl, Mary Nichols, Mildred Wingate, George Clark, Gene Goodrum, Dan Irwin, Ross Kelleher, Al Madan, Bill Miller, Jim Quick and Milton Ziehn.

Don't Be HALF Safe!

By Walter C. Brunberg

F. Ross Kelleher, car foreman at Sacramento Shops, brought out a few practical safety first thoughts when he spoke before a Safety Meeting held at the shops on January 14.

"We go on and on, day after day, talking Safety First," said Ross, "but how many of us ever think about making it last?"

"When we go through a whole year with a reportable accident, some of us imagine we are safety minded and let up on the safety program. We get careless, someone is injured, and there goes our record. Why did that accident happen? Was it the fault of the company? Hardly, because the company has done all in their power to prevent accidents, yet accidents continue to occur because we do not act safely from day to day.

"At every safety meeting we hold,

AW, YOU'RE ALWAYS YAK, YAK,
YAKING- ABOUT SAFETY FIRST!
ACCIDENTS
NEVER HAP



Bill O'Malley

we hear about unsafe conditions, but never a word about the unsafe acts some of us perform right here in the Sacramento Shops. For example: do we wear our goggles without being told by someone else? Do we step over the rail and not on it? Do we examine our tools before using them? Do we wear safety shoes to protect our feet? Do we bend the nails in a board we see on the ground, or do we just leave it there for the other fellow to step on, causing an accident?

"During 1951 we went through the whole year without a reportable accident, which is a fine record. I am sure every man is proud of that record. But, during the same year we had 62 non-reportable accidents, which indicates we have a long way to go before we can really say we are safety minded. Everyone of the 62 non-reportable accidents could have been reportable accidents. Where there is smoke there is fire, and the sooner we eliminate that smoke, the sooner the indications of fire will disappear.

"We can make safety last by coming to work in the morning with the feeling we are part of the company and proud to be WP employees. Give yourself one minute every morning before you start work to think of the safe way to work that day. At the end of the day take inventory by asking yourself, 'did I perform my duties in a safe way today?'

"The company is doing their part. Just look around and see the thousands of dollars invested every year in your—not their—safety program. They are not losing any time by acci-

dents, the families of other employees are not suffering because of your accidents, but your families do suffer every time you are injured.

"So, gentlemen, why not make this one great big family, company and employee pulling together. Invest a minute or two each day on your safety program, and I am sure your investment will pay big dividends—to you and to the company. Then we can 'Make Safety First and Make it Last!'"

* * *

A "Safety Man of the Day" program has been started on the Rip Track at Sacramento Shops. Each day one carman, helper, or apprentice goes up and down the Rip checking working conditions and habits. If this program proves successful in helping to eliminate accidents and injuries, it will be tried throughout the Shops.

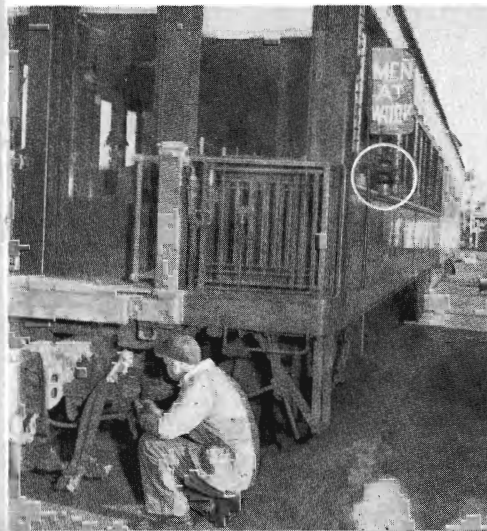
Further improvement in our safety

record is of the greatest importance to all of us. No one can be too careful, whether on the job, at home, or traveling to and from work. Accidents occur only when someone is careless, indifferent, or takes chances in trying short-cut methods while performing routine duties. Fortunately, we can all profit by not repeating our mistakes, although it is unfortunate that those mistakes caused one death and injury to 122 other employees last year.

We all know there is a right and wrong way to do everything, and certainly when it comes to our own safety we should do all possible to make certain whatever the job may be, it is performed in the right way only, with safety uppermost in mind.

As a demonstration, Bill Phelps, passenger carman at Oakland, shows the right and wrong way to work with blue flag protection. Specifically, Rule

RIGHT WAY—Note "Men at Work" sign and blue lantern (circled) properly displayed on side of car.



WRONG WAY—Bill Phelps, passenger carman, would get little protection from the blue signals in this position.



2539 says: "Each man or gang of men, before starting work requiring blue signal protection, must arrange for display of their own blue signals, and attend to their removal when work is completed, but must not remove blue signals placed for protection of another man or gang." Rule 2541 states: "Electricians, machinists, pipefitters or Pullman Company employees working on passenger cars must display their own blue signals on cars on which they are working if protection is needed. Such signals must be displayed on the same side that carman's blue signals are displayed, and must not be placed on car

before carman's blue signals have been placed, and carmen who are to remove blue signals have been notified that the additional blue signals are to be placed. These additional blue signals must be respected in the same manner that a carman's blue signals are observed. The carman's blue signals must not be removed until all other blue signals have been removed."

It's the little things that cause many of our most serious accidents, and yet the little things are the easiest safety precautions to perform.

Let's all strive for **SAFETY EVERY DAY IN '52!**

SPRING INFORMAL DANCE

In response to requests from many employees who enjoyed themselves so much at the dance held at Diablo Country Club last October, there will be a Spring Informal Dance on Friday evening, April 25. The affair will again be held at the spacious country club, located in Contra Costa County, approximately five miles south of Walnut Creek.

Dancing will begin at 9:00 p. m. and music will be furnished by Henry Gallagher and his twelve-piece orchestra and two vocalists. There will also be one act of entertainment during the evening, and the party will conclude at 1:00 a. m.

This is not a dinner dance. However, a buffet service will be served and the menu will include two hot dishes, two cold salads, sliced cold roast beef, turkey and corned beef, coffee, and assorted sliced cheeses, relishes and bread and butter. Everyone will be assured of complete service of all items on the menu, which will be replenished periodically, and the food will

be there at any time between the hours of ten and one.

Bids may be purchased from the usual committee members at \$10 per couple. With each bid there will be included six coupons for purchasing liquid refreshments, or redeemed for a cash value of 60 cents each. Additional coupons may be purchased from a cashier in the entrance foyer.

Last year, 714 persons attended the dance, and the attendance this year is limited to 600 in order to avoid crowding. All employees of WP, SN and TS are invited, although the party is not restricted to employees.

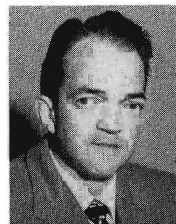
In order to assist with social and athletic events for all on-line employees of Western Pacific and subsidiary companies, Frank J. Rauwolf has been appointed to the position of coordinator-employee activities.

Frank's plans already under way include dances, picnics, hobby clubs, and other related social and athletic

events which conditions and employee demand warrants. Events will be held at various points along the railroad and will be under the local supervision of employees in their respective locality.

Where a charge is made, such as for the recent dance at Sacramento and the forthcoming Spring Informal Dance to be held at Diablo Country Club in April, all receipts in excess of

the actual cost for that particular event will be deposited in a fund to be used for other employee activities, such as purchase of sports equipment and



trophies for athletic events and for other non-revenue social events. This fund will be controlled and audited by an employees' governing committee, which has been set up on a rotating basis. Presently, this committee includes Hy O'Rullian, Sacramento; George Welch, San Francisco; and John Etchebehere, Elko.

Rauwolf was born in Chicago on March 16, 1914, and began working for Western Pacific as a crew caller at Stockton on May 25, 1936. He later served as yard clerk and train desk clerk there, claim clerk at San Jose and Stockton in 1942 and 1943, and entered the freight claim department in 1944 as loss and damage investigator. He was made freight claim inspector at San Francisco in 1946, which position he held at the time of his recent appointment.

Frank was vice-president of the former Western Pacific Club, and has been chairman of the entertainment

committee since 1945, during which period he has supervised social activities such as dances, company picnics and athletic events.

Frank was married to Mary Tevlin at Belwood, Illinois, on February 4, 1948, and their family now includes one daughter, Kathleen Marie, age 1½ years.

Engineer Elmer Partain took this shot of Engineer McClintock in the door of a diesel during the January storm.



Bob Runge, general agent at Fresno, photographed the engine of an eastbound California Zephyr at Santa Fe's Calwa yard in Fresno on January 18.



MILEPOSTS



IN GOLD

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

40-YEAR PIN		
William H. Brooks	Locomotive Engineer.....	Western Division
35-YEAR PINS		
Volney V. Scott.....	Agent.....	Western Division
Francis T. Wood.....	Locomotive Engineer.....	Western Division
30-YEAR PINS		
Charles Hansen.....	Engine Watchman	Western Division
John T. Monahan.....	Groundman.....	Telegraph Dept.
Andrew P. Murphy.....	Agent.....	Western Division
Justo Villegas.....	Asst. Section Foreman.....	Western Division
25-YEAR PINS		
George C. Allen.....	Boilermaker.....	Mechanical Dept.
Albert E. Gorton.....	Clerk.....	Western Division
Trevor J. Long, Sr.....	Yardmaster.....	Western Division
Benjamin F. Keppert.....	Clerk.....	Western Division
William A. Soule.....	Clerk.....	Western Division
John Sypher.....	Locomotive Engineer.....	Western Division
20-YEAR PINS		
Merle E. Bowman.....	Machinist Helper.....	Mechanical Dept.
Robert L. Cole.....	Section Foreman.....	Western Division
Reuben G. Dalton.....	General Foreman, Ice Department.....	Eastern Division
Edward W. Jayne.....	Brakeman.....	Western Division
Karl W. Johnson.....	Section Foreman.....	Eastern Division
George Lichti.....	B & B Carpenter.....	Western Division
Orinza M. Morlock.....	Boilermaker.....	Mechanical Dept.
Paul H. Murphy.....	Yardmaster.....	Western Division
15-YEAR PINS		
Malcolm P. Armstrong.....	Machinist Helper.....	Mechanical Dept.
Leonard W. Bond.....	Painter.....	Mechanical Dept.
C. C. Cox.....	Special Agent-Claim Adjuster.....	Chief Special Agt.- Claim Agent
Henry E. Forsberg.....	Switchman.....	Western Division
Agnes McInerney.....	Clerk.....	Aud. Rev. Dept.
L. P. Radcliff.....	Special Agent-Claim Adjuster.....	Chief Special Agt.- Claim Agent
Herman F. Schultze.....	Sheet Metal Worker.....	Mechanical Dept.
Edward W. Steuben.....	Electrician.....	Mechanical Dept.
10-YEAR PINS		
Thomas T. Bamford.....	Blacksmith.....	Mechanical Dept.
Clifford I. Beason.....	Track Foreman.....	Eastern Division
Charles H. Bidwell.....	Electrician.....	Mechanical Dept.
George E. Bowers.....	Clerk.....	Aud. of Disburse.
Greenwood W. Breedlove.....	Sheet Metal Worker.....	Mechanical Dept.
Norman F. Brown.....	Fireman.....	Eastern Division
John B. Gore.....	Clerk.....	Frt. Traffic Dept.
Albert E. Madan.....	Chief Clerk.....	Store Department
Eleanor G. Madsen.....	Clerk.....	Aud. Equip. Service Accts.
A. L. Rountree.....	Chief Baggage and Ticket Stock Clerk.....	Pass. Traffic Dept.

An extraordinarily fat woman, laden with bundles, was offended when the conductor did not help her up the car steps.
"If you were half a man," she said scorn-

fully, "you'd help me."
"If you were half a woman," the conductor calmly replied, "I would."
—Central of Georgia Magazine



Caboosing

Stockton

Congratulations and best wishes to STAN DINKEL upon his appointment last month as general agent at Seattle.

At the same time, we welcome BOB MUNCE to our fair city as successor to Stan, but he hadn't better say anything about our weather! Anyway, we hope you like us, Bob.

Yard Clerk RAY REESE, wife and two children enjoyed a wonderful two-week vacation visiting relatives in New Orleans.

Yard Clerk K. SWETS has resigned from Western Pacific and returned to his home in Indiana.

Nice to have BARBARA MOFFITT back in the freight office again as steno clerk, after a leave of absence for several months.

ART HOGAN, clerk, has been on sick leave for several weeks, and PBX Operator BEA CHAMBERLAIN is still on the sick list. We wish you each a speedy recovery.

Switchmen CAUTHEN, TUNSTEN and WRIGHT are convalescing at home from injuries received while on duty. Hope you're back soon, fellows.

Sacramento Shops

SAM LATINO, carman, is going to the induction center to see if he can "play ball" on Uncle Sam's team. Carman J. ALEXANDER was called earlier this month.

Sheet Metal Worker C. HOSKINS'

boy is gravely ill. We're all wishing him a very quick recovery.

J. D. CRENSHAW, retired sheet metal worker, is now out of the hospital, but still very ill. We're all rooting for you, Jim.

LYLE PULTZ, carman, likes to hunt coons, but he doesn't like poison oak! His eyes were swollen shut for two days.

Back to work from a week's vacation in San Francisco, B. BLADES, carman, claims he only loafed and took it easy, and is now ready for another year of "hard labor."

H. SCHULTZE, first sheet metal worker to take his vacation this year, is at present sailing the high seas in the Naval Reserve.

Blacksmith Foreman ELLIS ASBURY helped stop a car with his Plymouth station wagon recently. Nothing more than a few dents, however, and this time it really was "the other fella's fault!"

Hey, boys, did you hear that H. SCHULTZE, sheet metal worker, is now

MARCH COVER

Another shipment of undamaged goods is unloaded from a WP compartmentizer car. Since inauguration this year (January Mileposts) 106 loads have been received in these cars and no claims have been reported. WP, first railroad to use these revolutionary cars, reports shippers, nation-wide, are enthusiastic in their praise of these cars.



in the beauty parlor business? Mmm! Mmm!

Shops still very busy trying to catch up on repairs to locomotives and work equipment, caused by the last snow-storm and slides.

Chicago

New arrival . . . little Miss Barbara Jean Coffey, daughter of GERRY and GINNY COFFEY, made her debut into this world on January 22. The twins, Caroline and Charlie, 3, are really enthused over the new addition.



Caroline and Charlie, twins of Gerry and Ginny Coffey, admire their new sister, Barbara Jean.

Mrs. A. H. LUND recently made a trip to Spokane, Washington, to join in a celebration of her mother's 80th birthday. We all wish many more happy birthdays for Mrs. Maki. Mrs. Lund also visited other relatives and friends in Spokane and Seattle before returning home.

Mr. and Mrs. BOB RITCHIE and son, John, of Minneapolis, visited Bob, Jr., at Great Lakes, Illinois, over the Washington's Birthday holiday. Bob, Jr., is in the Navy and is receiving his boot training at Great Lakes. While visiting there, the Ritchies were also week-end guests of the KEN RANK

family at Mundelein, next door to the training station.

Learned from JOHNNY RIEGEL and GEORGE WENIG that upon leaving Chicago recently for Peoria, the weather in Chicago was such that Johnny had all he could do to keep his mind off that soon-to-come first golf game. However, after several hours of traveling in that Buick Special they found themselves in the midst of a terrific snow and sleet storm and just staying on the highway was a superhuman task, but Johnny came through okay, though slightly fatigued.

It may be a little early for thoughts about summer picnics, but our committee for such events this year, headed by JIM RICHARDS, export department, is already busy making plans. From all indications, the picnic should be a "Jim"-dandy.

ROSE LUPE, our efficient statistical report girl, recently broke a tendon in one of her fingers. We all hope that the doctor's statistics—that after six weeks in a cast the finger will be in first-class shape again—is correct.

A fellow employee recently overheard ELLEN REGNIER and MARY MCNALLY discussing the army point system for overseas duty. It was learned from the conversation that a serviceman gets two points for non-combat duty overseas and four points for combat duty. Now the girls are counting the days until their fiancés will be home, which we hope will be real soon.

On line visitors to this office recently were MESSRS. WHITMAN, POULTERER, ROPER, FEGLEY, GOHMERT, STONEY, FAYE, C. H. MARCHAND, J. Y. MURRAY, M. M. CHRISTY, R. F. CARTER, W. H. MITCHELL, W. E. MOSS, CLIFF CONNELLY, L. B. LARSON, and BOYD SELLS.

With baseball season just around the corner, our eyes are turned toward the South Side. We're expecting a pennant this year!

Sacramento Store

CHARLES MARCHAND returned from a short trip to Chicago, but didn't stay home for long. Understand he went to San Francisco. We do know he returned because he brought a box of candy to us to say he was glad to be back.

We all say "welcome" to EARL GREENE, who recently joined our ranks, and hope he makes himself right at home.

HORACE LATONA was very miserable for a few days with a nasty dose of poison oak.

We are sorry to learn that LEWIS FERNANDEZ has been away from work and understand he has had a seige of trouble with his teeth.

When it comes to prophesying the weather, we have the man. Recently CHARLES REID and ALTON DABBS planned a trip to Woodland on their motorcycles but just before starting out Al scanned the skies and was rather dubious about leaving. Charlie saw a wee blue patch in the sky and was sure it would be clear. No sooner had they started when the skies opened and it was more than the little cloud that cried. That's right, the two boys returned to their homes wet and bedraggled!

There were many other disappointed people over the holidays, as so many employees had planned to get a lot done in their gardens. A few of the boys didn't get off easy, though, as their wives had a lot of other household chores that just couldn't wait.

Your correspondent gave little thought to the weather, however, and headed south for a visit in Lemoore.

We enjoyed a short visit last month with J. C. MARCHAND, our general purchasing agent.

Wendover

We had a too brief visit with DON and EILEEN NAYLOR, from Oakland, last month, when they went through on No. 2 on their way to see their folks, Mr. and Mrs. HARVEY NAYLOR, clerk at Warner.

Mr. and Mrs. H. P. RAWLINGS, of the WP Hotel here, enjoyed a visit by their daughter and son-in-law recently. It was their first introduction to the new grandson, who was born about three months ago 'way up in Argentinia, Newfoundland. A beautiful baby and quite a well-traveled young man for his age.

Switchman TOM GARFIELD and wife left for sunny Southern California in February and we told them to bring a little of that weather home with them. Telegrapher LOU ELLIS chose a colder climate for his vacation and left for Buffalo, New York, where he and his wife will visit relatives. Telegrapher DICK CHETWYNDYNS was another vacationer and was relieved at Delle by DAVE SUDWEEKS.

Our sincere sympathy to KENNY BYRNE, clerk, whose sister passed away in Reno a short time ago.

Brakeman W. BURNINGHAM tells us his five-year-old son, Kent, is out of a cast now. The little fellow broke his leg a short while ago, and we certainly hope the Burningham family will stay well for a while, as they have had more than their share of illness during the past two years.

Engineer **JOHNNIE BROWN's** son, Nick, also nursed a broken leg for a long time, but is quite well now. Nick was involved in a motor scooter accident in Salt Lake City.

We almost need a map to keep from getting lost in the depot these days. The yard office has been moved and an enginemen's locker room put where the yard office was formerly located. The roundhouse forces have a new office in the depot and everything is getting a coat of paint. Really a great improvement all the way around.

Yardmaster "**BOOMER**" **FORD** celebrated his birthday on Valentine's Day. Like Jack Benny, all we can get him to admit is a modest "39."

Needless to say, the arrival of the W-2 forms brought forth many groans and moans, much pouring over figures, and much head shaking. Especially bad for someone like "Ye Scribe," for whom two and two always comes out five.

Los Angeles

Wotta month! Never had so much activity around here before. **DICK WILKENS'** retirement headlighted a full calendar of events, climaxed by a grand farewell dinner party at the Jonathan Club which was attended by **M. W. ROPER**, **W. G. CURTISS**, **C. K. FAYE**, **Mr. and Mrs. G. H. KNEISS**, **Zephyrette RODNA WALLS**, and all the members of the Los Angeles staff and their wives. A beautiful refrigerator was presented to the Wilkens, telegrams and messages from all over the railroad by those unable to attend were read, and personal testimonials by those present served to launch Dick on his retirement in a blaze of glory.

The General Agents' Association presented Dick with a beautiful inscribed wrist watch, and the gang with whom he worked for so many years presented a pair of electric blankets.

CHARLES J. FISCHER spent two weeks in our wonderful climate last

month going over the territory, becoming acquainted, and looking for a house. He finally settled on Altadena. (They have wonderful weather, too!) Charlie has been welcomed to our wonderland with open arms and we hope he's going to like us.

"**MILTY**" **MITTELBERG** came down to conduct the final Pacific Railway Club meeting in Los Angeles during his term as president. **KEN PLUMMER, JR.**, from San Francisco, was present, along with the gang from the Los Angeles office. We will certainly miss "Milty's" usual inimitable style in conducting these fine meetings.

At last you readers will be given a chance to learn of some of the finer things in life other than our Southern California weather, as **BOB MUNCE** has gone to Stockton to take over the duties of **STAN DINKEL**, new general agent succeeding **CHARLIE FISCHER** at Seattle. Munce's parting comment was that he was quite sure the readers of this column would welcome the change, and that, after all, he had heard that Stockton was in California—and may even be within the Los Angeles city limits!

Mechanical Department

DICK CARTER and **BILL MITCHELL** have returned from a business trip to Chicago. This was Mitch's first trip to the big city, and according to letters friends received—Mitch was lonesome?

The virus bug took a toll of some of our employees, among them **JOE LAMALFA**, **BUD KIMBALL**, and **ART DE LALLATA**. But they all whipped it in no time and are back on the job.

NORENE JOHNSON is so excited and happy these days. Reason? Her husband is being released from military

service and will be coming home again.

The Mechanical Department officers certainly are slipping! On a recent trip to San Francisco, eight of them were standing in front of their hotel, when two **VERY** attractive ladies stepped out of the hotel and exclaimed, "Gee, eight men and we only need two!" Believe it or not—there were **NO** volunteers. Hmmm!

We wonder who was responsible for the Valentines received by various members of the drafting room? Everyone has suspicions but cannot make the party confess.

A great big bouquet should go to the members of the committee who worked so hard to make the big dinner-dance party at Sacramento a success. Those on the committee were: **HY O'RULLIAN**, chairman; **GENE GOODRUM**, **MILTON ZIEHN**, **MARY NICHOLS**, **JIM QUICK**, **MARCELLA KAHL**, **ROSS KELLERHER**, **AL MADAN**, **MILDRED WINGATE**, **DAN IRWIN**, **ELSIE GONCALVES**, **GEORGE CLARK** and **BILL MILLER**.

Keddie

We are still having snow in our country and it doesn't look as though it will ever stop. Snow can be very beautiful but it can mean an awful lot of hard work for our boys who have to get out and fight it to keep our trains running. We will all be glad to see the first signs of spring this year.

Mrs. E. A. Benz, wife of Engineer **BENZ**, spent some time in the Reno hospital having surgery performed on one of her eyes. We hope she will soon be fully recovered.

CY BATES, night janitor and call boy, and his wife welcomed a new young man to their family, January 25. Robert Anthony weighed six pounds and two ounces.



Members of the Los Angeles force who attended the luncheon for **D. C. Wilkens** on his retirement, were: **Mrs. E. R. Millfelt**, **Frank Sell**, **Mrs. W. B. Cook**, **Joe Hamer**, **Mrs. Wilkens**, **Bob Munce**, **Wilkens**, **Mrs. Joe Hamer**, **Berniece Hopkins** and **W. B. Cook**, left to right. Absent were **Wilbur** (in bed with the flu) and **Doris West**. **Ed Millfelt** took the picture.

Mrs. L. C. Adams, wife of Brakeman ADAMS, had a prolonged visit to San Francisco and Marysville, when she was unable to return home because of the storms.

We're glad to report that GRANT EVANS, trainmaster, is back again after convalescing in the hospital at San Francisco, and hope he feels much better. Trainmaster JOHN McNALLY, from Stockton, took over during Grant's absence.

Mrs. L. C. Gilbert and Mrs. Nelson Jones, wives of Trainmen GILBERT and JONES, were confined to their homes recently due to falls.

Yardmaster JOE CLINTON spent several days in the Bay Area, claiming he wanted to see some green grass after all the white stuff he has seen lately, and Brakeman TOM GRIFFIN spent a few days in Sacramento.

We hope Brakeman DICK BEAM is soon fully recovered from his accident, suffered while on duty recently.

Engineer R. L. SMALL and wife went to Shell Beach to attend the funeral of Mrs. Small's father, who passed away during February.

Pfc William Fisher, son of Conductor and Mrs. CLYDE FISHER, is stationed

at Keesler Air Force Base in Boloxi, Mississippi. He is studying control tower operation.

Pfc Charles Mounkes, son of Roadmaster and Mrs. DICK MOUNKES, is stationed at Fort Knox, Kentucky, as a clerk and typist with the United States Army Air Force.

Roadforeman of Engines BOB McILVEEN and wife spent several days in the Bay Region, most of it in Alameda, with their daughter and family.

Mrs. Tom Griffin, wife of Brakeman GRIFFIN, left recently for Arkansas to visit relatives and friends, and also to be with her mother, who has been ill for some time.

L. D. GARRICK, J. C. CAUGHEY and C. W. D'ARCY were borrowed from the Oroville roundhouse to work in the roundhouse at Keddie during the big snow.

Vacationists are E. E. REDDICK, conductor, who is remaining home for a visit with his brother and wife from Jerome, Idaho; Brakeman DON CRUZON, who has taken his family to Riverside; and Brakeman H. A. WOMACK, who journeyed to Chicago and St. Louis.

Conductors DUNN, REDDICK, STRANG and STRAHAN, our last promoted class, really got their experience during the snowstorms.

Mrs. Phil Prentiss, her daughter and family, spent a day in Keddie visiting with Trainmaster PRENTISS while he was lending a hand last month.

Conductor ELMER PARTAIN and wife attended the funeral of his aunt at Colusa during February; Brakeman FLIPPEN and his family had a weekend in Sacramento; and Operator BECKLEY's wife spent a few days visiting in San Francisco.

New York

JACK EDWARDS, passenger traffic representative, has talents other than those employed in the service of WP. On Leap Year night, and the two following, Jack exhibited his Thespian wares, playing the part of the scion of the Boston Apleys, in a production of "The Late George Apley" by the Antrim Players of Suffern, New York. In typical modest fashion, this extracurricular activity might have passed unnoticed, had not Jack had to withdraw from our theater party of the 29th for the reason outlined.

Bulletin: For beanery selection during our outing, the choice at this writing has narrowed down to two—"Toots Shors" and "The Mayan." The former, of course, has fame, but the latter has "Baked Alaska" as an attraction. See next chapter for outcome.

The New York Traffic Club's annual dinner, February 21, was attended by Vice-President POULTERER who, with the New York staff of Eastern Traffic Manager PERL WHITE, et al., entertained guests before and after dinner at Room 101 of the Commodore Hotel. 'Twas a good thing there was a patriotic birthday to observe the following day!

JOHN PEGNIM, secretary to ETM WHITE, took his examination for Practitioner before the ICC. Johnny confesses to trepidations as to the outcome, but this observer feels this to be a good omen, since two of his friends, one RAY GREVE, traffic representative here, and a Burlington local man, now Practitioners, also felt they had failed.

Sacramento

Onward we MARCH into spring—blooming flowers, serenading of the

birds and buzzing of the bees fills the air with fragrance and melody.

Secretary FRED KRUGER comes in every morning humming and whistling a peppy tune. (Probably has honey and birdseed for breakfast, I'll betcha.)

Head Maintenance of Way Clerk MIKE FISHER brought in some aromatic lavender Daphne from his garden, and Transportation Clerk EILEEN FROST brought in her first blooming Chandleri Elegans Camellias, which are a deep pink with a fluffy center of variegated pink and white. Thanks so much for brightening up the office, Eileen and Mike.

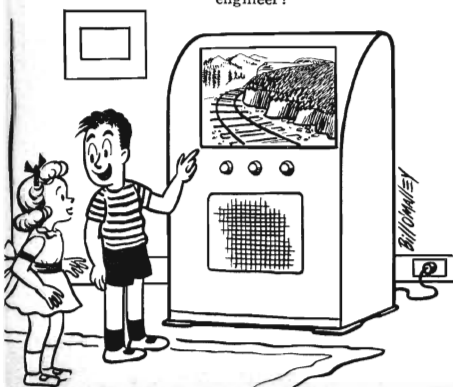
The first robin of spring has nothing on BURT NORLEN, traffic representative. You should see that robin's-egg-blue Plymouth he now sports.

Soon after ELEANOR McMURRAY, traffic department clerk, moved into her new home near the Country Club at 3721 West Way, she wasn't content with the original color scheme, so she bought some paint and brushes, donned a smock and went to work splashing paint hither and yon with amazing results. Isn't it a woman's prerogative to change her mind?

Assistant Accountant MILDRED WINGATE and Personal Record Clerk GENE GOODRUM did a wonderful job on the Dance Committee and are to be congratulated on their sales of tickets and script.

A few of the boys—VAN DAVISON, first assistant T&E timekeeper, ED HENNESSY and JOE ANDERSON, assistant chief clerks, enjoyed a game of hearts at Assistant T&E Timekeeper FRANK O'LEARY's home one evening recently, but when the fellows got

"Here she comes now; get ready to wave to the engineer!"



ready to go home they seemed rather BROK-n-HEARTED!

Wonder who Roadway Clerk ED LINDLEY's carrying the torch for? (Don't get excited—it was just one sitting on his desk to be returned to the Water Service Department.)

Wanted—several huskies to help landscape and build a fence around Steno-Clerk MARY NALLY's back yard.

Back in the saddle again with HARMONY (the Dale Evans of our office)—Secretary AGNES WELCH.

Chief Dispatcher ED HILLIER is totting a lunch box to work every day that will be 25 years old in July. It began its trek in transportation service when Ed was with the Great Northern at Interbay Yard, Seattle, on line Cascade Division, Klamath Falls and Bieber, and has carried Ed's lunches in Sacramento for the past 15 years. Although a little battle-scarred, the original paint job still remains and the initials, E. J. H., inscribed in 1928 when Ed lived at a boarding house, are quite visible. The original handle has been replaced by a leather one (hand-made by Ed) and of course it has a new thermos, the old one still being on hand but unserviceable.

KAY NORRIS, steno-clerk, is spending a vacation and leave in San Pedro, and while she is away LOIS O'LEARY, furloughed clerk, is relieving on Kay's position.

Trainmaster LEROY FOSTER spent a vacation (?) in the snow with ditcher work train out of Belden.

C. R. HARMON, general agent, whose daughter Nancy is attending Stephens College at Columbia, Missouri, is now minus son Charles Edward, who recently said "I do" and who has been

serving in the U. S. Navy since February 15.

It's good to see TED SULLIVAN back at his desk after having been off a few weeks, account illness.

Welcome PAMELA HOYER, now employed by Sacramento Northern as general clerk, and who relieved ELAINE SCHMIDT and CLARISSE DOHERTY, stenographer-clerks for WP, while they were away on vacations. It is nice to have you with us again, Pamela.

We wish to express our sincere sympathy to Comptometer Operator AGNES ORR in the bereavement of her father-in-law, Arch E. Orr, February 9, 1952.

Birthday Greetings:

W. R. ANDERSON, chief clerk, S.N., March 2.

M. E. GRAHAM, assistant chief clerk (on military leave), March 12.

J. A. ANDERSON, assistant chief clerk, March 16.

J. E. TAYLOR, ICC clerk, March 16.

JEAN NEWINGTON, general clerk, S.N. March 20.

La VERNE WILLIAMS, file clerk, March 25.

WALTER D. KLABO, assistant engineer, March 25.

Thought for the Day — *"In skating over thin ice, our safety is in our speed."*

San Francisco

Employees in the auditor of revenues department welcomed Mrs. MARY KAPPEL back to work on February 18 after a five-month leave of absence due to ill health.

Members of the general agents office in San Francisco are doing all right in the San Francisco Traffic Club. At the installation of officers at their annual

dinner on February 21, WES CRAWFORD took office as vice-president, and LES STOLTZMAN and JACK GORE took over the legislative and membership committee chairmanships respectively. Nice going, fellows!

T. P. WADSWORTH, assistant general freight agent, began his eighth year as Dean of the Golden Gate College's School of Traffic when it opened its spring semester on February 11. In its thirtieth year of training young men to manage freight transportation, the school was born, raised and matured by the traffic industry itself, when eight San Francisco transportation executives established the school in 1923. JOHN H. COUPIN, general agent, was one of the original "fathers," and TUX WADSWORTH assumed his present duties after serving on the faculty for eight years. Three years ago, DEAN WADSWORTH formed an industrial advisory committee, enabling the school to keep pace—and even jump ahead—of current problems in traffic administration and control. Members of the committee are A. D. Carleton, manager, traffic department, Standard Oil Company; John G. Breslin, Traffic manager, C&H Sugar Refining Corp.; A. P. Heiner, general traffic manager, Kaiser Steel Company; and Howard M. Daschbach, general traffic manager, Columbia-Geneva Steel Division, U.S. Steel Corporation.

Employees of WP's traffic department now attending the school are BOB TOWLE, BILL HAMILTON, TOMMY BALDWIN, REG DUNKLEY, DICK GROVES and JOE MATSON, and many of the other employees in that office have since graduated.

It would have been awful if GERTRUDE SHOUT, buyer, and president of

the Railway Business Women's Association, got her speeches mixed for talks before an Eastern Star initiation and The Toastmistress' meeting, both given last month. But she didn't.

ANNE MALFA and RUTH STONE, transportation department, were all set for a vacation at Sun Valley, Idaho, during January, but the big storms caused a postponement. They now have reservations for the end of March. Ski Heil!

SPEN LEWIS, assistant chief clerk, transportation, spent nearly three weeks at St. Joseph's Hospital after checking in there on February 20 for a back operation. Coming along fine at latest reports.



Do you recognize 'em? Picture was taken during a week-end snow trip at Quincy in 1921. A free piece of ice and a pass on the Oshkosh Central for the first correct answers. Give up? Charles K. Faye, manager-perishable freight service; Richard C. Beltz, office manager, general manager's office.

RUBEN BARAZZA, auditor of equipment service accounts, left WP service last month for a government job in Afghanistan, and DAN FIXA, of the same department, left for school in Mexico, as he said, "to study!"

JOSEPHINE BEIN, secretary to E. T. GALLAGHER, was glad to see her paycheck recently, following a trip to Santa Anita, from where she came home with 50 cents in loot. "Had a wonderful time, though," exclaimed Jo.

KATHERYN MEANS, who left the transportation department a couple of years ago for employment in Seattle, was married late in February at Oxnard, home of her parents.

We've noticed a great big diamond on the right finger of MARVEL LEVY's left hand. In checking with her boss, BERT STRATTON, we find the lucky man's name is Otto Fransch. Congratulations!

Little Jane Ellen Mills was one of seven girls born at Franklin Hospital on March 10, which may or may not prove that this is a woman's world. However, the parents, Mrs. and Correspondent JIM MILLS, auditor of revenues department, thought it was just wonderful, having already provided little eight-pound one ounce Jane Ellen with a brother, Jimmy, who will celebrate his third birthday on April 7.

Welcome to ADELE SPRINGER, formerly with Missouri Pacific, and more recently with Combustion Engineers, New York City, who came to San Francisco last November and is now steno-clerk in the transportation department, replacing ETHEL CARLSON, on leave of absence for arrival of the stork sometime this month.

Welcome, also, to EVELYN DREWS and DORIS JOHNSTON, secretary to Attorney

C. W. DOOLING and clerk in the law department, respectively. Doris, who hails from Ohio, found California rather rugged when she returned from her first trip to our ski country last month with her arm in a sling.

Luck wasn't with GEORGE WELCH, chief clerk interline accounts, on March 11, and his motto now is "Early to bed and early to rise." En route home after spending the evening in San Francisco, he left a "B" train at 32nd and Hollis streets in Oakland about midnight, and started out for his car parked a few blocks away. At 36th and Peralta streets he was jumped on by four youthful ruffians who took his keys, watch, money and wallet. Slugged over the eye with a blackjack, the wound required seven stitches. George still thinks he was lucky, however, as five minutes before another victim was brutally beaten and robbed, and suffered a broken jaw and a badly torn ear. A tour of the neighborhood with a police prowl car failed to locate the "punks."

Retired auditor of freight and passenger accounts, THOMAS KEARNS' daughter, former auditor of revenues employee NANCY, and husband Bill, announced the birth of daughter Christine Marie on March 14, weight seven pounds seven ounces.

Mrs. PAT JOHNSTON returned to her desk in auditor of revenues department on March 10 to announce the birth of Mary Bridget on December 6, 1951, weight seven pounds six ounces.

Tidewater Southern

Hobbies have secured the limelight recently. A cooperative venture of Agent R. S. THOMSON, Manteca, and

(Continued on Page 31)



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

Peter J. Brophy, who retired as boilermaker on June 30, 1946, died on January 1, 1952. Mr. Brophy is survived by two sons, Leslie E. Brophy, of Winnemucca, and William L. Brophy, address unknown.

Harold A. Chalmers, conductor on the Tidewater Southern, died at his home in Stockton on March 5. Mr. Chalmers retired in April of 1951, after 37 years' service with the company, and served as local chairman of the Order of Railway Conductors prior to retirement. He is survived by his wife, Mrs. Dee Chalmers, and daughter, Constance.

Joseph J. Erdmanczyk, lead laborer, mechanical department, died on February 15. Mr. Erdmanczyk entered company service on May 11, 1943. He is survived by his brother, Larry Erdmanczyk of Winona, Minnesota.

Edward G. Finlay, consulting civil engineer and former Western Pacific employee, died at his home in Palo Alto on February 3. He is survived by three sons, Edward E., Millard F., and Ellsworth G.; a daughter, Mrs. Peggy Kroll, of Oroville, and four grandchildren, Paul, Jennifer, Stephanie and Artis.

Joseph F. Gilliam, locomotive engineer, died at his home in Stockton on February 11. Gilliam joined the Western Pacific in September, 1926, and was promoted to engineer in 1937. He is survived by two sons, Frank and Dan, his mother, Mrs. Nettie E. Gil-

liam, and two brothers, Delbert and Frank.

William F. King, eastern division brakeman, died on February 26. Mr. King entered Western Pacific service October 4, 1943, and is survived by his widow, Mrs. Lillian King, of Elko.

Elmo B. Lind, engineer on the eastern division, died at the Elko General Hospital on February 21, following a long illness. He entered Western Pacific service on September 14, 1937, and made his home in Elko. Mr. Lind was a member of the Elko Masonic Lodge No. 15, the Elko Shrine Club, Kerak Temple in Reno, and the Firemen and Enginemen lodge. Survivors include his widow, Mrs. Jennie Lind, one daughter, Mrs. Beth Hachquet, and a granddaughter, his mother, Mrs. Alice Lind, a sister, Mrs. Charles H. Seebers, and a brother, Verner Lind.

Harry Ramshaw, marine bargeman, died on February 28, 1952. Mr. Ramshaw entered company service on September 3, 1942. He is survived by his widow, Mrs. Harry Ramshaw, of Eureka.

Steve J. Tsrnos, mechanical department carman, died on February 6, leaving a widow, Mrs. Angeline Tsrnos, of Oakland. Mr. Tsrnos entered company service September 1, 1950.

George N. Waddell, track laborer, died on January 11, 1952. He first worked for the company in August, 1944, and in subsequent years for various periods, and last worked on July 15, 1951, on the eastern division. Mr. Waddell leaves a sister, Mrs. Grace Manley, of Paceima, California.

SPORTS

Six old-timers from Western Pacific, with their throttles wide open, ran wild at the Horace Mann High School gym in San Francisco on February 29 and powered their way to a basketball victory over an aggregation of nine "younguns" unable to get up steam. The ten-point margin of victory more than made up for the aching muscles the old-timers suffered while trounc-

following an 8 to 8 tie at the half, the kids threw away their chances, missing easy set-up shots and losing the ball on the rebound to the scrambling and styleless stars of yesteryear. "Impossible" shots found the basket when the seniors went down court and the kids were convinced "Lady Luck" took the wrong train.

If the referees were bribed, there

OLD-TIMERS (?)



Winners were John Susoeff, John Dullea, Cliff Gerstner, George Welch, Jim Mills, Chris Gnesios and Reg Dunkley.

YOUNGUNS



Losers were Bob Kostner, Wayne Beban, Bob Kling, Bill Martin (camera shy), Ray Santiago, John Summerfield, Clive Holm, Bob Hansen and Al Beban.

ing the "kids," and the bruises will for a long time be an eye-sore to the younger generation and a mark of pride for the tired old men.

With only one substitute, the old-timers out-shot, out-passed, out-fumbled, and out-last-ed their opponents who, with four subs, waited too long for the expected collapse that never came. Even when the lead was in their favor during the third quarter

was no evidence. When Walter Mittelberg wasn't blowing his whistle, Vernon Geddes was, and the gym resounded with reverberations not unlike the horn on a high-balling freight roaring through the Feather River Canyon.

The old men's suits included everything but long-johns and grandpa's night shirt, running from flowered



The only old men on the court were the two referees, Vernon Geddes and Walt Mittelberg.

shorts to high-buttoned shoes, which led to the conclusion that "you can't judge a book by the cover."

Lineups for the game, which ended with the score 44 to 34, were:

OLD-TIMERS		Points
John Dullea		2
Reg Dunkley		12
Chris Gnesios		6
Cliff Gerstner		12
Jim Mills		10
John Susoeff		0
George Welch		2
Total		44
YOUNGUNS		Points
Al Beban		2
Wayne Beban		6
Bob Hansen		4
Clive Holm		6
Bob Kling		2
Bob Kostner		2
Bill Martin		8
Ray Santiago		0
John Summerfield		4
Total		34

John Susoeff was the only casualty of the game, and left the game with a sprained ankle after only 30 seconds of play.

An unsolicited testimonial from an ardent golfer to a hosiery manufacturer read: "Fifteen minutes after putting on a pair of your socks, I made a hole in one."

BASKETBALL

Not only did Western Pacific's trains suffer during the January storms, but its basketball team "froze" on the courts and wound up the season in the San Francisco Recreation League in sixth place.

After taking the opening game from Commandery DeMolay by a score of 25 to 24, the boys were derailed in their second game with Leo J. Meyberg and from then on they were unable to get up sufficient steam for a clear track ahead.

Evidently from a lack of practice workouts, the rails were unable to find the basket, and their usually better floor work and ball handling was erratic and lacked the smoothness of their opponents.

The loss of lanky Cliff Gerstner, captain for the past two years, to a Class A club in the same league, left the team without a player having excessive height for recovery work and handling the ball in the hole position.

Team standings at the close of the league play were:

	WON	LOST
Crown Zellerbach	6	0
Chris McKune, VFW	5	1
Commandery DeMolay	3	3
Leo J. Meyberg	3	3
Fairbanks Morse	2	4
Western Pacific	1	5
California DeMolay	1	5

Golf Pro: "Now just go through the motions without driving the ball."

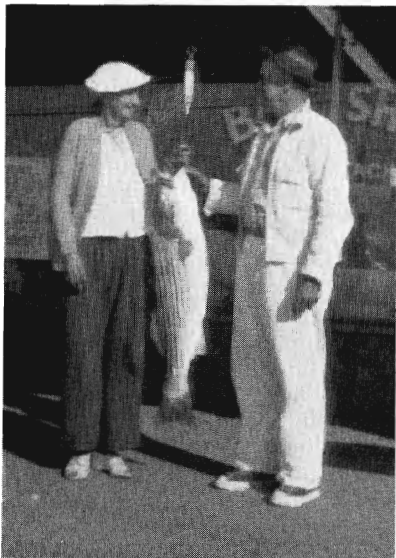
Dub: "That's precisely what I'm trying to overcome!"

—Railway Employees Journal

Foreman: "How is it that you only carry one tie the plate and all the other fellows carry two?"

Gandy Dancer: "They're just too lazy to make two trips like I do."

—Southern Railway Ties



"The champ," Mrs. Laurel Spoon, and husband, Engineer Spoon, weigh in the winning catch.

20-UP CLUB

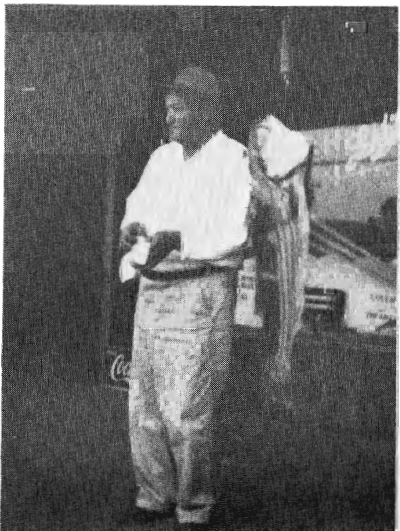
Mrs. Laurel Spoon, wife of Engineer Spoon, of Stockton, caught hold of a 27-pound bass in the 1951 Bass Derby, pocketed the first place cash prize of \$28.65, and had her name placed at the top of the first page in the roster of the exclusive and hard to make 20-UP CLUB.

The top prize winner and undisputed champ is an ardent fisherwoman, and won her honors by not letting the biggest one get away.

Second prize of \$14.35 went to George F. Williams, engineer, for his 24-pound catch, and Switchman Edward Hardy and Clerk Jim Hightower tied for third place each having hooked onto a 21-pound bass.

The men will have to find real alibis until they come up with bigger bass when the 1952 derby gets under way next October.

George Williams, engineer, checks in his 24-pound catch for second place honors.



Jim Hightower, clerk, got a tie for third place with Switchman Ed Hardy, with his 21-pound bass.



TENNIS TOURNAMENT

May 10 and 11 have been set aside for a tennis tournament for Western Pacific, Sacramento Northern and Tidewater Southern employees, to take place on the Golden Gate Park courts in San Francisco.

Winner of the men's singles will have his name engraved on the Arthur Curtiss James Trophy, on display at general office, and additional cup awards will go to winners of that event, as well as ladies' singles, men's doubles and mixed doubles. Partners in the latter event need not be employees.

Applications for entry in the tournament may be obtained from Frank Rauwolf, coordinator employee activities, and must be on file at general office on or before April 25, and must be accompanied by an entrance fee of \$3.00. The fee will be returned after elimination from the tournament or after the player has completed play, whichever occurs first. One entrance fee will cover any or all events for each entrant, and tournament rules and schedule will be sent each employee entering play.

SOFTBALL

Western Pacific is sponsoring a men's softball team in the San Francisco Industrial League, and play will get under way about the first of April.

Any Western Pacific employee is eligible for play, and all necessary equipment will be furnished the players at the commencement of league play or at initial practice sessions.

Any additional information may be obtained from Jim Mills, team manager, or Frank Rauwolf, coordinator employee activities.

Caboosing . . .

(Continued from Page 26)

J. L. RASOR, JR., bill clerk at Modesto, consists of the acquisition of several hundred chicks. Their laudable endeavor is being closely observed by all, as we anticipate "chicken every Sunday," if I may be allowed a quote.

Assistant Bridge & Building Foreman AVERY C. BLUM, has walked away with honors in recent canine exhibitions with his two prize English bulldogs.

Tidewater Southern forces were devastated by flu during the past month. However, normal operations have been resumed.

Superintendent J. E. KENADY has returned to work after an illness of several weeks.

Sacramento Northern

MOLLY NEWINGTON, PAMELA HOYER and ALYCE V. LUND, formerly with our general office at Sacramento, have departed for "greener" fields, and we wish them every success in their new work.

We welcome JOSEPH A. FIELDS, general clerk, and WAYNE E. COST, stenographic clerk, to our midst and hope they will enjoy being with us.

The dinner dance at Governor's Hall on March 8 was well attended by SN employees and, as promised, a heck of a good time was had by all. The committee putting on this affair is to be commended, and the fine representation from the Bay Area exemplified their excellent work.

*"What's middle age, pop?"
"It's that period in a man's life, my boy,
when he'd rather not have a good time than
have to get over it."*

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Railroad Lines

Addition of 15 Alco-GE road-switchers equipped with newly designed generators will supply electric power for car lighting and give Rock Island's Chicago suburban service full dieselization.

• • •

Knott's Berry Farm, Buena Park, California, purchases for operation over its Ghost Town & Calico Railway, famous old Rio Grande Southern engine 41 and four D&RGW coaches, originally built in 1880 for operation on the Silverton-Durango railroad.

• • •

Carbon County Railway, serving the plant of the Geneva Steel Division of U. S. Steel Co. at Salt Lake City, orders 200 triple hopper cars of 70-ton capacity, fabricated from high tensile, low alloy, steel.

• • •

New York, New Haven and Hartford adds a non-stop Advance Merchants Limited between New York and Boston, operating Mondays through Fridays.

• • •

One tablespoon of fuel oil in a diesel locomotive moves a ton of freight two and one-half miles.

• • •

The California-Nevada and the Railway & Locomotive Historical Societies will sponsor an excursion over Northwestern Pacific to Eureka, Arcata and Samoa, and over Hammond Lumber Company's line to Crannell, the week-end of May 24-25.

• • •

Class I railway capital expenditures for 1951 exceed 1950 expenditures by \$347 million, with an estimated expenditure for the year of \$1,413 million, all-time high.

• • •

Four railroads, Erie, Missouri Pacific, Illinois Central and Lackawanna, passed their hundredth birthday during 1951.