

WESTERN PACIFIC
Mileposts

MAY 1952



WESTERN PACIFIC Mileposts



Vol. III, No. 10

MAY, 1952

Milepost No. 34

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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Tidewater Southern Railway

Only 62.7 miles in length, and seldom in the news, this tiny appropriately named railroad, nevertheless, is an important link in the operations of the Western Pacific.

Although river boats had earlier gone as far south as Fresno, by 1910 silt had forced back river navigation on the San Joaquin River to Stockton, and on October 4, 1910, the Tidewater & Southern Railroad was incorporated to build a standard gauge railroad south of Stockton for operation as an interurban electric railway. This company graded about nine miles of roadbed and laid rail for about four miles between Turlock and Modesto. In February, 1912, another corporation bearing the title Tidewater & Southern Transit Company was incorporated, which constructed some graded roadbed near the Merced River. The two companies were consolidated on March 11 of that year under the name Tidewater Southern Railway.

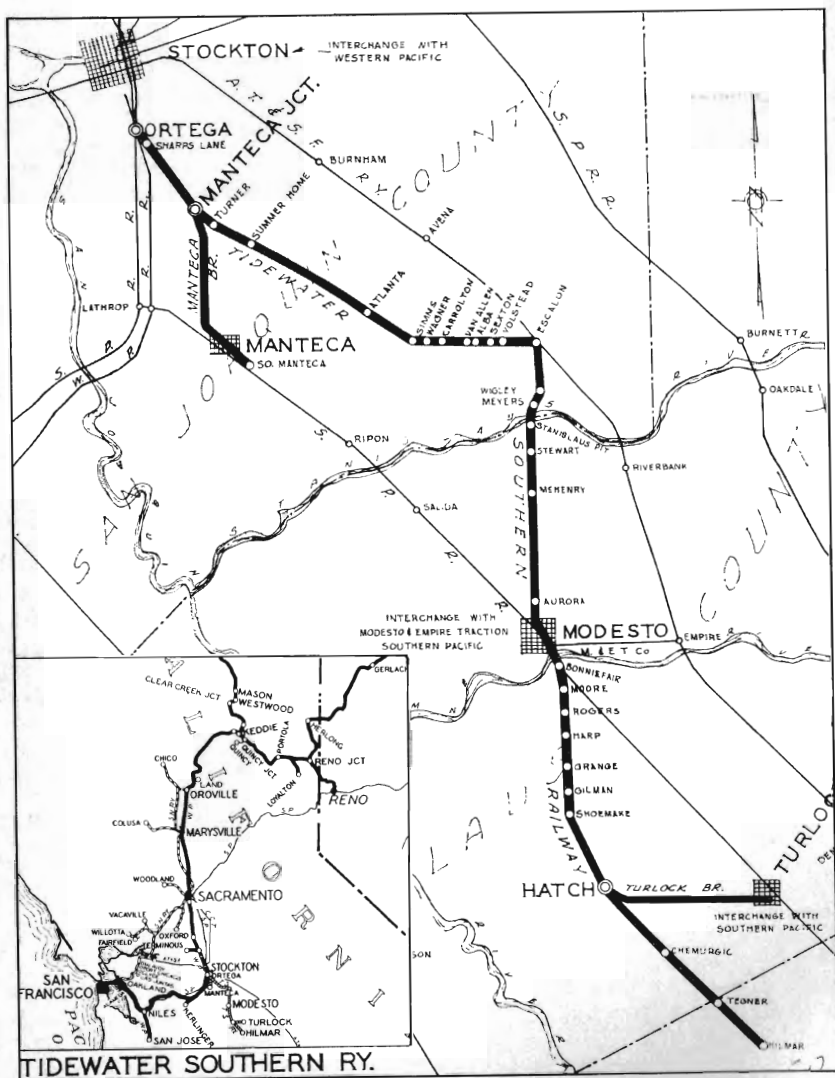
Pushing construction, the company opened for service in October of that year the 32.23 miles of electric railway between Taylor Street, Stockton, and Modesto. First equipment was an electric locomotive constructed from a flat car at the Stockton shops of the Central California Traction Company, which was numbered 100. Passenger equipment consisted of three Jewett-built combination cars bearing the numbers 200, 201, and 202 and cars borrowed from the CCT. Trains ran on their own tracks to the city limits of Stockton where they ran over the tracks of the Stockton Electric Railway to a downtown terminal in front of the

Stockton Hotel, used jointly with the CCT. Outside the town, the line operated at 1200 volts DC with all overhead construction using trolleys.

In 1916, the line was operating 24 trains daily between Stockton and Modesto, with a 65-minute schedule for the 32-mile trip. Special rates were in effect for Saturday evening and Sunday roundtrips, and during nice weather picnic trains were run to the Stanislaus River.

Further construction south of Modesto was contemplated and when, in July, 1916, the Tidewater Southern put its 16-mile branch line to Turlock in operation, plans were under way for still further extensions down the valley. Electrification and passenger service was planned to continue to Turlock where a passenger station was constructed, but the extension of electrification never took place and the interurbans never went south of Modesto.

This southward extension fitted into plans of the Western Pacific Railroad and in 1917 a majority of the stock of the Tidewater Southern was purchased by the parent company. Under the new ownership, Tidewater Southern purchased WP's steam locomotive 126, a ten-wheeler, for use in constructing the railroad south of Modesto and renumbered it Tidewater Southern No. 1. The original route into Stockton by way of Sharp Lane was replaced by using Western Pacific trackage from Ortega to downtown Stockton, a distance of approximately 3.6 miles. Branch lines were constructed during this period for freight service and an 8-mile extension to Hilmar was opened



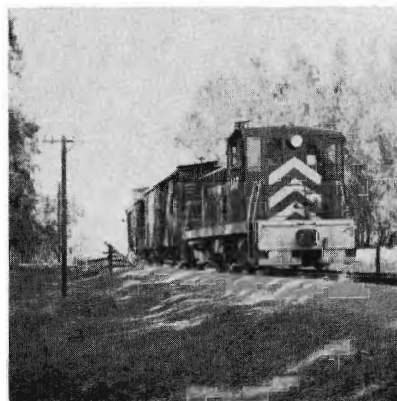
Tidewater Southern trackage extends south from Ortega 49.8 miles to Hilmar, as shown by the heavy black line on the large map. Western Pacific tracks are used between Ortega and Stockton. Insert shows relation of Tidewater Southern Railway to that of Western Pacific's main line, in California.

in July, 1917, and the 6.6-mile branch to Manteca in May, 1918.

Another freight motor was purchased from General Electric Company in June, 1921, to handle increased freight traffic, and the line also acquired two cabooses, numbers 301 and 302. The passenger equipment was supplemented by the use of two Holman-built trailers of the CCT as the occasion demanded.

By 1922, twelve trains were scheduled daily, but despite the fine service, passenger revenues declined with the ever increasing use of automobiles, and service was cut back to only eight trains daily by 1932. The last electric interurban over the line ran on May 26, 1932; the line was cut back to Ortega and passengers were carried in a daily mixed steam train. The interurban cars, with trolleys and motor equipment removed, served as caboose-coaches for a short time, but were later de-trucked and used as section houses at Hatch. The electric overhead was dismantled with the exception of 2.1 miles between Aurora and Modesto. The franchise at Modesto barred steam locomotives on 1½ miles of Ninth Street and trains were required to operate with an electric engine on the head end. Electric motors 100 and 106 hauled the freight trains through Modesto and did the local switching.

Plans of the Western Pacific, as late as 1932, were to build from Nile Garden (near Manteca) to Shoemake on the Tidewater Southern, and continue the tracks down the San Joaquin Valley to Fresno and eventually Bakersfield with feeder connections. Negotiations were also reported to be under way at one time for the purchase of the Yosemite Valley Railroad. A survey was



Tidewater Southern switcher passing Shoemake with freight haul.

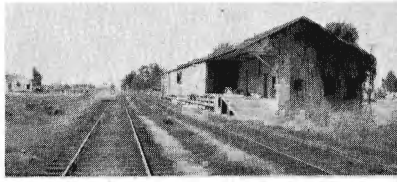
also made to Patterson on the west side of the San Joaquin Valley for possible connection with the narrow gauge Patterson & Western. However, these plans did not materialize.

Freight traffic along the Tidewater Southern was quite heavy, particularly perishable fruits and vegetables, and Western Pacific steam engines were often called to handle the rush. In 1940, TS purchased Sierra Railroad's No. 32, a Baldwin-built 2-6-2, built in 1923 for the Angels Camp Branch run. This small engine was adaptable for the light trackage of the former interurban. It was renumbered 132 in June, 1941, to avoid confusion with WP No. 32 at the Stockton roundhouse where TS engines were, and still are, serviced. In 1942 cabooses 301 and 302 were replaced by three 15-M series box cars constructed in WP shops at Sacramento, which were numbered 303, 304, and 305.

Diesel-electric motive power did not occur until 1947 when No. 135, a 44-ton Electro-Motive switcher, arrived. Two



Turlock station.



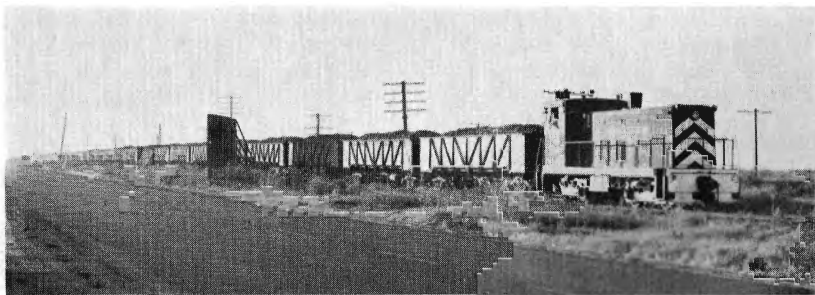
Hilmar station.

GE switchers, No. 141 and No. 142 were renumbered 741 and 742, arrived in April, 1948, and diesels then took over the main line and the Modesto switching. The overhead at Modesto was removed and the electric engines retired. Engine 100 was scrapped while the 106, leased to Sacramento Northern during the war, was sold to that company and renumbered SN 670. Steam engine No. 1 was retired about this time and its tender was given to Western Pacific and numbered 124. Engine 132 was stored and for a time it appeared as if it too would be retired. Only recently it was put through the WP shops at Sacramento for use as a spare engine. In 1951, engines 141 and 142 were renumbered 741 and 742, and in March, 1952, engine 135 was renumbered 735, to distinguish them from SN diesels numbered in the 141 series.

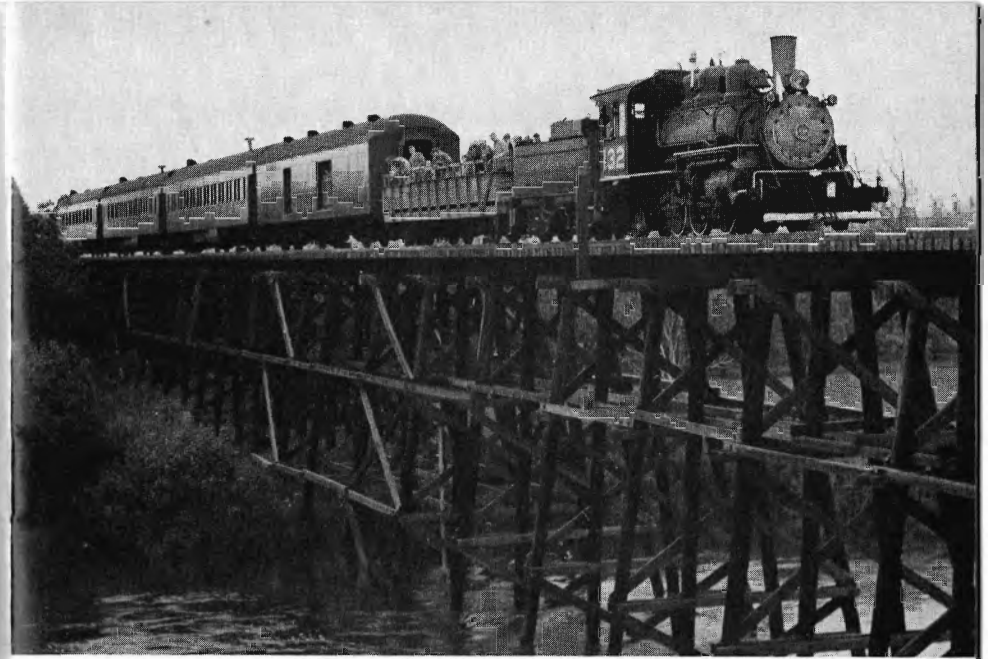
No longer an interurban, the Tide-

water Southern has acquired the status of an established, well-paying feeder for Western Pacific. Diesels and steam engines haul long trains of refrigerator cars northward to WP connections during the peak seasons beginning the latter part of July and terminating in November. Commodities handled in quantity by the TS include canned goods, wine, sugar beets, melons, grapes and dried beans. During the last half of 1951, 631 trains moved in and out of Stockton yard handling between eleven and twelve thousand cars. In order to handle the increase in traffic during the busy season, service is increased by three trains. Classed as mixed trains, a few passengers are carried on the freights between Ortega and Modesto.

The company has recently acquired 70 acres just outside the city limits of Turlock which has since been zoned for heavy industry, and plans are in



A load of sugar beets on the Manteca Branch.



TS is a popular line for rail fans, a group of which are shown crossing the Tuolumne River Bridge near Modesto.

the making to acquire additional acreage along the TS right-of-way.

TS mileage presently includes 49.8 miles between Hilmar and Ortega, 6.6 miles on the Manteca Branch, and 6.3 miles on the Turlock Branch. Equipment now includes one oil and three diesel-electric road haul units, one miscellaneous car, and three cabooses.

Officers are R. T. Kearney, president and general manager; H. C. Munson, vice-president; R. E. Larson, treasurer; L. J. Gosney, general auditor; M. F. Ziehn, Secretary; Logan Paine, assistant secretary; J. R. Strachan, assistant general auditor; and A. F. Rintala, assistant treasurer. The executive committee includes R. T. Kearney, F. B. Whitman and H. C. Munson. Directors are John S. Arena, C. W. Dooling, R. T.

Kearney, H. C. Munson, Mrs. H. P. Tyler, F. B. Whitman and M. F. Ziehn. Superintendent is Jack E. Kenady, and William St. Jeor is roadmaster.

Material for this review was taken from an article written for the publication *Western Railroader* by Al Rose, of Modesto, a member of the Railroad & Locomotive Historical Society, and from information furnished by Jack E. Kenady, superintendent of the Tidewater Southern Railway.

Maps on page 4 courtesy WP engineering department.

Turlock station picture, page 6, by Stanley Snook, Fresno.

Rail fan picture, page 7, Arthur Lloyd, Western Pacific.

Cover and other pictures by Al Rose.

How's Business With WP?

Following a custom started three years ago, copies of Western Pacific's 1951 Annual Report were mailed to all employees as soon as it was off the press. Undoubtedly you have received yours by now and have experienced a feeling of personal satisfaction in reading the record of a very successful year for our railroad.

It is disappointing to note that 1952 so far has, through circumstances completely beyond the control of anyone, been a very different story. To begin with, business conditions, and consequently, freight traffic, have been less favorable than for the same period in 1951. In addition we suffered from severe storms that tied up our own line for days in January, some further interruptions in February and then from flood conditions on the Burlington and later the Rio Grande in March and April. These interruptions also tended to prejudice shippers against through service via the central routes through Utah as the southern routes were open at all times and considerable business was lost on this account. The storm conditions, of course, also added greatly to operating costs.

As if these difficulties were not enough, the threatened and actual work stoppages in the steel industry during April and May severely hurt our steel traffic. Our normal steel traffic to and from Geneva Steel in Utah runs between 750 and 1,000 cars a month and it is apparent that shut-down steel mills not only have a drastic direct effect on our revenues but in addition materially reduce shipments from

other industries unable to get steel as a raw material.

What the above means in dollars and cents is shown by referring to the first quarter's financial statement. Revenues are down \$768,822 from those of the first quarter of 1951 while operating expenses are up \$967,253. After adjusting for taxes, fixed charges, etc., net income for the three months' period was well over a million dollars less than for the corresponding period of last year.

It is to be hoped that the rest of 1952 will turn out better and give us a chance to offset these losses. Above all it is to be hoped that there will be no further work stoppages in the steel industry for this would mean real hardships to railroads and railroaders, our own included.

WHAT'S YOUR OPINION?

A questionnaire card was sent out with last month's MILEPOSTS to all employees and pensioners on the mailing list, asking for their opinion regarding the magazine and for any suggestions they may wish to make for improvement.

Although it was not necessary, many have taken the time to write me as well, offering many fine suggestions, which are most appreciated, as are the answers to the questions contained in the questionnaire.

MILEPOSTS will celebrate its third anniversary in August, at which time it is planned to include a tabulation of your replies, which I believe you will find most interesting. If you have not as yet returned your card, won't you please do so at once, or if for some reason you did not receive one, please let me know and I will mail a card to you by return mail.

—EDITOR.

MILEPOSTS



IN GOLD

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

30-YEAR PIN

Harold I. Weckerle Clerk Western Division

25-YEAR PINS

Frank R. Bouleware Conductor Eastern Division
 Pete Chapen Carman Mechanical Dept.
 Ovel C. Hecox Carman Mechanical Dept.
 Wallace R. Pond Carman Mechanical Dept.

20-YEAR PINS

Bud A. Jones Section Foreman Eastern Division
 Herbert L. Nash Section Foreman Western Division
 Joseph W. Paddock Section Foreman Eastern Division
 Timothy N. Sullivan Clerk Western Division

15-YEAR PINS

Arthur M. Allen Traffic Representative San Francisco
 Earl D. Brown Clerk Western Division
 Walter C. Brunberg Coordinator Safety and Training San Francisco
 Robert Colvin Roundhouse Foreman Mechanical Dept.
 Lowell B. Crawford Switchman Eastern Division
 Van O. Davison Clerk Western Division
 Henry Enox Track Laborer Eastern Division
 Winton V. Hanson Traffic Representative San Jose
 Edward J. Hillier Chief Dispatcher Western Division
 Stanley O. Kister Carman Mechanical Dept.
 Bill J. Lindley Locomotive Engineer Western Division
 Ruby E. Mitzel Blacksmith Mechanical Dept.
 Duke E. O'Lin Section Foreman Eastern Division

10-YEAR PINS

Richard W. Applegate Fireman Western Division
 Harry E. Beem Fireman Western Division
 Joe E. Burkhalter Fireman Western Division
 Orville F. Clayton Switchman Western Division
 Gerald T. Coffey Traffic Representative Chicago
 Jack C. Cooper Brakeman Western Division
 Alvah D. Downer Brakeman Western Division
 Harold G. Eckenrood Conductor Eastern Division
 Harlan C. Ford Yardmaster Eastern Division
 George W. Foster Telegrapher Western Division
 Dale O. Groshart Fireman Western Division
 Charles D. Hein Fireman Western Division
 Edward P. Jagels Assistant to Industrial Commissioner San Francisco
 Robert P. Joy Fireman Western Division
 John H. Kaler Fireman Western Division
 Everett E. Kibler Fireman Western Division
 Robert J. Lawrence Brakeman Western Division
 Garrett W. Maybury Switchman Western Division
 Stuart E. McVean Clerk Western Division
 Willie A. Mendenhall Traffic Representative Salt Lake City
 Burton J. Miller Fireman Western Division
 Marion McCulloch Nesbit Clerk Auditor's Office
 Walter E. Thacker Fireman Western Division
 Russell M. Thorpe Brakeman Eastern Division
 Claud D. Wilson Carman Mechanical Dept.
 Frances F. Ziegler Clerk Western Division

WHY ONLY RAILROADS?

Last August the livestock industry in Texas, through their association, asked the railroads to reduce rates on hay 50 per cent . . . on cattle feed 33 1/3 per cent because of the drouth in that state. The railroads' financial condition being no better, perhaps worse, than the livestock industry, declined the request.

The case came before the Texas Railroad Commission. The ruling of that body, on the railroads' plea that to reduce rates without similar reductions by truck lines would be gross discrimination, was:

1. They had no jurisdiction to

order the trucks to reduce rates.

2. They did have authority to order the railroads to reduce rates.

The reductions were ordered. The railroads, through the courts, sought an injunction. This was denied.

We sympathize with the plight of the livestock people . . . we can't understand, however, why the truckers should not be required to make similar rate reductions.

—Missouri Pacific Lines
News Reel.



"These bridges with no sides scare me."

With Pen in Hand

Dear Mr. Jones:

This is in answer to your letter of the twenty-fifth. In respect to your invitation to go fishing on the seventh of next month, I regret to say that it is impossible to meet that date. There are priorities in my schedule which I cannot avoid. However, I should be most happy to avail myself of your kind suggestion at a later date.

Respectfully yours,
William Smith



If Willie ever received another fishing invitation from friend Jones, it would be more than a miracle. Willie might be the best fisherman living, and he might

be a swell guy to have along, but his letter would certainly not get him another invitation. Similar letters hardly make friends out of customers. In fact, one tactless word in a letter can drive a customer away forever. The National Sales Executives Organization has compiled a list of expressions to avoid like poison when writing a letter. Here are a few:

1. "You claim that . . ."
"You state that . . ."
"You say that . . ."
Insinuates you have your doubts.
2. "You failed to specify . . ."
"You neglected to include . . ."
"You overlooked sending . . ."
Like sticking a finger in his eye. Why not say "We did not find the . . ."

3. "You do not understand . . ."
Instead say, "Perhaps there may be a misunderstanding . . ."
4. "You made an error . . ."
And who hasn't? Just give him the facts.
5. "You are hereby notified . . ."
Anything he reads after this means trouble. Omit this phrase.
6. "It is not possible for us to . . ."
Instead say, "We are unable to . . ."
7. "We must ask that you send us . . ."
You must, must you! Don't you mean, "Please send us . . ."
8. "Your complaining about the . . ."
Let the customers forget unpleasanties.
9. "Your letter is not clear to me . . ."
Smile when you say that, podner! You'd better say, "Did you intend us to . . ."
10. "We have been very patient . . ."
Who's kidding who?

It is just as important to be natural and courteous on paper as it is in speaking to a person. The National Sales Executives Organization suggests that we forget the set phrases, the big words, the dictionary, and most of the punctuation and just write naturally. Let real knowledge of the facts, friendliness, and courtesy flow clearly through simple words and phrases.

That will make letter writing easier and pleasanter, and also make friends for Western Pacific.

"What type of man would you call a real executive?"
"A man who can hand back a letter for a third typing to a red-headed secretary."

—The Railroad Journal

IN THE GOOD OLD DAYS



THIS picture of a Western Pacific rail-laying gang was taken about August, 1909, near Marston (now Quincy Junction). With this now crude equipment, the gang put down a little better than one mile of rail a day, according to profile maps made at the time.

RAILS were brought forward on a push car and dropped over the end of the car, to be spaced by the crew. Rail was then brought forward on either side of the car by dollies and placed on the ties. The rails were temporarily held to gauge by angle bars, two bolts and bridle rods, placed by "strappers," and the train then worked forward over the new track into position to repeat the process. A crew of "spikers" followed the engine at the rear of the train to complete the job.

SHIPPERS VISIT WP's OAKLAND YARD

The San Francisco Traffic Club arranged a tour through Western Pacific's Oakland yard on Saturday, April 5, for shippers and others interested in seeing railroad operations from a front-row seat.

The San Francisco guests assembled at 9:30 a. m., and after joining with the Oakland guests, began their tour of inspection shortly after 10 a. m. An opportunity was afforded the party of eighty to see radio control in action between the yard office, switch engines and tugs, assembling of train crews, switching, how car records are kept, and various other yard office activities. Following the arrival of one of Western Pacific's manifest trains, the group saw the conductor turn in his bills, how they were checked in by the clerks, how the yardmaster lines up the switching crews, and the inspection and breaking up of the train for switching to ultimate destination. They watched the loading and unloading of car barges, visited the repair tracks and the facilities for cleaning tank cars. A visit to the roundhouse gave them a first-hand picture of various locomotives, and how the pits are used for repair and servicing Western Pacific's power. The tour included the interchange tracks and the coach yard where an inspection was made of the facilities used for cleaning the California Zephyr equipment.

When one of the guests commented on the wonderful fried chicken served the party at a luncheon aboard one of WP's dining cars, waiter Joseph Miller, replied: "Thank you, sir, but all Western Pacific's service is only the best." The guest thought it was such a good

answer he inquired of the waiter's name so that he might write and let the management know of the cooperation received from WP employees.

Another guest wrote: "The fact that your employees gave up Saturday's time to help conduct the trip is typical of the spirit of cooperation one encounters in the Western Pacific. Why hasn't someone done this before?"

Arrangements for the tour were made by W. G. Curtiss, assistant freight traffic manager, and the party was conducted through the premises by Henry E. Stapp, assistant superintendent, Grant H. Evans, trainmaster, and William E. Moss, general car foreman, who were assisted by John H. Coupin, general agent, Wesley E. Crawford, traffic representative, and vice-president of the Club, and Jack B. Gore, statistical clerk in the general agent's office.

FOOD AT ITS BEST

In a report issued by the Federal Security Agency, Public Health Service, Washington, D. C., Western Pacific's dining and lounge car sanitation compliance ratings for the calendar year 1951 averaged 97.5 per cent. This compares very favorably with the national average of 86.7 per cent.

Western Pacific is included among the 18 operating companies which attained a compliance rating above 90 per cent for that year.

Considering the very thorough inspections made by the Agency every four to six weeks, the dining car and mechanical departments are to be commended for this very fine showing.

Don't Be HALF Safe!

By Walter C. Brunberg

Certificates of Merit in Accident Prevention have been presented to 188 Western Pacific foremen and supervisors who had no personal injuries in their departments reportable to the Interstate Commerce Commission during the past five years, an increase of 35 awards over the 153 issued last year.

This is certainly gratifying and those employees are to be congratulated for their fine records, which were achieved only through the wonderful support of the employees working under their supervision.

Not only should the men be proud of their fine records and of the certificates which they received, but more so for the feeling of satisfaction that they and their men performed their jobs safely, without sustaining death or serious injury, or loss of earnings because of lost time from their jobs.

FIVE-YEAR AWARDS

EASTERN DIVISION

C. L. Ashley.....	Sec. 7, Doyle
E. B. Aughe.....	Sec. 10, Sand Pass
C. I. Beason.....	Sec. 53, Hogan
T. L. Berrera.....	Sec. 18, Sulphur
T. Bingham.....	Sec. 401, Marshall
W. J. Bradley.....	Car Foreman, Winnemucca
W. J. Brockman.....	Sec. 4, Scotts
C. G. Clontz.....	Sec. 60, Wendover
M. Cobian.....	Sec. 32, Rennox
S. Colletti.....	Sec. 24, Winnemucca
R. Colvin.....	Mech. Foreman, Wendover
J. L. Cook.....	Sec. 69, Burmester
F. L. Crissey.....	Diesel Fore., Elko
R. W. Crumpacker.....	Diesel Fore., Portola
S. A. Davenport.....	Sec. 67, Delle
C. L. Elliott.....	Sec. 66, Low
F. Espinosa.....	Sec. 61, Salduro
V. C. Garza.....	Sec. 22, Pronto
A. Gonzales.....	Sec. 44, Ryndon
G. Hallam.....	Sec. 16, Trego
E. Herrera.....	Sec. 46, Halleck
C. L. Higley.....	Sec. 30, Ellison
M. C. Higley.....	Sec. 71, Garfield
J. J. Hodson.....	Sec. 5, Red Rock
E. W. Holmes.....	Sec. 15, E. Gerlach
H. A. Hutchinson.....	Sec. 28, Red House
E. Jaramillo.....	Sec. 31, Russell Spur
J. M. Jenista.....	Sec. 23, Krum
K. W. Johnson.....	Sec. 68, Timpie
W. H. Lerner.....	Car Foreman, Elko
F. M. Leyva.....	Sec. 9, Flanigan
J. E. Lord.....	Sec. 26, Golconda
H. A. McMahon.....	Sec. 20, Jungo
J. B. Morris.....	Sec. 50, Boaz
M. Nannini.....	Sec. 49, Wells
J. A. Nusse.....	Sec. 59, Ola
D. O'Lin.....	Sec. 2, Hawley
J. W. Paddock.....	Sec. 39, Carlin
C. Pappas.....	Sec. 70, Lago
J. Pappas.....	Sec. 65, Olive
E. F. Rhodes.....	Sec. 21, Venado
V. Richins.....	Sec. 301, Plumas
W. C. Robyler.....	Sec. 47, Death
W. C. Rotzler.....	Diesel Fore., Elko

R. Salaz.....	Sec. 52, Ventosa
A. Sei.....	Sec. 201, Loyalton
W. J. Smith.....	Sec. 40, Tonka
L. W. Sperry.....	Sec. 38, Palisade

SACRAMENTO SHOPS

J. Marty.....	Paint Shop
A. B. McNabb.....	Car Department
F. R. Kelleher.....	Car Department

WESTERN DIVISION

D. L. Bellows.....	Sec. 28, Berry Creek
M. E. Bowman.....	Sec. SJB-1, Milpitas
J. F. Christie.....	Sec. B-7, Robbers Creek
F. H. Curtright.....	Sec. B-6, Clear Creek Jct.
H. Dailey.....	Sec. 8, Carbona
R. J. Hall.....	Sec. 23, Craig
W. G. Harvey.....	Sec. 21, East Arboga
G. H. Heintz.....	Mech. Dept., San Jose
W. L. Hersch.....	Sec. 38, Twain
W. M. Jenkins.....	Mech. Dept., Oroville
J. Jessiman.....	Sec. B-14, Little Valley
D. W. Jones.....	Sec. 14, Thornton
C. B. Kirkpatrick.....	Mech. Dept., Stockton
M. Korojohn.....	Sec. 24, Oroville Yard
J. A. Laughlin.....	Sec. 4, Sunol
H. H. Loyd.....	Mech. Dept., Oakland
G. W. McCauley.....	Warehouse, Stockton
B. J. McConnell.....	Sec. 44, Clio
J. T. McGraw.....	Mech. Dept., Stockton
P. A. McLaughlin.....	Sec. 14, Kingdon
T. Merritt.....	Sec. 21, Pulga
J. L. Miller.....	Sec. 12, Stockton
H. L. Nash.....	Sec. 10, Quigley
M. Olivera.....	Sec. 3, Niles
G. Pappas.....	Sec. 20, Trowbridge
H. Petrick.....	Sec. 17, Cordova
P. Roberti.....	Sec. B-11, Halls Flat
R. T. Ronan.....	Mech. Dept., Oroville
C. Sandstrom.....	Sec. B-16, Pit River
F. J. Saunders.....	Warehouse, Oakland
W. W. Walters.....	Mech. Dept., Westwood

DINING CAR DEPARTMENT

J. H. Duhig.....	Buyer
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While space permits listing only the names of those who received Five-Year Certificates, the highest award presented, equal recognition is extended to the foremen and supervisors who received four, three, two and one-year certificates and to those employees who made the awards possible.

FOUR-YEAR AWARDS

Eastern Division.....	12	Western Division.....	15
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THREE-YEAR AWARDS

Eastern Division.....	7	Sacramento Shops.....	2
Western Division.....	12		

TWO-YEAR AWARDS

Eastern Division.....	6	Sacramento Shops.....	3
Western Division.....	6	Dining Car Dept.....	2

ONE-YEAR AWARDS

Eastern Division.....	6	Sacramento Shops.....	6
Western Division.....	27	Dining Car Dept.....	1

MT. DIABLO DANCE

The 321 persons attending the Spring Informal Dance on April 25 were unanimous in their opinion that it was one of the finest affairs yet held.

The music of Henry Gallagher and his twelve-piece orchestra kept the dance floor filled from the opening strains until an additional hour beyond the one o'clock scheduled closing.

The peppy and comical ditties of the Hal Roberts' Trio kept everyone well entertained between the few intermissions, and the buffet served by the commissary department could not have been better.



WANTED

A request has been received from a good friend of Western Pacific for pictures of old Western Pacific steam locomotives, Nos. 123, 126 and 127. If you have

a photo of any of these locomotives it will be appreciated if you will send them to the editor, or advise him if you know where they may be obtained.



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

Mrs. Beatrice Chamberlain, PBX-typist for the Western Division, died April 1, 1952. Mrs. Chamberlain entered company service December 15, 1947. She is survived by her son, Jack Chamberlain, of Stockton.

Clifton M. Cobb, traffic representative at Dallas, Texas, died on April 16, 1952, after a lingering illness.



A native Texan, he was born March 8, 1890, at Washington, Texas, and entered the service of the Western Pacific on May 16, 1938. His jovial nature made him many friends in

the company and among the patrons throughout the territory he served, and he will be very much missed by all. He is survived by his widow, Mrs. Mae Cobb.

William O. Emme, laborer, died on March 31, 1952. Mr. Emme entered company service in December, 1951, and is survived by a brother, Carl Emme, of Vermillion, South Dakota.

Charles M. Ginter, Sacramento Northern motorman, died recently. Mr. Ginter entered company service in August of 1925, and last worked for the company on July 25, 1942.

Alphons Kleinert, switchman, died on April 12, 1952. A resident of Stockton for the past nine years, he is survived by his widow, Dora; two sons,

Adolph and Marlin; and a brother, Emil, all of that city. He entered company service May 26, 1944.

Henry J. Long, laborer, died on February 24, 1952. Mr. Long entered company service February 2, 1931.

Henry D. Midkiff, brakeman, died on March 27, 1952. Mr. Midkiff entered Western Pacific service in July, 1943, and last worked for the company on May 25, 1949.

Walter G. Russell, switchman, died recently. Mr. Russell last worked for the company on December 23, 1949, and entered service of the company in November, 1943.

John Seroy, Central California Traction Company motorman, died on March 21, 1952. Mr. Seroy entered company service in October, 1937, and last worked for the company on December 7, 1940.

Arthur G. Souders, brakeman, died on April 4, 1952. Mr. Souders began working for Western Pacific in December, 1944, and last worked for the company on April 19, 1947.

Edward T. Walpole, Alameda Belt Line mechanical foreman, died on April 4, 1952. Mr. Walpole entered company service on January 1, 1928. He is survived by his widow, Mrs. Angela Walpole, of Alameda.

Manicurist to playboy in barber chair: "I don't think I ought to go out with you. I'm married."

Playboy: "Ask your husband. I'm sure he won't mind."

Manicurist: "You ask him—he's shaving you."



In the Armed Forces

In addition to the 111 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

THOMAS ESCOTT, carman, Sacramento Shops.

ELWOOD V. FARNSWORTH, locomotive fireman, Portola.

RICHARD HINKLE, sheet metal worker helper, Stockton.

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

Service Mail

Hazel Petersen, Oakland correspondent, received the following letter from R. F. Niblock, on leave from WP as a marine captain, tug *Hercules*, post-marked Moji, Japan:

"Dear Mrs. Petersen:

I have been away from the WP for some time and now have settled down out here in an outpost for duty. Arriving from the States I underwent training in Yokohama and many other ports. This is very interesting duty out here and time passes very fast. We don't worry about overtime out here. My day starts at 6 a. m. and ends about 7 p. m., seven days a week, but you

know there is quite a bit of lost time in this drawn-out day. Such as trips to the club, playing golf and going fishing.

This is quite a busy port and I have come into contact with many steamship people from San Francisco and Oakland. Towboating and arranging for pilots are part of my duties here. Going aboard ship is a very pleasant duty especially around 11:30 a. m. just in time for chow. On an occasion a Johnson Line ship comes through here and do we go for that old country beer and such. Korea is just a short run from here and time will tell what is in the making. If it comes, tin hats will be the uniform of the day.

I would appreciate having you send me MILEPOSTS; also my annual pass. Might even be able to use it in Korea before long!

Give my regards to all hands."

Lt. R. F. Niblock, USNR
MSTS Rep.

APO #3, c/o Postmaster
San Francisco, Calif.

* * *

"Dear Flash:

Just this card to let you know that I still exist. Have suffered five miserable months at L.A.F.B. I'll soon be expecting to leave for a new base to learn more knowledge of Administration career, field in which I will be assigned. I'll send you my address so I can receive MILEPOSTS and learn what is happening to WP and all the employees.

Both Tony Palladino and Ernie DeSota (auditor's office) had basic training at Shephert A.F.B. in Northern Texas. Ernie Mallory and I had our eight weeks of basic at Lackland.

Tell Art Lloyd 'hello' for me and the rest of the gang. I'll drop by the office

if I ever get a furlough. To date I have almost 15 days leave coming to me.

A fellow employee."

(Auditor's Office)

A/B Loren K. Ogburn

Flight 2579-370 1st B.M.T.S.

L.A.F.B.

San Antonio, Texas

* * *

Mrs. Kendall, mother of William A. Kendall, auditing department, phoned and asked that Bill be remembered to all his friends through MILEPOSTS, and requested that the magazine be forwarded to him at Fort Riley, Kansas, where he recently made the grade for Officers' Candidate School and is now in the fifth week of training there.

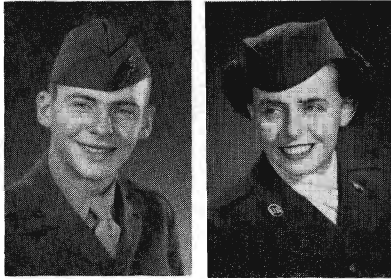
* * *

Harold Van Fleet, switchman at Oakland, has adequately contributed to the U. S. Armed Services. His son, Donald, 24, Aviation Electrician's Mate 2C NATS, is stationed on Marshall Island. He advised that during the recent rainy weather they had successfully caught 2½ million gallons of rain water, which was the first fresh water they had tasted in many months, having had to get along with sea water treated to remove the salt.

Earl Van Fleet, 23, a Corporal, is hospitalized at Camp Cooke. While serving in Korea he sustained gunshot wounds in the right knee and in the neck, which resulted in paralysis of the right side. We are happy to report that his paralysis is now gone and he is getting about on crutches.

Richard Van Fleet, 21, also a Corporal, 40th Division U. S. Army, has just arrived home after serving his allotted time in Japan.

Father Harold also has three grandsons.



Arthur D. Thatcher, Jr., 20, and Jeanette L. Thatcher, 18, son and daughter of A. D. Thatcher, chief special agent and claim agent, both enlisted in September, 1951. Now a corporal in the Marine Corps, Arthur passed examinations with high honors for training in Administration-Communications and Radio, and was recently assigned to Camp Pendleton for final combat training and replacement assignment in Korea.

Jeanette decided on a career in the U. S. Women's Air Force, and was assigned to Keesler Field Air Force Base, Biloxi, Mississippi, where she soon expects to receive her Corporal stripes, and transfer to an Air Force Hospital in Alabama for technical and college training for Laboratory-Technician Nurse.

Arthur worked as a reservation clerk during vacations for the past five years, and both are well known to many WP employees.

The Public Relations Department recently sent three railroad moving pictures to Lt. Mel Graham, Sacramento employee on military leave, for a showing at Fort Lawton, Washington.

In a letter from Stan Dinkel, WP agent at Seattle, we learned that the films were used to illustrate a transportation course Mel was conducting at Fort Lawton. Stan also advises that Mel was instrumental in Western Pacific's securing the haul of 13 carloads of vehicles from that point to Tooele Ordnance Depot, Utah.

An icy voice cut into an uninhibited telephone conversation: "Do you know who you are addressing?"

"No," said the Sergeant.

"Well, this is Major Throckmorton."

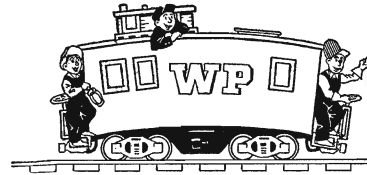
"Major," said the Sergeant, "do you know whom you are addressing?"

"No!" thundered the Major.

"Thank God!" said the Sergeant, and hung up.

—Great Northern Goat.

MILEPOSTS



Caboosing

LEE MARSHALL, traffic clerk, has offered to succeed BOB GONSALVES in reporting news for this column from WP's traffic office at Salt Lake City.

Lee joined Western Pacific as ticket stock clerk in the passenger department at San Francisco on January 2, 1945, spent nearly two years in the service bureau, and went to Salt Lake City in July of 1948 as ticket clerk. He assumed his present position in January of 1950. The Marshall family includes two children, with a third expected soon, and Lee is wondering how he will find time to continue his hobby of radio repairing and tampering with the intricacies of deep freezers.

Bob has been assigned to new duties at San Francisco, and we wish him well in his new work, and thank him for the fine cooperation so freely given during the past two years. Lee claims Bob's shoes will be hard to fill.

Salt Lake City

When the announcement was made of Bob's transfer to San Francisco, his pals got together and placed before him at the University Club of Salt Lake City on April 11 a great big steak dinner with all the trimmings, plus a vest-pocket secretary and leather key case as a remembrance. We will all miss Bob, and we wish him luck in San Francisco.

On April 17, the H. RAY COULAM family went to Sacramento to attend

the wedding of son, ROBERT (engineering department, and Miss Barbara Hubble, of Sacramento. Our best wishes to the newlyweds!

We understand that HARRY GIBSON, retired conductor, and his wife are making another trip to California, and have included the cities of Sacramento and Los Angeles in their itinerary.

We would like to welcome COLIN ELDRIDGE to his new home in Salt Lake City, succeeding LEE MICHELSON as trainmaster, whose transfer to Keddie came as a surprise to us.

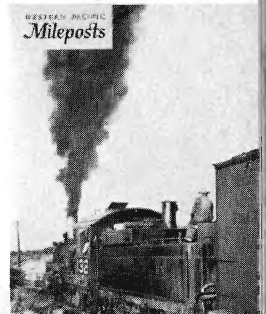
Los Angeles

ROBERT W. ROUSE, new traffic representative, has taken over his duties in Los Angeles. Bob was formerly with Isthmian Lines here and previous to that was with the Union Pacific for six years as local freight agent. We haven't known Bob long enough to give you any real "low-down" scoop on him,

MAY COVER

Tidewater Southern engine 132 bears down at the head end of a long load of refrigerator cars on the main line near Myers, Mile Post 22.3, nearly midway between Modesto and Manteca Jct. Diesel engines are also used during the busy perishable seasons beginning the latter part of July and terminating in November.

—Photo by Al Rose



but we think he is going to make a fine WP employee.

Maybe it's a habit, for D. C. WILKENS, just retired general agent, keeps checking in at the office every once in awhile to see that we are getting along all right. On his last trip in he reported that his younger son, Jack, had been appointed assistant manager of Asbury Transit Company at Los Angeles.

Visitors to this promised land last month were H. E. POULTERER, W. G. CURTISS, NORMAN MENZIES, H. R. FEGLEY, and our old pal, BOB MUNCE, of Stockton, no less.

JOE HAMER is fast acquiring the reputation of the busiest man in this territory. During the month he made a trip to Phoenix with R. A. MILLFELT and has spent the rest of his time driving from one end of the territory to the other. On week-ends he spends his time building an addition to his new house in Northridge. Glass enclosed



"Guess who, Sis—RIGHT ON SCHEDULE!"

patio of course—what else in the land of sunshine?

Tidewater Southern

A vacation trip in Utah, Nevada and Southern California, was enjoyed by Modesto Agent G. N. LYON and family. Highlights of the trip included observing the Mobiloil Economy Race in Utah, where autos "whizzed" past at the stupendous speed of 38 miles per hour! Needless to say, most of the time—and money—was spent in Las Vegas, with a few days and nickels reserved for sunny Southern California, more specifically, Los Angeles.

Our sincere sympathy to Roadmaster ST. JEOR, in the recent death of his mother at her home in Wyoming.

We welcome to the TS, JOHN T. KING, clerk, Turlock. We hope you'll enjoy railroading, John, and we're glad to have you with us.

Keen competition now exists between the hobbyists Wm. ST. JEOR and the THOMSON-RASOR team. Roadmaster St. Jeor, out to top the record, reports his turkey hen, setting on 12 eggs, produced 15 turkeys! "It's a fact," he states, "count 'em."

Keddie

Joan Griffin, daughter of Brakeman TOM GRIFFIN, was married in Reno April 9 to Jerry Nugent, son of Mr. and Mrs. B. NUGENT of Alturas.

Mrs. MILDRED CHAPMAN, our post-mistress, has gone to Oregon and Washington for a much needed vacation.

JACKIE GIST, formerly working in our roadmaster's office, and now working in Sacramento, came back for a few days to visit her many friends in Keddie.

Operator CARL LINDSEY spent a few days in Herlong.

Looks like summer is here; the snow has all melted and we can now see green grass again.

Mrs. Charley Self, wife of Yardmaster SELF, is visiting in Colorado and spending time with her sister who has been ill.

Engineer TIM HANLON vacationed last month, picking up his family in Stockton and then on up to Washington and Oregon.

Brakeman ROBERT STROUP and his wife spent their vacation in Long Beach with friends and relatives.

Engineer CLARENCE BANCROFT was married to Georgia Cowell of Quincy during his vacation in April. Present at the wedding were Conductor and Mrs. ANDY STENE.

Anna Bell Fisher, daughter of Conductor and Mrs. CLYDE FISHER, was married to Hiram N. Dellinger, of North Carolina. Following their wedding in Reno on March 30, the happy couple left for their new home in North Carolina.

Beatrice Ausmus, daughter of Brakeman AUSMUS, announced her engagement to Melvin Strong, son of Mr. and Mrs. D. J. Strong of Quincy, and are to be married May 4. The groom just recently received his discharge from the Navy after 4½ years service.

Conductor JERRY ALLRED, from Santa Clara, and a former resident of Keddie, stopped off on his way to Portola where he is now working.

Visitors to San Francisco during the Easter vacation were Yard Clerk and Mrs. ARDEN CARPENTER and their children, and Brakeman CLAUDE TRIPP and his family.

Seen around Keddie from Portola were Engineers GEORGE WHITLOCK, BOYD DAVIS and LES SEFERTH and their wives, and Brakeman VAN ALLEN and wife and Brakeman ANDERSON.

Mrs. Andy Stene and young son spent a few weeks visiting with her family in Wyoming while pop stayed on the job, and Conductor JIM FOX and the Mrs. spent several days in Sacramento and the Bay Area.

Mr. and Mrs. ELMER SCHYWHART stopped off in Keddie one day. He formerly worked in the roundhouse here and is now located at Oroville.

Final surgery was performed on the leg of Sgt. Krause, son of Brakeman KRAUSE, in Letterman Hospital, San Francisco, and he is reported to be getting along fine.

Conductor ELMER PARTAIN spent over ten days in the Industrial Hospital in Quincy for pneumonia, but has now returned home and is recovering rapidly. Also on the sick list last month was Operator TOM BARRY.

Brakeman JOHN MILLER's wife went to Georgia for several weeks' visit with her mother and daughter.

CLYDE WHITMAN, general chairman for the B.L.F.&E. and "ACE" ARNALL, general chairman of O.R.C., were in Keddie for a few days and we have also been honored with visits from Dave Trimble and Blake Gwinn, both B.L.F.&E. Grand Lodge Officers from Cleveland.

Conductor VIRGIL SIMPSON, wife and young daughter, spent Easter in San Francisco with his mother, and in Oroville with her folks.

New York

Carol Ann Greve made her debut into the world, the domicile of Pa

(RAY) and Ma (Clare) Greve, and the WP family by giving her first yelp at Passaic General Hospital on April 10. The new parents are delighted, even if JOHN PEGNUM, on hearing the news first over the phone from Ray, experienced a noticeable waning of enthusiasm when he heard the offspring was "another dame" rather than a robust male. This is not likely to popularize JP among the gal readers of this worthy periodical, but perhaps it is something of envy, since JP is our very eligible batch, and we're trying to cut him down to size. Johnny denies the charge and states he's just wild about the young Miss Greve. By way of explanation, perhaps, it seems that John's brother, with the help of the latter's wife, of course, made an uncle of him recently, rather than an aunt!

"The boss" came back from sunny Florida sporting a wonderful tan, thanks to that State's famous solar rays. Not much information about the big ones he caught—or even the ones that got away. Could it be that Mr. WHITE's Izaak Walton proficiency is slipping?

The rest of us are leading quiet, day-to-day prosaic lives, just waiting for things to happen. That's not good. A reporter must have things to report. Guess I'll have to go out and create a couple of crises!

Sacramento

A slow order of two knots per hour has been placed in the hallway for the benefit of Assistant Engineer GORDON SWITZER. A near catastrophe almost happened one day recently when an unreliable suspender snapped while Gordon was dashing from the other end of the hall to answer a hurry-up

phone call. Lucky for him, he was saved by the button.

ICC Clerk JIM TAYLOR and wife, Margaret, are enjoying their new home at 5323 Callister, in River Park, and are happy to report there was no breakage of dishes or scratches on furniture. Any time you need an expert crew to move you, just call on Chief Clerk DAN IRWIN, Assistant Chief Clerks ED HENNESSY and JOE ANDERSON, and Hennessy's son, Tim. Of course, Tim's experience in this line of work accounted mainly for the fine results. After enjoying some food and refreshment the fellows departed for home and an evening of relaxation (more like two or three days in the sack).

It was nice to see and visit with GLADYS RUSE, trainmaster's clerk, wife of Switchman CHARLES RUSE, and ERMA RAY, wife of Engineer KEITH RAY of Portola, when they recently came down to do some shopping in Sacramento.

ELSIE GONSALVES is now permanently assigned to the position of steno-clerk in this office, former clerk KAY NORRIS having resigned.

Head Timekeeper C. W. BRANDT received a letter from Steno-Clerk WALT CHADWICK, on leave of absence, telling that he sailed on the *Queen Elizabeth* April 9 for London, and while in Europe expects to visit in Germany and France. Bon voyage, Walt!

Recent vacationists from the Superintendent's office were BETTY LANDERMAN, voucher clerk; MARIE KISTLE, Social Security clerk; OLGA OLSEN, discharge check clerk; and BILL YEAW, division accountant.

We enjoyed having ELEANOR MUSILANI with us while relieving for MARIE KISTLE while on vacation.

Birthday Greetings to:

May 2—C. E. McDONALD, general manager, CCT

May 13—MARIE KISTLE, Social Security clerk

May 17—CHARLIE HARPER, assistant file clerk

May 21—GEORGE DARLING, assistant T&E timekeeper

May 23—CLIFF SCHUETZ, relief clerk

May 24—BOB KECK, report clerk

Thought for the day:
"Life either grinds a man down or polishes him up—depending on the stuff he's made of."

Sacramento Store Department

Cupid's dart came flinging our way from Oroville telling of the recent marriage of VERNE NELSON, relief position No. 2, and Marie Tanner, of Sacramento, in Reno the first of April. Congratulations and best wishes, Verne and Marie, from the gang at Sacramento Store.

A. L. RAY has returned to work after his siege of illness, and we are also glad to hear that LAVON ROBISON's little daughter Flavia has recovered from her recent tonsillectomy and is now back in school.

Sorry to hear that J. A. McHENRY is confined to his home, and we hope it will not be too long before he is back to work again.

We extend a welcome to CLINTON C. PETERSON, who recently joined our ranks.

With the exception of a few minor disturbances, our weather has been just grand. After the winter we had every-one is feeling too contented.

Chicago

Play Ball! . . . since the Sox and the Cubs officially opened the 1952 Chicago



"Would you mind giving two loud toots at Belden? It's a signal to let my sister, Penelope, know I'm on this train."

baseball season during the week of April 13, we hear a lot of pro and con arguments between our North and South Side fans. Principal feuders are KEN RANK (North) and JAKE EPHRAIM (South). We miss that former Chicagoan, BILL McGRATH, who was always ready to make a wager on either Club's finish at the end of the season. (Note: He's a push-over for you fellows at GO!)

Several local WP's went on the recent Rail Educational Tour to South Bend, Indiana, sponsored by the rail committee of the Clearing - Cicero Traffic Conference. The trip was via a CSS&SBRR special and included a guided tour through Notre Dame, the Studebaker plant, and Drewery's Brewery at South Bend. Approximately 250 Conference members and guests made the trip.

Another country gentleman . . . HAL NORDBERG recently moved to a 150-acre farm near Antioch, Illinois, a North Chicago suburb. Hal stated that though he is not taking advantage of the 150

acres agriculturally, he has a clause in the lease which gives him priority on all cottontails and pheasants thereon this coming November.

BOSSMAN ART LUND, GERRY COFFEY, and JIM BAKER recently treated the Mrs. to an evening out, attending the Freight Traffic Institute Alumni's Spring Dance at the Midland Hotel. Over 400 Alumni members and guests had a fine time.

Sorry to report at this writing that GA GEORGE WENIG is confined at Garfield Hospital where he is receiving podiatric treatments. We all hope you will be out soon, George.

With the two major political conventions coming up in July, Chicago will more than live up to its reputation as the No. 1 convention city this summer. At ART LUND's request, PLEASE don't anyone ask us to secure hotel reservations during this time, as all Chicago's hotel accommodations are already booked solidly. In addition to the big political conventions, the Chicago Convention Bureau recently announced that 76 conventions or trade shows are scheduled with May dates which will draw more than 88,000 out-of-towners who will spend approximately \$13,-000,000 while here.

Looks like we have a budding romance in the office, but the parties involved are a bit subtle about it and we hesitate to mention names. However, who met who at what station when a certain lass from our office returned from her Easter visit to Streator?

Oroville

Congratulations to the little newcomers, a daughter at the home of Brakeman W. W. ROCKWELL on March 23, and a daughter at the home of Clerk HENRY E. BALDWIN on March 28.

The Clerks held a meeting in the freight office on March 25 at which Messrs. FRANK JAMES and W. S. MILLER were present, and considerable time was given to the new WP Group Insurance Plan for employees' families.

The Oroville WP Amusement Club held a business meeting on April 7, with election of officers. Officers re-elected were O. C. SHEPARD, president; R. S. PATTISON, vice-president; W. W. LANG, treasurer and H. R. SMALL, secretary. Plans were made for a ham dinner to be held May 2 in El Medio Hall, with dancing to follow.

Retired Switchman HERBERT F. GRUMMETT and Myrtle Yoder of Oroville, were married April 5 at Reno by Rev. S. E. Thomas in the First Methodist Church. They were accompanied by Mr. and Mrs. E. L. Ferguson of Oroville, and are now at home to their friends at 1330 Huntoon Street.

It is good to see Engineer H. E. RANDALL back on the passenger runs again after being off for several months because of illness.

Agent W. W. LANG and wife are the proud grandparents of a son born to Mr. and Mrs. Vernon Uren of Chico, March 29. Mrs. Uren was formerly Lillian Lang.

Conductor GLEN FOX of Elko was greeting old friends in Oroville last month.

Train Desk Clerk V. H. NELSON and family have had as guests Vince's parents, Mr. and Mrs. Nelson from near Alturas, and Mrs. Nelson's folks, the I. C. BALDWINs, from Portola, where Mr. Baldwin is icing foreman

Another caller we were glad to meet was "JOE" ANDERSON, assistant chief clerk from Sacramento when he dropped into the Trainmaster's office recently.



Western Pacific's agent, Robert L. Runge, Larry Drake, traffic representative, and William Minehan, stenographer-ticket clerk, moved to larger quarters in the Rowell Building, corner of Tulare Street and Van Ness Avenue, Fresno, on May 1, occupying the top corner suite of offices.

The company has been represented in Fresno since 1921 by five general agents, Charles Fleming, D. C. Wilkens, C. K. Faye, R. G. Randolph and R. L. Runge, all of whom were located in previous headquarters in the Mason Building.

Conductor O. J. CROWE working on Zephyrs between Oroville and Winnemucca, is moving his family from Elko to Oroville. Welcome, Mr. Crowe and family.

Sorry to learn of the death of Conductor JAMES NELSON (Eastern Division) who passed away very suddenly at his home in Elko on March 9. Mr. Nelson held a run on the Zephyrs between Oroville and Winnemucca.

Retired Conductor D. F. SEGUR and wife were in Oroville visiting old friends. They called at the home of retired Conductor NEAL CAMPBELL and wife.

We have had a change in the office at

Oroville Depot. Clerk W. E. GINTER is now relief clerk at Oroville yard, and Clerk W. M. FOSDICK from Oroville yard is now the PBX-ticket clerk.

Clerk WALTER M. HALSTEAD, son of Mr. and Mrs. C. E. Halstead, has enlisted in the Marines and is training at San Diego.

Congratulations and best wishes to Machinist ALLAN M. SMITH who was wed to Mrs. Catherine Edwards of Ogden, Utah, on April 9 in Salt Lake City, after which they spent a week in Bend, Oregon.

FRANK RAUWOLF, coordinator employee activities, has called at Oroville several times recently in the interests

of social and athletic activities. A baseball club is being organized and after some good practice sessions we hope to see some good games.

Sacramento Shops

April seems to have been the month of happy tidings and setting of records at the Shops—two sets of twin girls, the jubilant fathers being Machinists BILL BOOTH and JAY HARRIS. And do we have a record? Carman FAY TOMLINSON became a grandfather for the tenth time! Even the Rip Track's pet cat gave birth to a litter of kittens—but then somebody on the Rip had to keep up with the Machinists!

Retired Car Foreman A. B. McNABB comes by to pay us a visit every once in awhile. Mac says he's having a great time taking long walks, working in his prize rose gardens—and, believe it or not—cooking and baking! He says he can bake anything now—even light biscuits.

We hated to see Carman W. FRENCH and his son, W. M. FRENCH, sheet metal worker helper, leave the service and return to Tennessee, but it was necessary due to illness in their family.

Boys will be boys! After the last snowstorm in the Canyon a group of outfits came into the Shops loaded with snow. Need I say more? But how your correspondent ever got involved in the snow fight is still a mystery to her.

I think we all shared the anguish Car Foreman LOUIS MACIEL, felt when his 101-year old mother suffered a stroke. Don't know whether our hopes and prayers had anything to do with it, but the grand old lady is better again and looking forward to her 102nd birthday!

We need a flagpole sitter. Do I hear any volunteers? The flagpole in front

of the shops needs some repair work and so far Car Foreman ROSS KELLEHER has been the only one able to attain the heights. But Ross couldn't complete the job in one climb and is not too enthused about returning to it, after three days of every muscle calling for mercy and several bottles of linament.

There's a new "putt, putt, putting" noise on the roads these days—and it's none other than Janitor A. M. TEIXEIRA and his motor scooter. 'Course, the first few days' mail deliveries were a little off schedule while this one and that one had a turn on Tex's "pride and joy."

Another of our Carman Apprentices lost to the Armed Services. This time it's T. ESCOTT into the Air Force. Best of luck, Tom.

Our wishes go to Carman H. J. MILLER for a rapid recovery from pneumonia. We know you'll be back with us soon, Harry.

Hear the Toastmasters had a debate at one of their meetings—advantages of rail freight over truck freight. Is it even necessary to say the "rails" won, with such experts as Chief Clerk HY O'RULLIAN, Blacksmith Foreman ELLIS ASBURY, and Patrolman ANDY CRIST doing the emoting?

San Francisco

INDIANA MIKESELL, auditing, became the bride of M/Sgt. Ed. C. Denton, USMC, in a civil ceremony at Reno on April 26. Congratulations and best wishes!

JOHN FARLEY, auditing, and his wife, Alice, announced a new addition to their family on March 26 with the arrival of Eileen Marie, six pounds eleven ounces, much to the delight of her two young brothers. Father John was

aboard the *U.S.S. California* at the time of Pearl Harbor during a six-year enlistment, was later aboard the *U.S.S. Chicago* when she was lost at Guadalcanal and aboard a destroyer lost at Leyte. Miraculously, he escaped without injury. He came to Western Pacific in February of 1946.

H. A. MITCHELL, former Sacramento Northern and Western Pacific president until his retirement in June, 1949, was recently elected mayor of the City of Atherton.

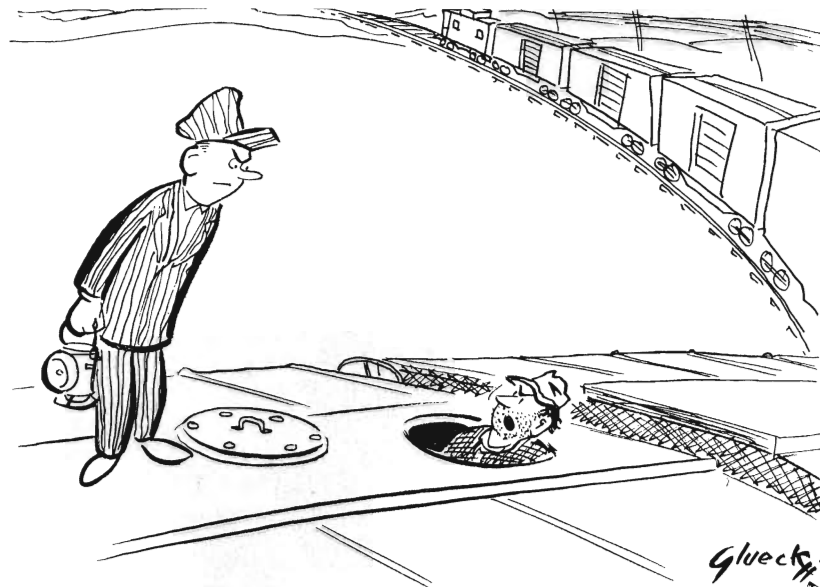
WILLIAM BREW, assistant to general auditor - taxes, is finding ways and means of reducing taxes in his household. Bill became the proud father of a seven pound 12½ ounce son on May 1.

REINHOLD SCHMIDT of the San Francisco yard office recently appeared on

Aunt Lolly's Story Time, KGO-TV. He was "father of the week" and one of the parents to judge children's interviews. Of course he came through with a good "plug" for WP when asked where he worked. "Western Pacific Railroad," he said, "the company which has the most talked about train—the *California Zephyr*." His daughter, Heidi, appears regularly on the program scheduled for each Saturday morning at 10:30.

Congratulations to LEONARD and MRS. KRALKKA, auditing, upon the arrival of their first born, Jeanette, weighing eight pounds seven ounces. Mother, LUELLE, formerly worked in the disbursement office.

Under the supervision of FRANK AHLERT, assistant to general auditor-in-



"Some wise-acre tossed a load of chopped ice on me, but I tossed it all back out—you can't get rid of me that easy."

surance, employees of the accounting department enjoyed seeing a color movie entitled "Oil Across Arabia," dealing with Bechtel Corporation's operations in that country.

MRS. ALTA THOMAS, auditing department, celebrated her thirtieth year of marriage on May 6, and came to the office all bedecked with a beautiful corsage presented by her husband. Alta started working for the Sacramento Northern in June, 1920, spent five years as an extra employee from May of 1922, and returned to Western Pacific in June, 1942. The Thomases have one son, Richard, and one daughter, LaVerne, who is the mother of one grandson and one granddaughter.

We're happy to report that KATHERINE ROSSI, secretary in the assistant to general manager's office, is rapidly recovering, having been away since the first of April because of a serious illness, requiring hospitalization in the Sutter Hospital at Sacramento where she required two blood transfusions, received through the employees' blood bank. Husband, JOHN, secretary to VICE-PRESIDENT MUNSON, says he hasn't enjoyed his own cooking and is looking forward to a real square meal.

Congratulations and best wishes to MARY WOODWARD, auditor of revenues department, who announced her marriage to Robert Wilcox April 29, at Vancouver, B. C.

Stockton

Clerk WM. J. COCHRAN is convalescing at his home from a serious spray infection of both hands. Wishing you a speedy recovery, Bill.

Assistant Cashier BERNARD HARDING took a week of his vacation with intentions of getting his garden and yard in

top shape. However, the weather man wasn't very cooperative, consequently, Bernard spent the week inside looking out, a little on the unhappy side.

BARBARA MOFFITT has returned to work from a two-week vacation, visiting with friends and relatives in Oroville, Portola and Reno, accompanied by her daughter, and husband, Joe.

Best wishes for a speedy recovery are extended to CHARLIE BLACHFORD, retired clerk, who recently was hit by a car while crossing a downtown street. Understand he is now at home and getting along as well as can be expected.

Clerks GENEVA PENDERGRAFT and ARTHUR HOGAN are reported still on sick leave. Hope to see them back soon.

Then there is the little bird who told us that Agent ANGELO PRATO is extremely fond of chocolate malted milks. Better watch that waist line, Angelo.

Sorry to have missed the Mt. Diablo Country Club party on April 25. Understand it was a huge success.

We hear that BOB MUNCE is still house hunting. Must be a wee bit rough making those long trips home each week-end, Robert. Hope you will find something satisfactory soon. Feel assured you will agree that Stockton's climatic conditions are almost as attractive as those in Los Angeles. Hmmm!

Members of the Stockton Traffic Club elected FRANK LINDEE, traffic representative, to the board of directors last month. We're sure they made a wise choice.

Elko

Dispatcher ANDY PIERS and his wife have become "grandpa" and "grandma" for the umpteenth time, a daughter hav-

ing been born to their youngest daughter, Dorothy.

TOM CLARK, division accountant, spent several days in San Francisco recently attending a meeting of accounting department hands. He was accompanied by his wife who visited friends in the Bay City.

FRANK OLDHAM, assistant accountant, attended the System Board meeting at Sacramento and, we might add, he was not accompanied by his wife. His excuse was a legitimate one, though, since he and Maxine recently adopted a beautiful little baby girl.

Conductor JOE SMALES is on the shelf, having broken a bone in his foot when he jumped from his caboose at Wendover and stepped on the wrong stone.

ANN JAYO, secretary to Division Engineer FORSETH, is on an indefinite sick leave, awaiting the arrival of the stork. DORIS THORNE is filling in during her absence.

Assistant Accountant CAROL JONES and Timekeeper JOHNNY MURPHY had an opportunity to view some of the swollen streams in Utah recently. Carol attended the High School track meet at Provo, and Johnny went to Cedar City to be present at the wedding of his son, Jack.

Cashier LES MORRIS and Engineer CLINTON RICE attended the Shrine convention in Las Vegas, and report the southern Nevada city literally seething with sightseers.

It's nice to see Roadmaster DAVE CHARLEBOIS on the job again after battling pneumonia for two weeks.

Oakland

ED WUELFING, clerk at WP mole, advised he had a bone to pick with me.

His son, Edward, was very disappointed not to find my column in the March issue. (Editor's Note: We know all you Oakland people will sympathize with HAZEL PETERSEN, who was unable to send in her copy because of illness. This is the first time she missed, which is a pretty wonderful record, as is that of the other MILEPOSTS' correspondents. We know, too, that Hazel was delighted to know her column was missed.)

JACK MCPHERSON, WP mole, is too, too proud since April 7, when little six pounds and seven ounce Pamela Louise appeared at his house. We were pulling for him as he already had two sons and wanted a daughter so bad.

JACK GULLIO, former stationmaster at the mole, is now the proud owner of a mansion in Danville.

DENNIS RICHMAN bought himself a nice place out at 150th Avenue in a new subdivision. Understand his Dad, H. B. Richman, has a new place in Alameda.

We were all very sorry to hear of the death of K. F. HENRICH's mother, at the age of 84.

Everyone will be glad to hear that CHARLIE SULLIVAN, retired storekeeper, is at home and feeling fine, after spending eight weeks in Providence Hospital due to an injury. Charlie is at home to all his friends at 510 Mandana Boulevard, Oakland.

ELMER LINDQUIST is now covering the territory formerly taken care of by FRED BAGGE, retired.

Our good yardmaster at San Francisco, FRED W. THOMPSON, has taken off for parts unknown for a couple of weeks vacation.

In the Marine Department, GEORGE FEVRIER, assistant chief engineer, is re-

(Continued on Page 31)

• SPORTS •



Western Pacific's softball team dropped their first game in the 1952 Twelfth Industrial Men's Softball League to Globe of California, last year's champs, by a score of 9 to 3. The rails had trouble hitting the Globe pitcher, who struck out eleven men, walked only two, and gave up only three hits during the seven innings. Lohmeyer led off the third inning with a single, followed by Ditty's triple, a walk by Santiago and McGrath's double, to end the inning with three hits and three runs. The insurance team gathered in four runs in the first with only two hits, one run in the fourth on two errors and a walk, and four runs in the seventh off five hits.

In their second game with Glen Falls Insurance, the railroaders scored a 5 to 4 victory with one run in the first, three in the fourth to tie the score, and the winning run in the last of the eighth with no outs. Kostner pitched the first three innings, allowing four hits and three walks, with one strikeout. Walsh relieved in the fourth and finished the game with one hit, two walks and seven strikeouts.

Remaining games to be played, all at Rolph Playground, are:

May 21—California Packing—9:00 p. m.

May 28—Bye.

June 5—Stock Exchange—7:30 p. m.

June 12—Loyal-Liverpool Ins.—9:00 p. m.

The opening game, scheduled for April 30 against Southern Pacific

Shops, was postponed because of rain, and may be made up at the end of the season to be determined by the San Francisco Recreation and Park Department, who conduct the league.

Members of the team are:

Bob Baylor, aud. rev., utility infield
 Al Beban, aud. rev., utility infield
 Larry Brock, duplicating, outfield
 Bob Ditty, switchman, catcher
 Tom Dowd, aud. rev., outfield
 John Dullea, traffic, utility infield
 Bob Hanson, aud. rev., catcher-outfield
 Bob Kostner, aud. rev., outfield
 Horace Lohmeyer, aud. rev., first base
 George Martin, treas., second base
 Bill McGrath, traffic, shortstop
 Jim Mills, aud. rev., mgr.-utility
 Ray Santiago, telegraph, third base
 Bob Smith, aud. rev., outfield
 Ed Walsh, treas., pitcher

TENNIS TOURNAMENT

Dave Copenhagen, chief — sales and service, won the men's singles in the Western Pacific employees' tennis tournament, defeating Bob Ahlgrim, treasurer's department, 6-4, 6-3; Bob Towle, freight traffic, 6-2, 6-3; Clive Holm, auditor revenues, 6-1, 6-1; and Ray Miller, auditor revenues, 7-5 and 6-4 in the finals.

The women's singles went to Dorothy Petersen, law department, with a 6-0, 6-0 win over Geraldine Norwood, freight traffic, and a 6-0, 6-1 final victory over Joan Hudson, freight traffic.

President Whitman and Gardner Rogers, engineering, took the men's doubles defeating Bill Dutcher and Ray Miller, auditor revenues, 6-3, 3-6, 6-3, after drawing a bye in their first round and earning a win over Ray Lee

and Bob Ahlgrim, treasurer's department, 7-5 and 6-2.

Clive Holm, auditor revenues, and Wilma Jones, a non-employee, were victors in the mixed doubles, defeating Bob Towle, freight traffic, and Lief Erickson, a non-employee, 6-3 and 6-2. The winners took their first match with a 6-0, 6-1 win over Gardner Rogers, engineering, and Jean Brodneyn, signal.

Copenhagen, by virtue of his victory in the men's singles, will be the third to have his name engraved on the perpetual Arthur Curtiss James trophy, donated by Walter Mittelberg. The trophy, named in honor of Arthur Curtiss James, founder of the James Foundation, and an ardent tennis enthusiast, was first won by Ken Stoney in 1943 and by Walter Mittelberg, in 1946.

Copenhagen was also presented with a replica of the trophy, and the other winners were given cups following completion of the tournament, held on the Golden Gate Park courts in San Francisco on May 10 and 11.

Caboosing . . .

(Continued from Page 29)

turning after an extended vacation, partly due to illness.

Captain HARRY LAMPAN is again piloting the good tug *Hercules* back and forth across the Bay after being off several months because of an injury to his ankle.

LEVI JOSEPH, marine oiler, H. J. FITZPATRICK, mate, NATHAN YALLOW, bargeman, and FLOYD PAYTON, fireman-watchman, have all used their allotted 1952 vacation in various pleasurable ways.

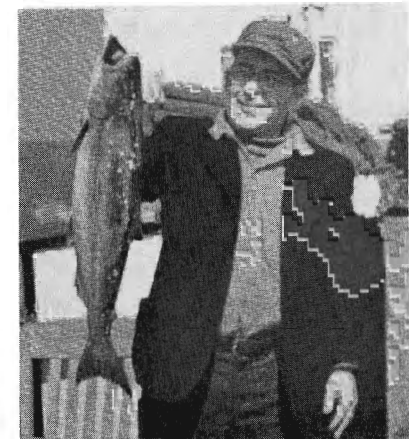


"Doc" Fleming

With the salmon practically jumping in their boat, Ruth Fleming, local surgeon for WP, Frank Ferguson, auditor capital expenditures, Jesse Doud, auditor payrolls, and Corliss Bercaw, Electro-Motive Division, GMC, had little trouble in getting their limits before noon outside the Golden Gate last March, running from 9 to 15 pounds per fish.

Week-ends will nearly always find some of the WP family testing their skill with a hook and line

Frank Ferguson



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• • •

Automatic ticket selling machines placed into service by New Haven in New York City's Grand Central Station.

• • •

Milwaukee first railroad to order 68-seat all-dome cars for operation on the Olympian Hiawatha and the Twin Cities Hiawathas.

• • •

Union Pacific's passenger cars will all soon be painted a bright Armour Yellow for better visibility.

• • •

Pennsylvania Railroad placed three new streamliners in service during March, The Morning Congressional, The Afternoon Congressional, and The Senator.

• • •

Elgin, Joliet and Eastern's main track includes continuous welded rail sections up to nearly twenty thousand feet long.

• • •

Sixteen-page "Train Travelers' Guide," issued by Baltimore & Ohio for inexperienced train passenger, defines 68 terms likely to be encountered by travelers on that railroad.

• • •

Planetarium coaches in Missouri Pacific's Texas Eagles this summer will be first dome cars to operate in the Southwest.