

WESTERN PACIFIC
Mileposts

DECEMBER 1949



WESTERN PACIFIC Mileposts



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Cover: A grade not exceeding 1 per cent aids the powerful diesel locomotives in hauling heavy WP freight trains through the Feather River Canyon on fast schedules.

"Rattlers" Have Names, Too!

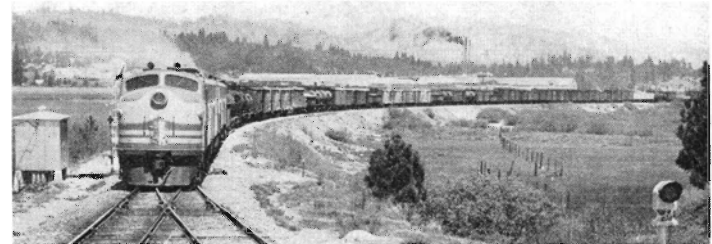
A locomotive and a caboose separated by a string of cars constitute a freight train—and to the average person, including a good many railroad employees, there is little to distinguish between the thousands of freight trains that carry a ton of freight 12 miles a day for every man, woman and child in the country.

Actually, there are many types of freight trains (commonly known to train crews as "rattlers"), each performing a particular service or handling a particular commodity. Local freights may stop at all stations and sidings between terminals, picking up loaded and empty cars, placing "empties" where they are wanted, switching cars for on-line industries and delivering and picking up less-than-carload (L.C.L.) shipments. Time freights run between important shipping centers, stopping only at the larger cities and towns. Dispatch freights, usually operated over long distances, in-

clude shipments of perishables, livestock, merchandise, and other carload and less-than-carload freight that require regular movements on fast schedules. Merchandise freights, or package-car trains, handle small shipments in less-than-carloads, such as goods in boxes, crates, and packages of all kind. Usually these small shipments are consolidated to form carloads for various cities.

In many parts of the country, there are freight trains which handle one commodity only, such as coal, oil, livestock, cotton, potatoes, wheat, and iron ore. There are phosphate trains, pulpwood trains, lumber trains and paper trains. There are strawberry trains, pineapple trains, orange trains and banana trains, and many others. Schedules of many dispatch and merchandise freights are now comparable with the passenger train schedules of a few years ago.

To identify "red ball" or fast



One of Western Pacific's freight trains passes the Delleker Lumber Company mill at the head of the Feather River Canyon with a trainload of miscellaneous westbound cargo.



A mighty mountain Mallet sands the rails and with a blast of her twin exhausts commences her 1 per cent climb eastward out of Keddie.

freight trains, operating departments usually prefer a "symbol," and behind each symbol lies the story of a freight consist and its importance in moving over the line. Local freights are often given nicknames by the crews and dispatchers handling them. To WP railroaders along the line and in freight service the following names are very familiar, but other employees not in direct contact will probably be interested in our named and nicknamed freight trains.

"CFS," symbol for *California Freight Special*, operates westbound from Salt Lake City to Oakland, often in more than one section. This train covers the 928 miles over the line in less than 42 hours, and is a preferred movement receiving special attention.

"RT," or *Rule Ten*, also operates

westbound between Salt Lake City and Oakland, usually about twice weekly and is another preferred train covering the mileage in less than 48 hours. Its name is derived from Rule 10 in the Consolidated Freight Classification, which allows the mixing of various commodities for shipment under one rate.

"SCX," or *Southern California Extra*, is a "bridge" train operated southbound between Bieber and Stockton, making connections with the Great Northern at Bieber and the Santa Fe at Stockton. A daily run, it covers the distance in about 30 hours.

"GWS" is a companion train to the "SCX," also operating southbound between Bieber and Stockton. The symbol stands for the first letter in the names of the three railroads operating the freight, Great

Northern, Western Pacific, and Santa Fe. It operates daily and requires about 24 hours for the run.

"SWG," northbound equivalent of the "GWS," runs from Stockton to Bieber, carrying Santa Fe and WP cars destined for Great Northern.

"NCE," from *Northern California Extension*, operates as needed from Salt Lake City to Bieber, handling "dead freight" such as coal and steel from eastern points.

"RBX," the *Red Ball Special*, originates at Stockton about 7:00 p. m., with connections from Santa Fe and runs each night for 7:00 a. m. spotting in Oakland.

"FB," the *Fruit Block*, operates on

a fast schedule from Stockton to Salt Lake City. This train must be operated as "FB" even if only one car of perishables is included. During the perishable season as many as five or six sections are operated.

"TV Local" operates Monday, Wednesday and Friday from Salt Lake City over branch lines to Burmester and Warner, Utah, through the Tooele Valley, from which it receives its name.

The *Terminus Turn*, or "Cabbage Cutter," a local freight, operates between Stockton and Terminus, does switching and icing in handling perishable movements.

San Jose-Niles Turn, No. 253 and

To maintain the easy 1 per cent grade, Western Pacific's main line makes a complete loop in the upper end of the Feather River Canyon. This long freight, headed by diesel power, is shown headed east around Williams Loop.





©1950 "Watch your car, Mister?"

No. 254, operates between Niles Junction and San Jose on a daily schedule.

River Rock Local, out of Stockton daily except Sunday, runs to River Rock and return.

Westwood Turn, operated daily except Sunday, between Keddie and Westwood.

Loyalton Branch Local, No. 415 and No. 416, is operated between Portola and Loyalton Monday, Wednesday and Friday. This line is also used by the Clover Valley Lumber Co., who operate their logging trains daily except Sunday between Hawley and Loyalton.

Reno Local, No. 219 and 220, operated between Portola and Reno daily except Sunday.

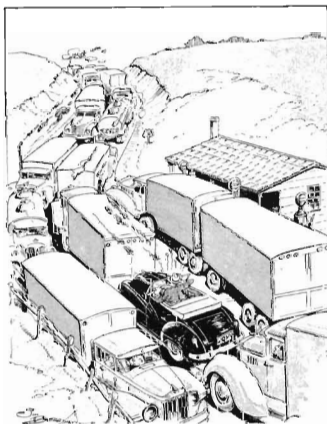
Gerlach Turn, operated Monday, Wednesday and Friday, Portola to Gerlach, and Tuesday, Thursday and Saturday, Gerlach to Portola.

In addition to the above named trains, there are of course many special trains and extras, such as stock trains, asparagus and cherry

express trains which operate as passenger movements, drag trains, such as the *Nevada Northern Drag* which hauls coal between Salt Lake City and Shafter for points on the Nevada Northern Railway. There are also the local trains such as No. 95 and No. 96 between Oroville and Keddie; No. 93 and No. 94 operating tri-weekly between Portola and Keddie.

Nothing is too small or too large for a freight train to handle. Nothing is too fragile or perishable. Whether the shipment be delicate potted plants or huge steel girders, whether just ripe strawberries or heavy tractors, crackers or coal, toys or turbines, Western Pacific freights are ready to handle them all—and what have you?

ARE WE COMING TO THIS ?



MILEPOSTS



Chicago

Prominent citizens have succeeded in raising sufficient funds to retain Chicago's achievement as "Fair City of the World." With the Columbian Exhibition of the last century, the Century of Progress of a decade and a half ago, the Railroad Fairs of 1948 and 1949 in the pages of history, plans are now well under way to utilize the Railroad Fair grounds and primary buildings for yearly Industrial Fair purposes. All who witnessed the awe-inspiring *Wheels a'Rollin'*, the exhibits and equipment that made up the Railroad Fair, coupled with the dramatic setting on the front of beautiful Lake Michigan, can well imagine the opportunity for yearly fairs by various large industries. Once again have American Railroads pioneered the way!

Santa Claus! . . . "By" LARSON of San Francisco. Every year about this time on his quarterly visit with MALCOLM ROPER, F.T.M., he makes cash donations to GEORGE WENIG, KEN RANK and BILL McGRATH. A heart of gold . . . well, not quite. He has a peculiar habit of betting on USC against Notre Dame, and on the Pacific Coast representative in the Rose Bowl. Internal Revenue Department please disregard!

MILEPOSTS

Caboosing

Old granddad . . . JAKE EPHRAIM, informed of first addition to his daughter's family, calmly put light-end of perpetual rope into his mouth and tried without success to light up the soggy end. The result was something like a 5:00 p.m. ticket exchange!

Portals . . . During November, a steady flow of dignitaries came into the Chicago office on business, notably, president WHITMAN, vice-president traffic POULTERER, treasurer LARSON, general auditor GOSNEY, F.T.M. ROPER, manager perishable service FAYE, MESSIE'S ELDRIDGE, WARNER, DELVENTHAL, L. B. LARSON, WINT HANSON from San Jose and BOYD SELLS (what makes the Chicago female dissatisfied with the Chicago male), with apologies to any we missed when our backs were turned.

It can happen here . . . One of our better known midwestern railroads finally uncovered reason for two hour delays of one of its locals serving two towns, a mere two miles apart. By chance a game warden happened to be in the field when the train was crawling by. He was practically shocked out of his boots when a volley of shots came from the engine and cabooses in the direction of a flock of geese flying along above.

(Continued on Page 11)

"Having A Wonderful Time"

After nine months of service it is gratifying to continue receiving so much fan mail on the California Zephyr and its crews and service. Written by world dignitaries, public officials, vacationers, and just ordinary "John Q. Public," these greatly appreciated letters bring praise and commendation for the silver Vista-domed streamliner that makes its run daily each way between the San Francisco Bay Area and Chicago. Maybe its "tooting our own horn," but we can't resist printing a few excerpts:

"WP could well mean 'with pleasure' when speaking of travel to the Golden Gate. May I commend the employees for their courtesy and friendliness, and the railroad for coming a long way to its present position of 'tops in travel' . . . the Zephyr is way out in front of all trains in these United States."

* * *

"I rode your Zephyr eastbound at the time of the recent eclipse of the



"He's disappointed—there's no Vista-dome car."

Raleigh W. Young, a California Zephyr Pullman conductor showed his neighbor, Bernarr Bates, travel editor for *Sunset Magazine*, a letter he had received from Lord Latham, chairman, London Transport Executive, which operates the British Railways. Mr. Bates had the letter photostated and sent us a copy—which Mr. Young was too modest to do. The letter appears on the opposite page.

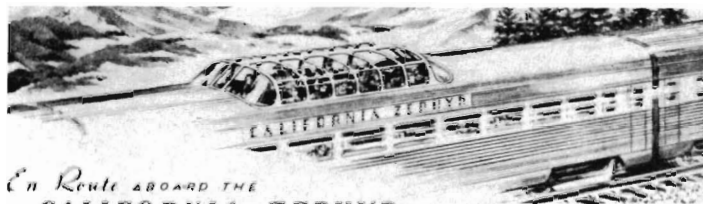
moon. The happy combination of the clear, dark desert night, the comfortable chairs in the air-conditioned Vista-dome cars and the unobstructed vision gave me what I describe as the best seat in the world to see the show."

* * *

The following excerpt from a letter written aboard the California Zephyr by a young daughter to her father, who passed it on to us, tells of the train's appeal to a "teen-ager":

"Daddy darling:

"This train is heaven on wheels! Everything possible is done for your comfort, and it's so modern, smooth and clear it seems more like someone's drawing room than a train . . . the Vista-domes are so fascinating that I've spent three-fourths of my time up there enjoying the lovely scenery. You can see for miles in every direction, forward, backward



En Route ABOARD THE
CALIFORNIA ZEPHYR

Monday 26th September 1949.

Dear Mr. Young,

The journey which I and my associates have made today on the "California Zephyr" from Denver to Salt Lake City has been one of the great events of our lives.

As an example of modern transportation the California Zephyr train represents the highest level of service, comfort and technical skill that I have yet experienced. What a stretch from the covered wagon trekking along unmade tracks to the smooth running of the handsome stream of power and comfort of the Zephyr—an example of how time marches on, stopping for no man, in the service of mankind.

I would like to take this opportunity of congratulating the train staff on their helpfulness and courtesy.

Yours Sincerely

Latham

and straight up. The route is unbelievably beautiful. . . I am adoring every minute of it, and wish the journey would never end. My little bedroom is cute as a bug and I occupied myself for hours learning how to turn the lights, heater and fan on and off, and how to make my little bed come down with a flick of the hand. I can be completely private in there, lying in bed with the radio on, or sit in the Vista-dome seeing the sights. There are two nice dining accommodations — one very swish dining doom, and a very gay sandwich lounge with murals on the wall.”

* * *

Another letter reads:

“I wish to compliment your railroad on the courtesy of two of your employees, James Stahlbaum and Cecil T. Staley . . . we were going from Oakland to Salt Lake City and it was my 9-year old son's birthday. They wired ahead and had a cake put on the train at Elko and also went to the trouble to run into a drugstore some place to get some candles. Everybody sang ‘Happy Birthday’ and it was a gay time for everyone on the car. Such employees are a credit to your company and the courtesies extended will stay in our memory for a long time. My son will remember that day as one of his happiest.”

* * *

Another tourist writes:

“My wife and I have just recently returned from our vacation trip which covered sixteen states and approximately six thousand miles over four different railroads. We



Jean Williams (CB&Q photo).

wish to take this opportunity of telling you that we place the California Zephyr Vista-dome as number one on the list of trains on which we traveled. We would like to express a special commendation in behalf of Zephyrette, Jean Williams. My wife misplaced her garnet stone ring the morning before arriving in Chicago which caused us some anxiety . . . it was a great relief to us to know that the ring had been found . . . and when we tried to show our gratitude by offering Miss Williams a reward, she refused, stating that she was very happy she had found the ring for us. . . She is a grand person and a credit to your organization.”

These letters and the hundreds of others like them are an inspiration to the entire Western Pacific family who are thrilled and proud of the public's enthusiasm about their transcontinental glamour train.

Up the Ladder

Effective December 1, James B. Warren has been appointed Eastern Perishable Freight Agent for Western Pacific, with headquarters in Chicago.

Mr. Warren commenced his service with Western Pacific on August 7, 1936, in the field of freight traffic solicitation, namely perishable shipments. With the upsurge of military movements over the system he was appointed assistant general passen-



ger agent on September 11, 1942, headquartered at the Chicago office. In this position he represented the company supervising and lining up equipment for armed force and necessary civilian movements for the Naval and Military authorities in Chicago and Washington. This position he held until his present appointment, which places him in the field of solicitation and servicing of eastbound perishable movements.

Mr. Warren makes his residence

Caboosing . . .

(Continued from Page 7)

As several geese fell to the ground, the train stopped and one of the crewmen acted the part of the retriever. When the G.W. apprehended the crew at the end of their short run hours later, booty was found to consist of geese, ducks, and rabbits in quantity. The local is back on schedule, minus the artillery!

MERRY CHRISTMAS from all of us here in Chicago to all of you elsewhere with the WESTERN PACIFIC, SACRAMENTO NORTHERN and TIDEWATER SOUTHERN!

Oakland

Santa Claus arrived early for some of our employees this year; namely, “BILL” PHILPOTT, train desk clerk, who is driving a beautiful new Chevrolet . . . MARGARET and ERNIE EVANS, Oakland freight, who have a house full of lovely new furniture in Chinese Moderne . . . and for “HARRY” GLATT, who has fully recuperated from his recent illness and is back to work as chief clerk in the trainmaster's office in Oakland . . . which allowed “ED HENNESSEY to return to his regular position in Sacramento and to his own home once again, which “Ed” advises is much nicer than living in hotels.

To honor “NORMAN” DEUEL, retir-

Continued on Page 16)

in Chicago, is married and has one daughter, Helen, who is making wedding plans for April 1950.

A NICE PLACE TO DO BUSINESS

Keeping in step with the beauty and magnificence of America's most modern train, Western Pacific's glamorous California Zephyr, the company opened a new and larger uptown ticket office on the ground floor of the Kaiser Building, at 1920 Broadway, Oakland, Monday, October 31st.

Located just a few doors from the previous location, the new office offers the traveling public an atmosphere of modern design, accomplished by the latest in architecture and interior decorations.

After entering through two huge plate glass doors, indirect lighting from the ceiling attracts the visitor's attention to a beautifully colored mural of the California Zephyr in scenic Feather River Canyon. On either side of the entrance is a large green leather upholstered lounge facing the interior of the office, and a short distance in front of the lounge on the left, behind a waist high railing, is the desk of Russell J. Cleland, general agent - passenger department.

Directly across the center aisle the wide ticket counter sweeps from the wall in wide, smooth curves to the center aisle, forms an "L", and runs to the rear of the office. A close inspection of the beautiful bleached walnut woodwork reveals the finest craftsmanship. The glass-smooth surface gracefully rounds off from the top of the counter and

slopes inward gradually to provide foot space at floor level.

All drawers below and behind the counter are without door pulls to prevent employees' coats from catching; waste paper baskets are hung on the side of built-in spaces below the counter, as are telephones, and everything makes for smooth, streamlined efficiency. The rack for the numerous rubber stamps used by the ticket clerks is built in the desk behind the counter, thus providing a smooth working counter at all times.

Desk space for the traffic solicitors and for Mr. Cleland's secretary is located in the rear. An overhead soundproofed ceiling provides comfort for telephone conversations as well as softening any street noise that may enter from outside. Design and construction were by W. H. Pollard, Inc.

Another milestone in Western Pacific service.

R. J. Cleland, general agent, passenger department, makes a reservation for space on the California Zephyr, seated at his new desk.



MILEPOSTS



Left to right—Joe Hamer, George Mix, Russ Cleland, Thos. Kyle, Ralph Lambley, Dorothy Sherman and Robert Ceridono. Completing the office staff, but not present when the picture was taken, are Henry Hobbie and Frank Williams.



Looking through the doorway of the new Oakland office, a huge colored photo of the California Zephyr greets the visitor.

MILEPOSTS

65th Birthday Ends Long Career

When the California Zephyr arrived at Oakland Pier November 29 it was something more than just an "on time" performance to engineer Charles L. Ellis. For, after 41 years and 9 months of engineering and firing, Charlie was closing the throttle of the diesel engine for the last time. A little of the loneliness that normally grips an engineer making his last run was lifted, however, for his wife, Anna L. Ellis, had donned an engineer's cap and coat, hopped aboard the cab at Oroville,

and made the final run into Oakland alongside her husband, while his daughter, Mrs. Robert Hough, and two grandchildren, Eddie Baker, 9, and Mary Hough, 3½, watched "Pop" from the Vista-dome of the first passenger car behind the diesel.

Back in March 1909, Charlie walked from Oroville to Bidwell to ask W. Sholtz, in charge of construction trains working under Emery Oliver, division engineer, for a job as fireman. He got the job and when the road was taken over by the op-

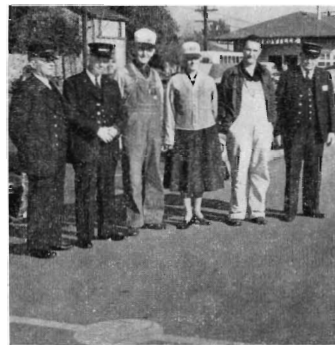


Left to right: W. E. Meyers, general chairman, BLE; Harry Davis, retired WP engineer; O. H. Bryan, assistant to general manager; Mrs. Ellis; Mrs. Davis; Mr. Ellis; and H. C. Munson, vice-president and general manager, stand before the diesel locomotive at Oakland Pier, where a large group of friends and employees met Ellis and presented him with two beautiful pieces of luggage.

erating department, went to work as a passenger fireman out of Oakland when service was inaugurated in August 1910, which he continued for 13 months before being promoted to engineer. For the next 12 years he worked out of Portola, alternating as fireman in the slack season and engineer during busy months.

In 1923 the Ellis' moved to Stockton, where "Pop" spent the next 17 years in freight service. His last move was to Oakland in 1940, when he began his final railroad career as passenger engineer working between Oakland and Oroville.

He remembers best his early years when, as engineer in the canyon, with no block signals, he emerged from Tunnel 9 on his first trip, and saw a large rock slide on the track ahead. With a speed limit of 15 m.p.h., he was able to stop the train, but not before derailing the pony wheels and the first three pair of drivers on engine 42. A short time later, when taking a stock train out of Portola on a rainy winter night,



Left to right: Roy Hill, brakeman; L. B. Spencer, brakeman; Ellis; Mrs. Ellis; J. W. Merkle, fireman; and F. E. Huffman, conductor, pose for the camera before leaving Oroville on Ellis' last run. Photo by N. F. Roberts, road foreman of engines.

his engine equipped only with oil headlights, the globe smoked up and cracked. Fearing he would break the globe entirely, and with no replacement, he couldn't clean the globe and went down the canyon without a glimmer of light on the track.

However, during all his railroad-ing, Ellis received only 20 demerits, to give him one of the top records among WP engineers.

Retiring on the eve of his 65th birthday, Charlie succeeds two brothers, Clarence E. and Albert W., in retiring from WP service as locomotive engineers.

(Tokyo—AP). Japanese railway authorities say railway casualties in Japan are averaging five a day, mostly because passengers have a habit of jumping on or off moving trains!

WP-PFE, Local 472

N. W. Menzies, superintendent of telegraph, advises that Western Pacific local 472 has been installed to connect our offices with the Pacific Fruit Express Company at 116 New Montgomery Street, San Francisco, for the use of all concerned.

In Memoriam

WILLIAM S. JONES, 56, Western Pacific's conductor for twenty years, died at Winnemucca's Humboldt General Hospital December 2 after a long illness.

A native of Elgin, Nebraska, he had lived in Winnemucca since 1928, when he moved there as brakeman for WP. He had served as general chairman of the Order of Railway Conductors, and was a member of Nampa, Idaho, Lodge No. 29, F. and A. M.

Survivors include his widow, Beatrice; three sons, William Jones, Jr., of Blaine, Wash., Robert S. Jones of San Francisco, and Albert C. Jones of Winnemucca; four daughters, Maxine Alger of Salt Lake City, Jean Johnston of Sacramento, and Jacqueline and Gail Jones of Winnemucca; a brother, Perry Jones of Denver; and three sisters, Mrs. Henry Brady of Wilder, Idaho, Marvel McDonald of Portland, Oregon, and Edith Spriggs of St. Petersburg, Florida.

Paul W. Billmire, western division oiler, died October 10, 1949. Mr. Billmire entered Western Pacific service October 15, 1946, and is survived by his mother, Mrs. Anna Nix of Oakland, California.

James D. Handy, western division switchman, died October 30, 1949. Mr. Handy entered service with Western Pacific August 17, 1940, and is survived by his widow, Mrs. Georgia Handy of Sacramento.

C a b o o s i n g . . .

(Continued from Page 11)

ing agent at Fruitvale, a steak dinner was enjoyed at the Caliente Cafe in Oakland November 18, and Mr. Deuel was presented with a beautiful ring of the Masonic Order, while Mrs. Deuel was presented with a lovely orchid. "JIMMY" DILLON, agent, was a very satisfactory MC and the following guests attended: Messrs. and Mesdames T. N.



Mileposts reported the death of Robert A. Barclay, Jr., in October, after 25 years' service with WP. Bob's picture was forwarded by his father, who retired as head clerk, statistical bureau, July 1, 1939, to Lee Brown, AF&PA, who graciously loaned it to Mileposts.

DEUEL; G. L. RAAB, stationmaster; M. P. GORDON, claims; HAZEL DEVELEY, (retired); H. L. SUTTER, rate clerk; H. TELLER, claims-SF; J. RICKARD, chief inspector TCFB; D. NAYLOR, Oakland freight; MR. and MRS. MAGNUSON, city ticket; FRED SARGENT, retired; KARL LINDQUIST, traffic; K. HENRICH, passenger depot; H. NAYLOR, cashier; A. PENZEL, traffic; J. PENNER, general clerk; and F. SAUNDERS, warehouse.

YARDMASTER MAJOR just returned to San Jose from a three weeks' visit with his son, Ben, in Philadelphia. The visit, first in quite some time, was much enjoyed as was the trip.

Brotherhood of Railway Clerks held a dance at Cook's Hall in Oakland, December 3rd, jointly sponsored by members of the Southern Pacific, Santa Fe, Western Pacific and Pacific Fruit Express. The six piece orchestra furnished music which literally kept everyone on the floor. Prizes were raffled off and refreshments were served during the evening. Among those present were FRANK JAMES, general chairman BRC; MR. and MRS. WM. MCCULLOUGH, industry clerk; MR. and MRS. "BERT" LEWIS, Oroville; MR. and MRS. GORDON SCHNEIDER (Mrs. Schneider was formerly Doris Jepsen, S. F. freight); MR. and MRS. ERNEST EVANS, Oakland freight; "MIKE" LEWIS, car clerk; M. L. "PETER" PETERSON, baggageman; KARL HENRICH, Oakland passenger depot; MR. and MRS. LEO ENNIS, Oakland freight; MR. GORDON SHERIFF, cashier-Santa Fe, and his wife; and MR. GOLDEN, Santa Fe agency in Oakland.

BEULAH KENNEDY, messenger, just returned from a two weeks' vacation and advises that she enjoyed her trip to Denver on the California Zephyr "very much."

Tidewater Southern

We missed BOB TAYLOR along the Tidewater for two weeks while he

visited his mother and family in Texas for Thanksgiving. He should be back in the States after the first of December.

BOB THOMPSON, our agent at Manteca, found that you can't lock a jeep and, consequently, lost his shotgun from same in Modesto. Right at the peak of the hunting season, too!

FRANK LINDEE, your correspondent, moved into town last month. He was four miles from the office, away out in the country, and is now a little over a mile from the office and still a block out of the city limits. Being three miles nearer San Francisco probably accounted for that visit during Christmas week.

FRED BRANDES of the Modesto office took a quick trip to Los Angeles last month and via air. Tsch! Tsch!

HARRY STUMBAUGH, brakeman, had a close shave at Turlock. While flagging a crossing a police car struck the train and Harry barely made the clear.

Sacramento

The Derailer's bowling team in the Sacramento Western Pacific Bowling League finally hit their stride, coming up with a high season game of 912. The team also holds high team series.

Draftsman BOB CUNHA is back on the job after a brief illness.

Each member in the Western Pacific Amusement Club championship night softball team was presented a beautiful trophy by the

Club at the November meeting. Those receiving trophies were AL STADLER, BOB CUNHA, GEORGE NYE, JIM MUSILLANI, AXEL PASCHANE, JACK SCHANK, KEN GULL, BERT FINCHLEY MONTE LATONI, HORACE LATONA and HY O'RULLIAN.

The Mechanical Department sends the Season's Greetings to the entire Western Pacific family.

Store Department

Our deepest sympathy is extended to AGNES ASH over the loss of her nephew in a traffic accident near Colfax, California.

Little Richard Allen Durand, the wee son of JOHNNY DURAND, was taken home from his incubator in the hospital the day before Thanksgiving and his proud dad says he is now weighing the whole sum of 6 lbs. and 9 oz.

JIM LEE has returned from his vacation which was spent in the mountains.

Our sick patients, TOMMY SHOWLER, ROY FALQUIST, and ED HAWKINS are still on the improving list, and we hope they will be back at the respective desks before too long.

While HARRY MESSER was on his vacation, JOHNNY DURAND took his place at the billing desk.

The Store Department extends to all a Very Happy Holiday Season.

San Francisco

BILL RACINE claims he has no alarm clock in his new home on Springhill Road in Lafayette, as the beautiful warm sunshine in that

country life awakens him every morning—and he is being checked by the AF&PA gang daily!

ARTHUR LLOYD, associate editor of Mileposts, takes over the president's office of the Bay Area Electric Railroad Association for the second time, December 9th, at the Annual Dinner of the club at the Palace Hotel, while DUDLEY THICKENS, general clerk-steamer desk (8th and Brannan) takes over the duty of vice-president. HARRY A. MITCHELL, retired president of the WP and past president of the SN is the guest speaker at the banquet.

In case you haven't met her, MISS RUTH STRATTON is MR. WHEELER's new secretary in the passenger department.

The day is DUNN when VIVIAN, nee RILEY, purchasing department, is seen patiently waiting in front of 526 each night—not for a streetcar but for her husband, GENE, an SP man!

Might as well get acquainted with MICHAEL CAPRARO, our new elevator operator. He used to carry the gang when they were over in the Mills Building, too.

MAX FREGOSO, our other operator, not only plays sax and clarinet with dance bands on week ends, but is expecting a nice Christmas present—a young Fregoso. This will be number two.

Mileposts received a card from MANUEL G. GOMEZ, section foreman, Poe, who is now visiting his parents in Jamay, Jalisco, Mexico, who are not well. Sends regards to all his

(Continued on Page 20)

ATTENTION, WORLD WAR II VETERANS

Shortly after January 1, 1950, the nation's 16 million veterans of World War II will receive some 2.8 billion dollars in the form of refunds on their National Service Life Insurance. The average payment per veteran will run around \$125, and in some cases will reach \$528.

Many of these men and women are members of veterans' groups and associations. Through these organizations they will be urged to use this money wisely — to think carefully before investing in hazardous schemes. They will be advised to save some part of this dividend in the form of United States Savings Bonds. As a matter of fact, each check will have the following

words imprinted on the endorsement side—"Use it Wisely—Buy U. S. Savings Bonds."

James McDonald on Leave

James W. McDonald, of Western Pacific's water service department, has been retained as the new superintendent of the Thermalito Irrigation District, effective December 1, it was recently announced by the Irrigation District's board of directors at a special meeting held during November.

A company maintainer for many years, McDonald began his WP service as a painter in July 1935.

Now on leave of absence from the company, McDonald is moving with his wife and three children from his present home in Quincy into the district near Oroville.



Caboosing . . .

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friends and hopes to return to USA soon.

TOM PHILLIPS called at the office recently just to take a look around and see all his old "crew." "No more worries," says he, "just fishing and hunting."

Another visitor was CHARLIE ELIOTT, from Sacramento. Says he is a busy man these days, so guess we won't see too much of "Bonnie Prince Charlee."

Two recent bridegrooms—and both rodmen—are JOE RUTHERFORD and BILL McGRATH. Joe paid a flying visit to the office from the eastern division to partake of his bride's first Thanksgiving dinner. The bride was the former ANNABELLE BERGMAN, a former Kansas school teacher. Bill, from the western division, came home with pheasants—almost, but not quite the limit. Bill married the former Sari Spinelli of San Francisco.

Hobbling around on crutches, but smiling and cheerful, after a compound fracture of his right foot, ARTHUR "BLY" BLYDENBURGH says it sure is nice to be back.

MRS. K. G. MAYSENHALDER (the former "Sis" DILLON to you young oldtimers) sends her very best to all the gang at WP from her home in Fresno, where her dad, EMMETT "GRANDPAPPY" DILLON, spent the Thanksgiving holiday trying to get the best of his two grandchildren, KENNETH JR. and RONNIE, but with no success.

Incidentally, EMMETT was also recently talking to E. L. "BEN" BENJAMIN, former head payroll clerk, and says BEN would like to be re-membered to the gang.

FREDERIC B. WHITMAN, president, was recently elected a director of the San Francisco Chamber of Commerce for the year 1950.

MAY TONG (nee GEE), formerly of the Car Record department, was married in New Orleans on December 1st. On November 29th, May entered a Chinese Ribbon Dance contest in Television's Amateur Hour "New Voices" and won first prize, competing with seven contestants.

Rubbing fenders in front of 526 Mission Street occasionally are two new shiny automobiles, a 1949 Pontiac blue Chieftain belonging to ANN DOWNS, and a 1949 Deluxe grey-blue Plymouth owned by BENITA SIBLEY, both clerks in the AF & PA office.

How come HILDING NILSSON, JOHNNY KENDALL, CLYDE MOLL, DENISE DUPRE (how did she get mixed up with this gang), BILL FISCHER and CHARLIE VINCENT gave up their noon hour pinochle game in the duplicating bureau every noon time? We always thought the game was on the level, even though it was noisy!

Sacramento Northern

SHIRLEY BICE, former Maintenance of Way timekeeper, is our new division accountant, and it is a safe bet that her past accounting experience, including keeping the family's check book in balance, will prove that the opposite sex can

keep their figures in shape! Incidentally, how old will you be on December 29, Shirley? Many happy returns of the day!

W. R. ANDERSEN, newly acquired son Dennis, and wife Frances spent Thanksgiving with his niece in Sparks, Nev.

JUANITA MCBAIN and GORDON HALVORSEN are new additions to the general office, Gordon being an ex-Union Pacific employee.

Now we've heard everything—those sounds coming from MILTON ZIEHN's home are only tunes from his new Spinet. How about "Kitten on the Keys," Milt?

HAROLD MULFORD looks mighty refreshed after a vacation in Salt Lake City and nearby points.

ELEANOR OLSEN (WP traffic) is a January 15 bride-to-be. Nuptials will take place in Berkeley.

A very Merry Christmas to the Western Pacific family from the gang on the Sacramento Northern!

Elko

CARL PACINI and FRED EGELSTON are smoking new pipes. Carl's is a huge corncob with a long stem, a present from traveling accountant, JACK WRAGG. Fred's is a double bowl affair that works like an iron fireman. Both bowls are filled with tobacco, one only being lighted. As the tobacco is consumed, a simple little twist of the stem feeds the tobacco from the "stoker" into the lighted bowl. Both pipes have their advantages and their disadvantages. The company gets more work out of the smoker because he doesn't stop to

fill his pipe so often, but if you should come into our office and see all the clerks smoking pipes you'll know we were forced to buy pipes in self defense.

BOB WESOLOWSKI, formerly clerk in the various offices, and son of yardmaster HENRY WESOLOWSKI, is enjoying a 50-day furlough with his parents from his duties in the Navy. After spending the past three years on the water, Bob is happy to be back on "terra firma."

MAXINE OLDHAM, Frank's wife, who has been ill for the past several weeks, has gone to Salt Lake City for medical treatment.

We are happy to see FRED McELROY looking so well following a very serious operation at Elko General Hospital several weeks ago. He expects to return to work at the termination of his vacation period. Fred is agent at Wells, and is the son of J. F. McELROY, agent at Elko.

M. H. BUCKLEY, agent at Chilcoot, is able to be back at his desk following an appendectomy at the Portola Hospital, and CHARLES B. MORRIS, operator at Sand Pass, is in Reno receiving medical treatment.

W. F. GOLDSBERRY, dispatcher, has returned to work at Elko after spending several weeks on the road in the capacity of operator. Getting away from the strain of dispatching trains was very beneficial to his health.

ANNABELLE ALBRECHT, agent at Gerlach, is back on the job after a 30-day leave of absence spent at her former home in Pocatello, Idaho.

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SPORTS

To break a tie for first place at the end of the first half (14 weeks) of bowling with 25 games won and 17 games lost, the "Traffickers" and "Transportation" will roll a 3-game playoff December 29 at Downtown Bowl.

Team standings for the first half ended as follows:

Teams	Won	Lost	Total Pins	Avg.	High Game	High Series
Traffickers	25	17	32,227	767	948	2,633
Transportation	25	17	31,085	740	912	2,498
Engineers	24	18	30,373	723	854	2,486
Calif. Zephyrs	22	20	32,776	780	883	2,499
Oakland Carmen	22	20	32,181	766	859	2,497
Freight Accts.	17	25	30,783	732	931	2,561
Auditors	17	25	28,451	729	890	2,477
Freight Claims	16	26	29,710	707	863	2,434

Leading in individual standings are the following five bowlers:

Name	Team	Avg.	High Game	High Series
Pete Casey	California Zephyrs	171	226	584
Bob Ditty	Transportation	164	228	611
Jack Hyland	Traffickers	161	211	534
Ken Stoney	Traffickers	160	235	534
Charlie Dooling	Traffickers	159	207	556



This action takes place each Thursday night at the Downtown Bowl.

Caboosing . . .

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We are sorry to learn of the death of conductor W. S. JONES at Winnemucca recently, following an illness of several months.

RALPH HARPER, manager of the Elko telegraph office, is seriously ill in the Elko General Hospital. We're hoping for a speedy recovery.

FRED EGELSTON is now able to be without the bandages on his hand after testing the fan to see whether it was working. It was!

CHARLEY FORSETH, TOM CLARK, and HANS TEICHMAN took short vacations during Thanksgiving week, the Forseths spending theirs in California and the Clarks visiting relatives in Salt Lake City. Hans? He didn't say!

We're happy to report that ALTA RICKENBACH is recovering satisfactorily from injuries received in an automobile accident in Reno. She is at the home of her parents, the Lee Lanphears.

Los Angeles

We regret having to report the death of EDNA WEST, wife of WILBUR WEST, traffic representative, on December 7, after a short illness. Services were held at the Forest Lawn Memorial Park.

Many friends in San Francisco will be glad to learn that J. E. "SPIKE" HENNESSY is well on his way to recovery after a serious illness. "Spike," now an attorney in Los Angeles, was formerly with WP's law department in San Francisco.

Stockton

Congratulations to the following WP employees who were elected to San Joaquin Lodge No. 330, Brotherhood of Railway Clerks:

President Harvey Ross
 Vice-President B. B. Harding
 Secretary-Treasurer E. A. Trace
 Chaplain Eleanor Harrigan
 Sergeant-at-Arms J. Hightower
 Outer Guard Al Evans

Following the regular meeting December 8, 25-year pins were presented to E. MOYES and E. DAVIES, refreshments were served and door prizes were drawn.

It is interesting to note the various employees at the yard being instructed in the operation of the new "Recordex" machine recently installed at Stockton Yard. Everything is done on film with the records being permanently filed in San Francisco.

GENE TRACE won a pair of new slacks in a football pool by guessing 12 out of 12 games correctly during the last week of the season.

Sympathy is extended brakeman J. EVANS on the sudden death of his mother on Thursday evening December 8.

It looks like the telegraph office at Stockton Yard is finally completed. Telegrapher EDNA SCOTT had her hands full in keeping it running smoothly while new equipment was installed and the office enlarged.

The entire personnel at Stockton Yard takes this means of wishing all Western Pacific personnel a Merry Christmas and a Happy New Year.

Railroad Lines

Great Northern announces complete new equipment for her Empire Builder, releasing the present equipment to streamline the Oriental Limited. Both trains operate between Chicago and the Northwest.

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Union Pacific is sending a cordial letter of thanks and good wishes to travelers who patronize the road. Signed by an executive of the road, the letter invites the passenger to include UP in future travel plans.

• • •

Between September 1947 and October 31, 1949, Missouri Pacific has turned out 3,735 freight cars of various types in her freight car building plant at De Soto, Missouri, with 95 70-ton covered hopper cars scheduled for November.

• • •

Southern Pacific's Overland now carries a parlor-observation car between Oakland Pier and Reno. This service was inaugurated November 11, the car being a new air-conditioned streamlined car.

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For the best safety records last year, gold medals were awarded the Chicago, Burlington & Quincy for Class A railroads; the Duluth, Missabe & Iron Range Railway for Class B railroads, and the Missouri-Illinois Railroad for Class C railroads.

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Delaware, Lackawanna & Western Railroad's new luxury streamliner, The Phoebe Snow, went into operation November 15 on a fast daylight schedule between New York and Buffalo.

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Through sleeping car service has been established between Chicago and St. Petersburg, Fla., and Chicago and Sarasota, Fla., by Illinois Central's The Seminole.

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Two new streamlined trains went into service December 12 for the Norfolk and Western Railway to replace equipment in the Powhatan Arrow, between Norfolk, Va., and Cincinnati.

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The Bay Area Electric Railroad Association treks south on February 12 for an excursion over the western district lines of the Pacific Electric Railway.