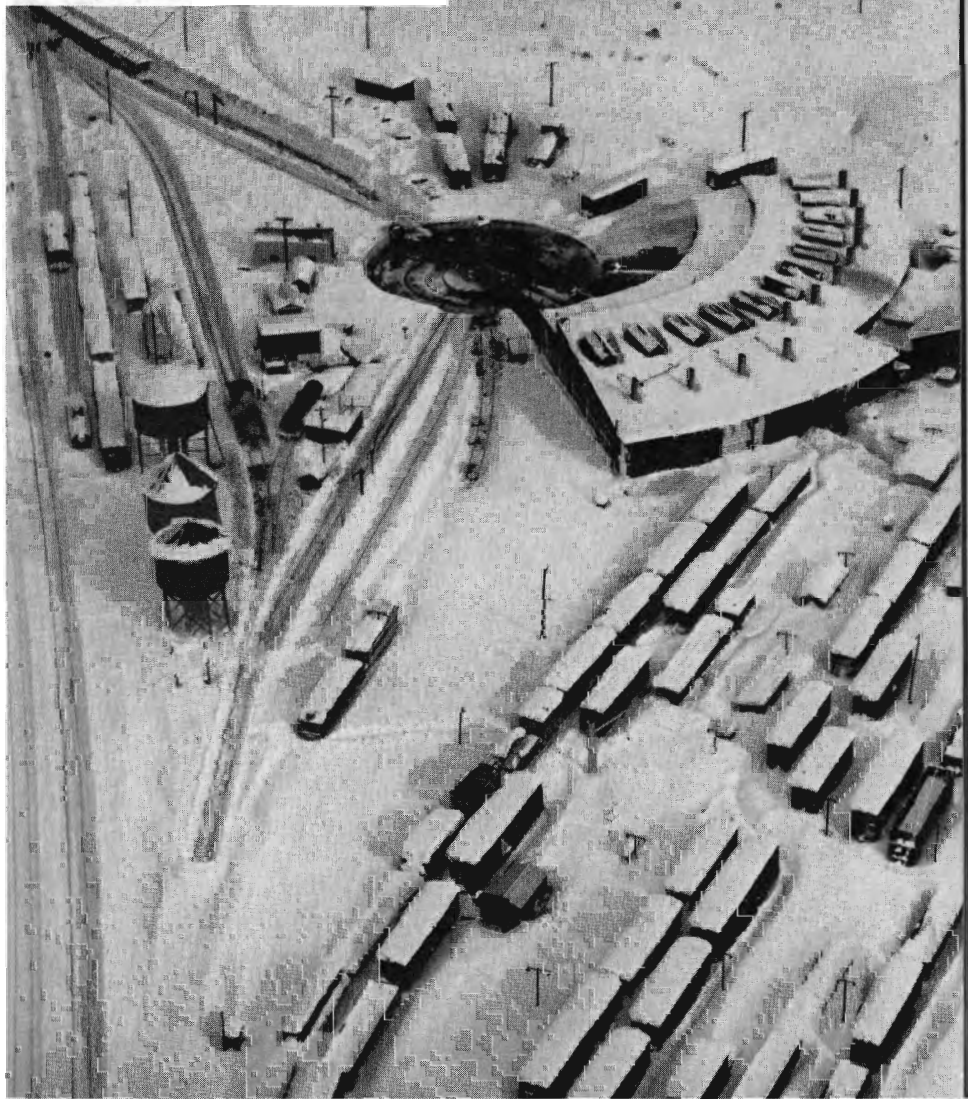


WESTERN PACIFIC
Mileposts
FEBRUARY 1952



WESTERN PACIFIC Mileposts



Vol. III, No. 7

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Milepost No. 31

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 Magazines' Association
Member Northern California Industrial Editors' Association

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When the storm subsided on January 16, Portola was nearly hidden in powder snow. Photo by J. W. Miller, storekeeper, Portola.

WP BATTLES THE BIG STORM

One of the heaviest storms in California history brought Western Pacific trains almost to a standstill during the middle of January, when eight to nine feet of snow fell on Portola, slides blocked the Feather River Canyon, and a bridge washed out near Livermore. A normal snowfall at Portola seldom exceeds two or three feet. At Norvell, the summit midway between Keddie and Bieber on the Northern California Extension, the snow reached a depth of fifteen feet during the January storm. Similar conditions closed the Reno Branch when a two-unit Diesel was brought to a halt by heavy drifts near Anderson.

The last passenger train through the mountain territory before the storm took over completely was the eastbound *California Zephyr* of January 11. It was delayed about sixteen hours while the first snow slides were cleared for its safe passage. Shortly thereafter major snow slides came down at Camp

Rodgers and Belden, definitely closing the line, following which other minor slides added to the task of reopening the railroad to traffic.

Beginning January 13, arrangements were made to detour both eastbound and westbound *California Zephyr* trains. Because of the high water about a mile and a half west of Livermore, which had carried away five bents of a bridge, both trains moved over Southern Pacific lines between Oakland Pier and Mojave via Tracy, Santa Fe to Daggett, and Union Pacific to Garfield, returning to Western Pacific lines at that point. The Southern Pacific Overland route was also completely tied up by snow and its trains also used the Barstow route.

With repairs completed on the washed-out bridge January 16, No. 18 returned to WP operation between Oakland Pier and Stockton, thence taking the southern detour to Salt Lake City.

On January 20, No. 18, with the aid of a two-unit freight Diesel picked up at Oroville, snow-plowed its way through the Feather River Canyon at a speed seldom exceeding ten or fifteen miles per hour. Residents along the southern detour got their last look at "the most-talked about train" on January 21 when No. 18 was again rerouted because of the possibility of new slides in the canyon occasioned by a renewed blizzard.

No. 17, the westbound *Zephyr*, experienced similar routing, but both trains returned to normal operation between Oakland and Salt Lake City on January 22.

The Northern California Extension was cleared and ready for traffic the night of January 22, after extensive day and night plowing with a rotary plow and spreaders. The Reno Branch was not opened to traffic until February 1.

When it became apparent that the interruption to service would be rather prolonged, arrangements were made to

embargo livestock. Perishable traffic was rerouted temporarily, as was some dead freight, the total WP traffic moving over other routes as a result amounting to about 1,100 cars. With the yards at Portola and Keddie completely closed, and many sidings inoperative both in the Canyon and some 50 miles east of Portola, storage and passage of freight shipments became a problem. January 22 found some 3,000 loaded and empty cars occupying the sidings between Gerlach, Nevada, and Salt Lake City.

When the storm began to abate, every available piece of company-owned or rentable equipment was called into service, and crews worked in shifts around-the-clock with rotaries, off-track bulldozers, off-track spreaders, wedge plows, and snow plow and flanger equipped locomotives. Many section crews shoveled the snow away from switches and kept constant vigil against the drifting snows piled up by increasing winds. The main line was opened to through freight traffic about

It was cold and snowing when the second westbound *Zephyr* entered Portola on January 21. Passengers stuck out their noses for a quick look, but hastily withdrew to warmer quarters.

Little time was lost putting equipment to work, like this rotary opening a track through Portola yard. Photo by Leroy Howard, Portola.





Believe it or not, but sixty pairs of wheels are refrigerated under this snow in the rip track wheel changing yard and hoist. Photo by J. W. Miller.

* * *

Miscellaneous freight and work-train cars are temporarily out of service on tracks behind the Portola roundhouse.



Constant shoveling by section forces kept the switches open for train operation in the yard. Rising winds blew drifts of powder snow over the tracks as fast as they were cleared.

11 p. m., January 18, after which it was necessary to clear up the communication line and signals which required another twenty-four hours.

Portola yard was reopened January 22, and no time was lost in making up freights which began to roll both east and west. Similar operations took place at Keddie that same day.

Western Pacific can take great pride in the way its men and women handled this unparalleled visitation of nature on the loose. Around-the-clock operations were necessary in many departments, and out on the line these were exhausting and often downright hazardous. In the operating depart-

ment, superintendents, supervisors, dispatchers, train and engine men, signal gangs, telegraph crews and many others contributed many a weary hour toward opening up the railroad. And in the traffic department twenty-four-hour contact was maintained with shippers and waiting passengers who had reservations on outgoing trains.

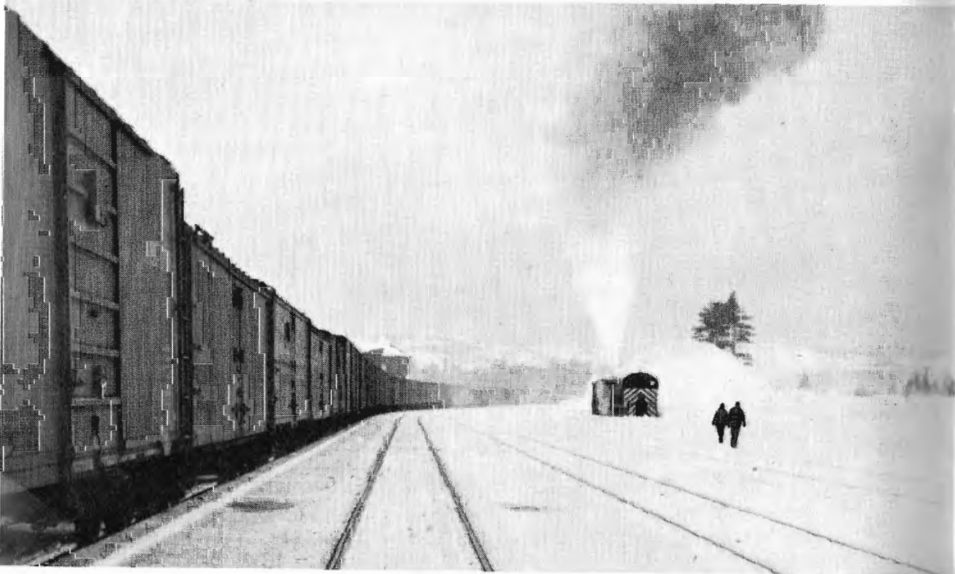
A railroad with no trains moving is a sad sight indeed. Fortunately, Western Pacific suffered no serious mishaps, nor were any of its trains stuck in the snow. However, estimated extraordinary expenditures for snow removal, detouring trains and other related expenses, plus the estimated loss in gross



After the rotary plowed paths through the deep snow at Keddie, and flangers further cleared the tracks, bulldozers pushed aside remaining piles of snow on January 23.

* * *

A long westbound freight leaves Portola yard, as Assistant Superintendent Howell and Trainmaster Edwards follow operations of the rotary plow opening additional tracks.



revenue from traffic diverted to other roads, will exceed half a million dollars. This is a hard blow.

Special efforts are being exerted by traffic department representatives to recoup these losses with new business. These efforts are aided by the knowledge that WP did everything humanly possible to keep traffic moving against insuperable odds, and handled or re-routed every individual car from the standpoint of the shipper's best interests.

(Additional storm pictures will appear in the March issue.)

FRESNO VIEWS ZEPHYR

"The Fresno staff," writes Bob Runge, general agent, "was unhappy over the circumstances which necessitated rerouting the Zephyr, but we were exceedingly jubilant in being able to 'show off' our train. It has taken twenty-two years to get a WP train through here and for a few days our imaginary railroad became a reality.

"The big question among local residents from January 14 to January 19 was, 'What time is Western Pacific's California Zephyr going through Fresno?'"



A touch of Spanish architecture greeted the California Zephyr trains at Barstow during detour operations, historically comparing the old with the new.

Photo by Hal Kline

Don't Be HALF Safe!

By Walter C. Brunberg

The chances are pretty good that you would find a good mystery thriller much more exciting than anything we are going to say here. But we think you're curious enough to read on and find out what we do have to say, particularly those of you who are Western Pacific employees. We know you're interested in safety even though other matters may be uppermost in your mind, but we hope the following lines will perhaps bring to your attention the fact that your safety requires constant diligence on your part.

You may not realize that Western Pacific's overall casualty ratio of 10.69 for 1951 was not good. Even when you further consider that this means nearly eleven reportable injuries for each million man hours, the figure

still may not seem high. However, when you learn that this figure signifies that one man was killed, and that 122 men were injured to such an extent that they each lost more than three days from their work, you can realize that our overall record for 1951 certainly was not an envious one. You may also be surprised to learn that the figure includes not many, but a few, who lost more than two and three months' time from work because of an injury.

While we cannot justifiably be proud of our overall record, we can most certainly be proud and recognize certain groups who achieved a record of NO REPORTABLE INJURIES for the year 1951. We are happy to report that the following employees may be included in such list:

GROUP	DIVISION	FOREMAN OR SUPERVISOR
ROADMASTERS' DISTRICTS		
Fifth.....	Eastern.....	A. P. Thompson
Second.....	Western.....	B. L. McNeil
Fourth.....	Western.....	R. J. Mounkes
ROUNDHOUSE OPERATION		
San Francisco.....	Western.....	C. W. Johnston
Oakland.....	Western.....	W. D. Good
San Jose.....	Western.....	G. H. Heintz
Stockton.....	Western.....	H. J. Kelly
Oroville.....	Western.....	R. T. Ronan
Elko.....	Eastern.....	F. L. Crissey
Wendover.....	Eastern.....	R. Colvin
CAR DEPARTMENTS		
San Francisco.....	Western.....	C. W. Johnston
San Jose.....	Western.....	G. H. Heintz
Stockton.....	Western.....	C. L. Doane
Winnemucca.....	Eastern.....	W. J. Bradley
YARD OPERATIONS		
Oroville.....	Western.....	T. J. Long
Winnemucca.....	Eastern.....	J. A. Hamilton
Wendover.....	Eastern.....	H. C. Ford
Elko.....	Eastern.....	H. M. Wesolowski
SHOPS		
Sacramento.....	Western.....	D. R. Sarbach
TELEGRAPH DEPARTMENT		
System.....	All.....	N. W. Menzies

ENGINEERS' SUBDIVISIONS

First.....	Western.....	J. J. McNally T. D. Hunter
Third.....	Western.....	P. F. Prentiss N. F. Roberts
Second.....	Eastern.....	H. M. Yoe M. W. Hammond
Third.....	Eastern.....	H. M. Yoe C. F. Fields
Fourth.....	Eastern.....	L. D. Michelson George Lorenz

FIREMEN'S SUBDIVISIONS

First.....	Western.....	J. J. McNally T. D. Hunter
First.....	Eastern.....	V. Edwards M. W. Hammond
Second.....	Eastern.....	H. M. Yoe M. W. Hammond
Third.....	Eastern.....	H. M. Yoe C. F. Fields
Fourth.....	Eastern.....	L. D. Michelson George Lorenz

CONDUCTORS' SUBDIVISIONS

Third.....	Eastern.....	H. M. Yoe
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BRAKEMEN'S SUBDIVISIONS

Second.....	Eastern.....	H. M. Yoe
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FREIGHT STATIONS

San Francisco.....	Western.....	A. P. Murphy
San Jose.....	Western.....	G. D. Keyes
Stockton.....	Western.....	A. D. Prato
Sacramento.....	Western.....	V. V. Scott
Portola.....	Eastern.....	E. L. Hensley
Reno.....	Eastern.....	M. H. Buckley
Winnemucca.....	Eastern.....	C. A. Grauvogel
Elko.....	Eastern.....	J. F. McElroy
Wendover.....	Eastern.....	L. P. Waters

Let's all strive for safety every day in '52, and increase the number of NO REPORTABLE INJURY GROUPS!

Choose your accidents carefully—you may have to live with them the rest of your life.

—N. C. & ST. L. Ry. Bulletin.

PACIFIC RAILWAY CLUB

President Walter Mittelberg has announced the following Pacific Railway Club meetings for March:

Col. Samuel Rubin, professor of transportation at the University of Southern California, will discuss "Education and Transportation, Incorporated," in the Florentine Room of the Newhouse Hotel at Salt Lake City on March 7. The meeting is scheduled for 6:30 p. m., and tickets will be available at the door at \$3.00 per copy. This is another PRC meeting designed to promote interest in the formation of an

Intermountain Chapter of the Club, according to Mittelberg.

On March 27, John Barriger, president of the Chicago, Indianapolis & Louisville Railway, and Laurence Whittemore, president of the Brown Company, Berlin, New Hampshire, former president of the New Haven and former president of the Federal Reserve Bank at Boston, will be speakers at the club's annual meeting in the Gold Room of the Palace Hotel, in San Francisco.

MILEPOSTS

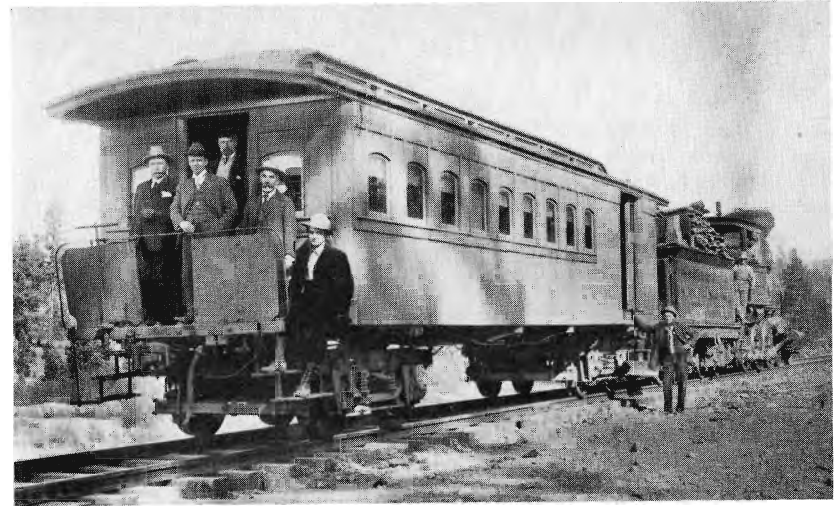


IN GOLD

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

35-YEAR PINS		
John A. Brown.....	Locomotive Engineer.....	Eastern Division
Otto J. Kelly.....	Locomotive Engineer.....	Eastern Division
30-YEAR PINS		
Harold Heagney.....	Chf. Clk. Revising Bureau.....	San Francisco
Daniel O. McKellips.....	Locomotive Engineer (Ret.).....	Western Division
William J. Powers.....	Machinist.....	Mechanical Dept.
Joseph E. Smales.....	Conductor.....	Eastern Division
25-YEAR PINS		
William L. Frey.....	Locomotive Engineer.....	Western Division
Axel F. Rintala.....	Assistant Treasurer.....	San Francisco
Joseph G. Wheeler.....	Passenger Traffic Mgr.....	San Francisco
20-YEAR PINS		
George J. Benedict.....	Car Foreman.....	Mechanical Dept.
Charles W. Buell.....	Agent.....	Western Division
Cuba C. Harvey.....	Machinist.....	Mechanical Dept.
K. R. Stoney.....	Asst. Gen. Freight Agent.....	San Francisco
15-YEAR PINS		
W. E. Crawford.....	Traffic Representative.....	San Francisco
Lloyd W. Hurd.....	Brakeman.....	Eastern Division
J. A. McNamara.....	Traffic Representative.....	Oakland
John R. Rossi.....	Secretary to VP & GM.....	San Francisco
Harry I. Stark.....	Traffic Representative.....	San Francisco
Martin C. Wood.....	Section Foreman.....	Eastern Division
Harold G. Wyman.....	Supt. Dining Car & Hotel.....	Oakland
10-YEAR PINS		
Keith K. Clark.....	Clerk.....	Eastern Division
Jess Doud, Jr.....	Auditor Payroll Accounts.....	San Francisco
E. E. Evans.....	Clerk.....	San Francisco
Harold J. Fields.....	Blacksmith.....	Mechanical Dept.
Omer P. Fisher.....	Patrolman.....	Chf. Spl. Agt. & Claim Agent
Ernest Gee.....	Machinist Helper.....	Mechanical Dept.
J. F. Gordon.....	Clerk.....	Store Dept.
Vernon E. Johnson.....	Sheet Metal Worker.....	Mechanical Dept.
H. F. Latona.....	Clerk.....	Store Dept.
Laurrel E. Marler.....	Carman Helper.....	Mechanical Dept.
Samuel A. Mello.....	Patrolman.....	Chf. Spl. Agt. & Claim Agent
Jack S. Moss.....	Brakeman.....	Eastern Division
Arthur O. Stark.....	Patrolman.....	Chf. Spl. Agt. & Claim Agent
L. H. Stoltzman.....	Traffic Representative.....	San Francisco
Lars B. Tang.....	Conductor.....	Eastern Division
A. L. Vizina.....	Storekeeper.....	Store Dept.
Samuel L. Wagstaff.....	Conductor.....	Eastern Division
Leonard S. Webb.....	Blacksmith.....	Mechanical Dept.
John W. Weddell.....	Clerk.....	Mechanical Dept.
Lyle G. Williams.....	Switchman.....	Eastern Division
R. E. Witts.....	Traffic Representative.....	San Francisco
James H. Wright.....	Blacksmith Helper.....	Mechanical Dept.
Tidewater Southern Railway service pins were recently awarded to:		
N. S. Westfall.....	Bridge & Building Foreman.....	25-year pin
A. G. Tibbetts.....	Agent, Escalon.....	20-year pin
T. J. Thorla.....	Brakeman.....	15-year pin

IN THE GOOD OLD DAYS



WOODBURNERS ON WP?

BELIEVE it or not, this is a train on the Western Pacific near Portola.

TAKEN during construction days in 1908, the engine and car are Boca & Loyalton equipment, acquired with the purchase of that road, and came originally from the historic Virginia & Truckee Railway.

Left to right are: Virgil G. Bogue, vice-president and chief engineer; Mr. Bogue's secretary; B&L superintendent; J. Q. Jameson, WP division engineer; and George Mattis, WP resident engineer, Portola.



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

James A. Abbey, blacksmith, died January 9, 1952. Mr. Abbey entered company service April 2, 1951. He is survived by his widow, Mrs. Vera L. Abbey, of Chico, California.

Luther D. Averitt, boilermaker helper, died January 18, 1952. Mr. Averitt entered service August 21, 1920. He is survived by his widow, Mrs. Ethel Averitt, of Sacramento.

Frank W. Black, machinist, died January 14, 1952. An employee of the company since October, 1945, Mr. Black is survived by his widow, Mrs. Helen Black, of Richmond, California.

Joseph N. Buck, general clerk, died January 1, 1952. Mr. Buck joined Western Pacific in September, 1950, and is survived by his widow, Mrs. Mary Buck, of Salt Lake City.

Diego Cortez, yard laborer, died recently. Mr. Cortez entered Western Pacific service in April, 1924.

Ralph A. Emerson, engineer, died November 6, 1951. Mr. Emerson entered company service January 1, 1910, and retired in February, 1942.

Leon B. Fairfield, section foreman, died recently. Mr. Fairfield entered service on April 22, 1918, and last worked for the company on October 31, 1937.

Sacramento Northern lineman, *James Hanlon*, died December 7, 1951. Mr. Hanlon entered service December 16, 1915, and is survived by his sister, Mrs. Marie J. Dodge, of Beverly Hills, Calif.

John E. Jameson, bargeman, died on November 11, 1951. Mr. Jameson en-

tered service on October 28, 1943, and last worked for the company on April 11, 1949.

Ernest W. Knox, retired stationary engineer, died on January 10, 1952. Mr. Knox retired from service in February, 1950.

John C. Limit, relief crossing flagman, died January 11, 1952. Mr. Limit entered company service February 2, 1931, and is survived by his widow, Mrs. Mary Limit, of Albany, California.

Frank Martinez, Eastern Division foreman, died January 1, 1952. Mr. Martinez entered service July 20, 1925, and is survived by his widow, Mrs. Andreita Martinez, of Reno, Nevada.

George J. Meiers, retired blacksmith, died January 17, 1952. Mr. Meiers retired from company service June 3, 1946.

Harry R. Mueller, laborer, died on November 21, 1951. He entered service in May, 1947.

Michael P. Nash, retired machinist, died on January 16, 1952. Mr. Nash retired from company service May 24, 1943.

Thomas L. Phillips, retired chief engineer, died on January 24, 1952, just after boarding a train at the Key System Terminal in San Francisco. A native of Alsea, Oregon, Mr. Phillips went to work for Western Pacific in November, 1905, as a member of the survey party which located the line through Niles Canyon. He was made resident engineer in charge of digging Tunnel No. 1, one mile east of Niles,

second longest tunnel on the line. Later, he was active in the construction of the route through the Feather River Canyon. He was appointed assistant engineer of the railroad in 1927 and took over as chief engineer in 1941. He retired in 1949.

Mr. Phillips was past president of the Engineers Club of San Francisco and a member of Santa Rosa Masonic Lodge and Oakland Commandery, Knights Templar.

He is survived by his widow, Mrs. Elizabeth Phillips, a daughter, Mrs. Ruth Anderson, and a grandson, Thomas W. Anderson, all of Oakland.

Acknowledgment

It is impossible for me to write and thank everyone individually for their kindness and for the many, many beautiful floral pieces, and I would be grateful if this message of appreciation could be extended to all Western Pacific employees through the columns of MILEPOSTS. Your thoughtfulness is most graciously appreciated, and the memory will be with me always.

Mrs. Thomas L. Phillips

Arthur C. Potter, assistant general agent at San Jose, died on December 23, 1951. Mr. Potter last worked for the company in April, 1942, and is survived by his widow, Mrs. Alice M. Potter, of San Jose.

Elgin W. Spencer, crossing flagman, died in November, 1951. Mr. Spencer entered company service May 27, 1920, and last worked for the company on June 30, 1939.

Ernest G. Stamos, section foreman, died on December 21, 1951. Mr. Stamos entered service in May, 1930, and last worked for the company on August 15, 1946.

Roy Yazzie, laborer, died on January 26, 1952. Mr. Yazzie entered company service in July, 1948, and is survived by his widow, Mrs. Colleen Yazzie, of Reno, Nevada.

MORE REFRIGERATOR CARS

Nine hundred vitally needed refrigerator cars will be added to the pool available to California shippers of fruits, vegetables and other perishable commodities, through a contract between WP and the Pacific Fruit Express Company involving a WP investment of \$3,755,000, according to Charles K. Faye, Jr., manager of WP's perishable freight service.

In constant service until normal wear and tear put them into retirement some time ago, the cars will be completely reconstructed at PFE's Roseville shops. Steel frame superstructures, new electric air-circulating fans and other modern features to be installed will make the cars equal in service characteristics to new cars.

Difficulties in obtaining necessary steel and other materials will delay the work until August, but all cars will be in service by the early part of 1953.

The contract also provides for continuation of arrangements between WP and PFE, in effect since 1924, whereby the railroad leases its cars to PFE and in return is able to offer shippers full equality of participation in PFE's nation-wide services.

BLOOD BANKS ESTABLISHED

The Hospital Department has opened an account in all blood banks along our line to replace and obtain blood needed for employees. Replacing blood in individual cases as it is used is not only time consuming to all concerned, but often impractical if the patient is hospitalized away from his home. Since blood credits can be transferred from one community to another, it is necessary to keep our credit good in each bank in order that the transfer may be made.

From time to time, whenever our credit drops below a safe margin in any area, the Western Pacific chairman of

blood procurement in that area will ask for voluntary donations. Employees are welcome to contribute to any of the following blood banks at their convenience, and appointments may be arranged with the chairman designated below:

SAN FRANCISCO—Contact Medical Department
(Blood Bank)—Irwin Memorial Blood Bank, 2180 Washington Street
OAKLAND—Contact Mrs. Hazel Peterson, chief clerk, assistant superintendent's office (Blood Bank)—Blood Bank of Alameda County Medical Assn., 354-21st Street
STOCKTON—Contact Angelo Prato, agent (Blood Bank)—American National Red Cross, 936 North Commerce Street
SACRAMENTO—Contact Dan Irwin, chief clerk, superintendent's office (Blood Bank)—Sacramento Medical Foundation Blood Bank, 3230 "J" Street

WP WILL REMEMBER . . .

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

Now retired, after serving Western Pacific well, are:

Oreste Acciari, carman helper, Sacramento.

Ross Birdsall, locomotive engineer, Wendover.

Forrest G. Kerns, carman, Sacramento.

Arthur B. McNabb, car foreman, Sacramento.

James Tsekuras, section foreman, Hayward.

Josephine R. Vraginison, industrial clerk, San Francisco.

When Fred C. S. Bagge retired from his position as freight traffic representative at Oakland on February 29, he left behind not only a host of friends on the WP, but many friends among the shippers he had known and served so well for nearly 28 years.

Fred began making friends at WP in May, 1911, when he was stenographer in the tariff room. He soon became secretary to the general freight agent and later secretary to the freight traffic manager. From that position he was transferred to the tariff room, where he worked on practically every desk until his enlistment in "B" Battery, 144th Field Artillery, U. S. Army, in 1917. Discharged in 1918, he went to work for the U. S. Railroad Administration at San Francisco and, after three months there, was drafted by Archibald Gray, traffic agent for WP, to assist in preparation of a \$10 million claim against the Railroad Administration for damages inflicted on the property during government operation.



In 1921, Fred was appointed outside traffic representative for the company at Salt Lake City and, in 1924, transferred to Oakland as city freight agent, and a few months later was appointed to the position he held at the time of his retirement.

"It is not easy to leave a property after practically forty-one years of interesting service and the association of so many fine people," said Fred, "especially when one considers the recent general progressiveness of the company, which we in the early days had only to look forward to."

Fred was born in Santa Cruz on February 21, 1887. Much like the mailman who likes to hike on week-ends, Fred, according to his wife, the former Ida Marie Livingston, liked nothing better than driving his car on his days off even though his work required much driving while making calls on his many accounts. He was also an ardent fisherman at one time, and enjoyed many trips to the Feather River Canyon with his railroad friends.

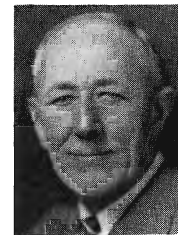
At the present time he is recuperating at the California Sanatorium at Belmont from a recurring lung condition which he suffered several years ago.

One of Fred's two sisters, A. Clifford Bagge, retired from her position in the WP executive office in 1943.

After 32 years' service with Western Pacific, D. C. Wilkens bid his many friends a farewell on February 29 and retired from his position as general agent at Los Angeles.

Dick began railroad work in November, 1906, shortly after the San Francisco earthquake and fire, as

stenographer for the Great Northern Railway at San Francisco, and served in turn with the Pacific Coast Steamship Company, the Illinois Central and the Rock Island.



When the Government took over the railroads in 1918, he became traffic manager successively for John Rothschild Company, the Anglo Oriental Shipping Company and the Pioneer Vegetable Company. When the roads returned to private control on March 1, 1920, he came to the Western Pacific as contracting freight agent, covering automobile row in the period before the Coast auto plants were built and when automobiles moved in large volume from the Eastern factories to the Coast.

He was promoted to commercial agent at San Francisco on November 1, 1929 and on April 15, 1934 became general agent at Fresno. He became general agent at Sacramento on November 16, 1936, and assumed the position he held at the time of his retirement on July 16, 1937.

He is past president of the Pacific Railway Club and of the Pacific Traffic Association of San Francisco. One son is manager of industrial relations for Consolidated Vultee Aircraft at San Diego and another son is with the Asbury Transit System at Los Angeles. Dick is equally proud of his four grandchildren.

After March 1, Dick will be associated with the Coast Carloading Company at Los Angeles.

PROMOTIONS AND TRANSFERS

Effective with the retirement of D. C. Wilkens on March 1, Charles J. Fischer has been appointed general agent for Western Pacific at Los Angeles.



A native of Salt Lake City, Charley has been with Western Pacific for the past 22 years. He began his service as a stenographer in the auditor's office, was later secretary to the vice-president-traffic, became traveling agent at Ogden and later assistant general agent at Salt Lake City. As a general agent, he has served the company at Klamath Falls, Oregon, Reno, Nevada, and until his recent appointment, at Seattle.

* * *

Stanley E. Dinkel, traffic representative at Stockton since February 16, 1948, has been appointed general agent at Seattle, effective March 1, succeeding



Charles J. Fischer.

Stan began his Western Pacific service July 1, 1928, as a stenoclerk at Stockton. He resigned from the company in September of 1945 to enter private business, and returned to WP in September of 1947 as traffic representative as Fresno, where he remained until his appointment at Stockton.

Dinkel was born at New Albany, Indiana, on February 13, 1909, gradu-

ated from Stockton High School, is married and a proud father of four boys and one girl.

Outstanding in sports, he turned down a chance to play baseball with the San Francisco Seals in 1928, but was active in semi-pro ball for many years and captained the Modesto entry in the State League which preceded the professional California League during 1938 and 1939. He was a member of the C. M. Menzies softball team which captured the state title in 1935 and has since played with many top teams in and around Stockton. He also captained the Stockton High School basketball team which captured the last state championship in 1928 before the CIF was split.

* * *

Robert Munce, Jr., traffic representative at Los Angeles, and correspondent for MILEPOSTS, has been transferred to Stockton succeeding Stanley Dinkel at that city.

Bob entered the transportation field in 1932 as a clerk in the Los Angeles office of Luckenbach Steamship Company, and by 1936 had advanced to position of district freight agent. When World War II forced discontinuance of intercoastal steamer services, he joined Wells Fargo Carloading Company for a short time, resigning in 1942 to accept the appointment as traffic representative at Los Angeles.

He was instructor of adult evening class in freight traffic management at



Los Angeles Metropolitan Junior College in 1943 and 1944, and has been active in many civic affairs. One of the founders of the Los Angeles Junior Traffic Club, he served as the first chairman of its board of directors, and has also served as a director of the Los Angeles Junior Chamber of Commerce and the Junior Chamber Music Foundation. He is a vice-president of the Neighborhood Music Settlement, has served as president of the Los Angeles Diphtheria Fund and has been active in area council and district scouting affairs. He is presently senior warden of San Pedro Commandery Knights Templar of California.

Bob is married and the father of three lovely children, one son and two daughters.

* * *

Harold J. Mulford, appointed acting superintendent of the Sacramento Northern Railway on September 21, 1951, has been appointed superintendent, effective January 15.

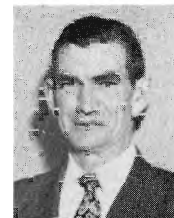
Harold entered service with the electric line in 1925 as a clerk in the accounting department. In 1928 he transferred to the operating department and has served as chief clerk, assistant to superintendent of transportation, assistant trainmaster, and trainmaster prior to his appointment as acting superintendent.

He has been a resident of Sacramento for 34 years, where he attended high school and business college. The Mulfords have three children, two boys and one girl.

* * *

Harold A. Michael was welcomed to the official Western Pacific family on January 1, succeeding Harry Sutherland as Tax Commissioner upon his retirement from that office.

"Mike" was born in Lawrence, Kansas, April 20, 1903, and while a "Jayhawker" by birth, is a native son by environment and training, having spent all but the first ten years of his life as a resident of California. A product of the Merced school system, and after graduation from high school and a hitch at surveying, he entered the employ of the Southern Pacific, where from 1925 until 1936 he did general valuation work, gaining knowledge of that indispensable foundation for a railroad tax expert.

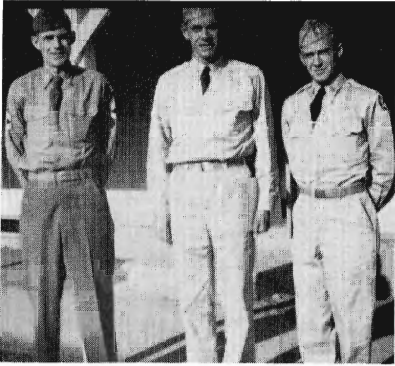


In 1936 he accepted a position in the Valuation Division of the State Board of Equalization, where assignments with respect to ad valorem taxes and many years as a specialist on private car line assessment gave him an insight into the methods of public utility taxation, which, coupled with his valuation experience and innate common sense, have well qualified him to cope with any railroad tax problem that may arise.

He came to WP on January 1, 1951, as assistant tax commissioner. He commutes from Contra Costa County, where he makes his home with his wife, Helen. The rest of his family consists of son John, daughter-in-law Ardis, and grandson Hal, aged two.

"Mike" is firmly sold on Western Pacific and its personnel. While he values his years spent with the SP and the State Board, and values the friendship of his former associates, he now feels that he has really arrived.

In the Armed Forces



1st Lt. Melvin E. Graham at Fort Lewis, Washington, with two friends, Major G. W. Porvis and M/Sgt. M. T. Marche. Mel wrote: "If the world situation cools down, I will no doubt be released some time this year, at which time I hope to return to the WP." On active duty since April 12, 1951, Mel witnessed the Nevada "tests" last October, an experience he will never forget.

PFC Edward J. McDonnell, formerly head file clerk, auditor's office, seems to be enjoying life in Korea with a quartet of buddies. That's Ed, front row, center, a member of the Quartermaster Corps.



In addition to the 85 persons previously listed in MILEPOSTS, the following employees are now serving in the Armed Forces:

GERALD A. BAUMART, fireman, Eastern Division.

GLEN J. BAXTER, assistant signalman, Signal Department.

RILEY C. BROOMFIELD, signalman, Signal Department.

HORACE D. FIELDS, sheet metal worker apprentice, Mechanical Department.

WILLIAM H. FISHER, assistant signalman, Signal Department.

ROBERT P. GENTRY, welder, Eastern Division.

ROBERT E. GREEN, assistant foreman, Eastern Division.

ERNEST D. MALLORY, stenographer-clerk, San Francisco.

LOREN K. OGBURN, vault clerk, San Francisco.

MARVIN L. PUGH, assistant signalman, Signal Department.

JAMES W. ROUSH, electrician helper apprentice, Mechanical Department.

ROBERT C. ROUSH, electrician helper apprentice, Mechanical Department.

J. L. SUDDERTH, relief clerk, Oroville.

RICHARD E. WHARTON, typist-clerk, San Francisco.

LAURENCE P. WIRTHLIN, locomotive fireman, Eastern Division.

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.

MILEPOSTS



Caboosing

(Mary Nichols has been appointed MILEPOSTS' correspondent for the mechanical department at Sacramento, in lieu of Madge Slaughtner, who has resigned from the company. Mary, until recently, was popular song vocalist for the American Broadcasting Company in Hollywood, and has worked on several radio programs. We welcome her to the staff, and ask that employees in that department give her their cooperation in obtaining news for her column.

We wish to thank Madge Slaughtner for the fine cooperation she gave us during the two years she served as correspondent.)

Mechanical Department

With the start of the New Year, our department has been busier than ever with monthly and yearly reports, and emergency work caused by the recent storms.

Several of our boys are starting the year out right by sporting new automobiles. Among this group are STAN HEANEY, PETE DEL MORO, and ART DE LA LLATA. CHARLIE JERAULD hopes to join this group of new-car owners real soon.

LOUIE DEL MORO is planning a trip to Italy to visit with relatives, and is busy preparing for his trip. Watch out for those girls, Louie; they like our American boys!

Western Pacific employees are tak-

MILEPOSTS

ing a keen interest in the new Fort Sutter Toastmasters Club (page 15, January MILEPOSTS). More than 50 per cent of the members are WP employees.

There has been a bright addition to the office of the Chief mechanical officer — LORRAINE METCRAFT is the new stenographer working for Chief Clerk HY O'RULLIAN.

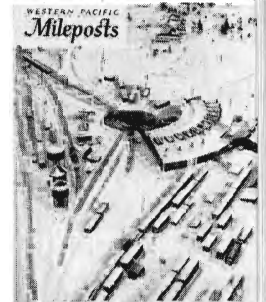
Another new employee is JAMES H. DESAUTEL, clerk at our Oakland coach yard. We welcome these new employees to our family!

H. A. "CASEY" O'RULLIAN, star photographer, weathered wind and rain during our recent storm to shoot pictures of a diesel locomotive. Despite the rain, pictures turned out remarkably good!

JIM QUICK has made another very good friend — this time, the judge at Oroville. Jim was caught speeding on a recent trip to Oroville. He may be known to us as Quick, but they call him "Speedy" at Oroville.

FEBRUARY COVER

This air photo, taken above Portola yard, shows the roundhouse and several lead-in tracks cleared for operation, the Portola Hospital (upper right), and some half-covered equipment. The angle from which the picture was taken does not clearly indicate the true depth of the snow. Photo by Sacramento Bee.



Keddie

I am writing this from San Francisco while waiting to take my husband, Engineer CARL HAGEN, home following a two-week stay at St. Joseph's Hospital for a kidney infection. I would like to thank all who were responsible in getting a call through to Sacramento and on to San Francisco and the hospital during the big storms in order that I could find out how my husband was getting along. Their assistance was very much appreciated.

JOE CLINTON, yardmaster, returned home the first of the month after spending the holidays in Chicago and Council Bluffs, Iowa.

Conductor E. E. REDDICK returned home the first of the year from Arkansas following burial of his wife who recently passed away at Keddie.

RALPH "WALDO" EMERSON, retired engineer, who had worked around Keddie and Portola for many years, passed away before Christmas in Oakland at the age of 81.

TIM HANLON, engineer, purchased a trailer house and will be moving in as soon as he can get through the snow.

Brakeman L. C. GILBERT and wife spent several days in Sacramento last month.

Although the Keddie depot was a busy place handling company calls during the storm, they also managed to cooperate with the Forest Service, those in distress, and handled local calls as well.

While visiting at St. Joseph's hospital, I had occasion to see JOE GUFFRA, engineer from Portola, and RAY WARD, former resident of Keddie and now retired from the water service department.

JACK SHANNON, engineer, has just recovered from a siege of—all things—chickenpox!

CHARLEY RHIM has taken over the housing project here, and W. NEAL, recent manager, moves to Portola to manage the housing project there.

Elko

After battling a siege of illness in the hospital and at home for the past several weeks, Agent J. F. McELROY is now able to spend a few hours in his office each day.

ELSIE HART, car distributor in the office of the chief dispatcher, suffered a broken arm several weeks ago, but with the cast now removed she is learning to use the injured member once more.

Among the many Elko children who have been suffering from chicken pox lately are the PREMEAUX boys, Roy, Mike and Charles and the THORPE girls, Janice and Maralan.

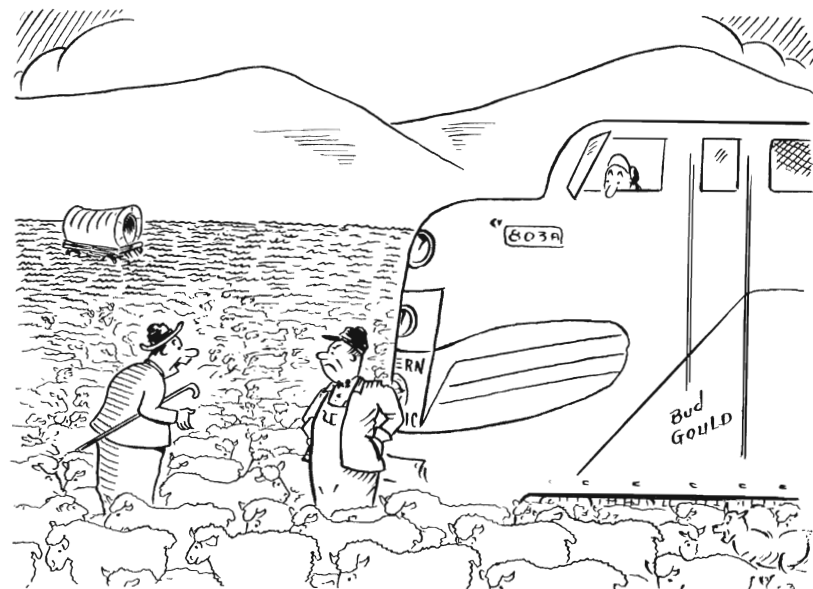
KEITH PETERSON, assistant time-keeper, is now in Germany serving with his country's air force.

Ensign BOB LYNCH returned from the Kodiak Islands, Alaska, to spend a few days with Superintendent and Mrs. LYNCH before being reassigned.

Engineer ELMO LIND is confined to the hospital as the result of a heart attack suffered while on duty in the yards at Elko. We hope he will soon be able to return to work.

Our deepest sympathy to Dispatcher REED SHAW, whose mother recently passed away.

When a young man becomes a father, he rates congratulations, and when a young man becomes a "grand-pappy" he rates BIG congratulations. So—CONGRATULATIONS to



"I said, I'm sorry!"

JOHNNY MURPHY, whose grandson was born early in the New Year. We're still waiting for candy and cigars, Mr. Murphy!

Sacramento Store

MARGARET WESTLAKE was on vacation during the holidays, and spent part of the time in San Francisco with her Mom and Dad who were here on a visit.

Other vacationists during the holidays were AL MADAN, chief clerk, and BUDDY MCGAIRTY.

G. L. PETRI returned to work on the 7th of January after being off for a couple of months due to an injured foot.

VERNE A. NELSON, former helper at Store 4, has been assigned to Relief Position No. 2, at Oroville.

KENNETH G. LEE has transferred from the icing department at Portola to Store Helper at Store 6. We'll bet Ken prefers our Sacramento weather to that cold snow up at Portola.

HELEN MELSON tried so hard to avoid "Old Man Cold," but he caught up with her and our little Helen was laid mighty low for a few days. She was not alone with her miseries, however, as quite a few of us fell victim to the "bug" as well.

Our deepest sympathy to JIM LEE and family in the recent loss of his mother.

Portola

BARNEY GUZENSKA, division lineman, skied from Portola to Massack (29 miles) to repair lines during the storm, leaving Portola at noon on

January 16 and arriving at Massack at 8:30 p. m. the next day.

CLIFTON SINCLAIR, telegrapher, spent quite an unusual vacation this year. Snowed in during the storm, he couldn't come to work and spent his vacation shoveling his way into civilization. He should either be in the pink of condition when he returns to work or so tired he won't be able to work.

Condolences to Carman ROBERT ENGLISH, whose 21-year-old wife, Gertrude, lost her life when their home was destroyed by an explosion in the early morning hours of January 16. Bob's father, I. B. ENGLISH, is an engineer at Portola.

Seemed good to again see "RUSTY" HOWELL, former trainmaster here, at Portola with the following officials during our troubled times: C. E. FORSETH, BERT ELLIOT, A. MOLDENHAUER, RALPH HELLIUM, FRED TEGLER, R. B. KUNDA, J. F. FLYNN, W. PARRY, L. B. CARTER and CLIFF FIELDS. Everyone at Portola is grateful to the many, many men, section hands and all, who worked so very hard to get the snow cleared away and our trains running again. Trainmaster V. H. EDWARDS and Road Foreman of Engines M. W. HAMMOND also lost considerable sleep, as did a great many others in nearly every department at Portola.

Birthday congratulations to Agent E. L. HENSLEY, January 10, to his daughter, Nola, January 11, and to Yardmaster CHARLES E. RUSE, January 22.

Hostler Helper KEITH and wife, Joan, are the proud parents of a baby boy, which arrived January 23, and was named Daniel Keith. Proudest of

all though, we believe, is grandpa, W. J. FERGUSON, car and wrecker foreman at Portola.

Seems good to see MERVIN GROTHER, switchman, back to work again after being off so many months with an injury.

And we're sorry to report Conductor ALVIN's injury and hope that he will soon be back in the fold again.

Chicago

On January 5 JEANNE PIERRE, stenoclerk, became the bride of Earl D. Boorman, Jr., in a beautiful ceremony at Winnetka. After a honeymoon trip to Colorado, the happy couple will make their home in Chicago. We all wish them both loads of success and happiness.

Newcomer . . . The welcome mat was put out for a very recent and very charming addition to our staff, Miss MARY McNALLY, steno-clerk. Mary comes to our midst from the Victor Manufacturing & Gasket Company, where she had a splendid record. Local bachelors and "wolves" take warning—Mary stated she is engaged and plans to be married when her fiancé returns from Korea.

FREDDIE and EVELYN ROBBINS enjoyed a nice quickie 1600-mile ride to Mena, Arkansas, over the New Year holiday. They left five feet of snow piled up in front of their Chicago residence, but Freddie stated that upon arrival at destination a balmy high temperature of 76 degrees greeted them, with violets bursting out in springtime glory. Today, with our modern high-speed trains, the old saying "spring is just around the corner" was never more true.

Western Pacific was well represented at the annual dinner of the Traffic Club of Chicago, held at the Palmer House on January 10. Over 1400 members and guests, including WP out-of-towners H. E. POULTERER and M. W. ROPER, were personally greeted by a charming hostess who wore a WP conductor's cap and were served refreshments by waiters wearing WP engineer's caps!

Bossman ART LUND and GA GEORGE WENIG attended the annual dinner of the Milwaukee Traffic Club on January 16. KEN STONEY take note—understand while Lund and Wenig were in Milwaukee, one of the prominent local breweries held open house, served an abundance of that famous Milwaukee refreshment, and even furnished free post cards (with free postage, too) so the guests could advise their friends of the good time they were having!

After being reminded that 1952 is Leap Year, our eligible bachelors, GEORGE WENIG, GA, DON BANKS and JIM RICHARDS, export department, immediately set up their lines of defense. Fire when ready, gals!

One of them, "CASANOVA" BANKS, has been noticed coming to the office Monday mornings with a little cash-box full of pennies. Some say they are for Uncle Sam come March 15, but the other E. B.'s are convinced they have a deserter in their ranks.

We were sorry to learn of the flash fire in the home of CHARLIE MATHENY, traffic representative at Milwaukee, on January 13. The fire started from a short in a wire circuit on a Christmas tree and spread almost instantly, causing considerable damage to his home and furnishings. Charlie suffered a

severely burned right hand fighting the blaze, but his aptness of thought and action during the first few minutes of the fire probably prevented complete destruction. Hope the hand will soon be OK, Charlie!

Also sorry to hear of the recent illness of Mrs. JACK BOQUIST. We're hoping that you will have a speedy recovery, Kay!

No comment on our weather this time, except, after hearing about recent California weather, we consider ourselves very fortunate.

Sacramento

In spite of Father Time ushering in the New Year quite serenely, Mother Nature upset his plans by whipping up a potion of her own brew and then dispensing it in alarming proportions. However, the old adage, "A bad beginning makes a good ending," is seemingly proving itself, and we are again enjoying that wonderful California sunshine.

Welcome back, Dispatcher LOU JASKALA, returned from leave of absence.

The presence of KARL WRAGG, traveling auditor, in the superintendent's office is a welcome sight, and we are all happy to know Karl is back on the job.

Congratulations to H. J. MULFORD on his promotion to superintendent of the Sacramento Northern Railway!

File Clerk LAVERN WILLIAMS and husband, Bob, have moved into their new home on Dewey Drive, Fair Oaks.

Instrumentman WILBUR SQUIRE, wife Jeanette, and baby daughter Judy, are also settled in a new home at 5633 Nona Way, Sacramento. Willie and Jeanette are great ski enthusiasts, but due to past weather conditions have been unable to do much skiing so far



"He's ten."

this year, so have been enjoying many interesting films shown by a movie club of which they are members.

Birthday Greetings:

BETTY LANDERMAN	February 2
WALTER CHADWICK	February 2
ED HENNESSY	February 8
DON RICHMOND	February 8
KENNY WILLIAMS	February 10
MIKE FISHER	February 23

Thought for the Day: "If you'd like to know how a turkey feels in November, just wait until March 15th!"

Stockton

Generous contributions by WP employees to the "Red Feather Campaign" in the recent drive was again brought to the attention of the public. Trainmaster LES HENRY, Agent ANGELO PRATO, and Chief Clerk I. McATEE represented Stockton Terminal at a dinner given by the Board of Directors of the Stockton Community Chest on January 9. Extended appreciation was bestowed WP employees

in the form of a gold plaque which will be suitably engraved.

HARVEY ROSS is vacationing down South. Understand he didn't get as far as he had hoped due to the floods. (Wonder what correspondent BOB MUNCE was doing during all those rainstorms in Los Angeles???)

ROBERT FITZPATRICK, interchange clerk, has returned to work after a leave of absence, and we're happy to have him back with us.

D. MASON transferred to Portola recently, I. DINKEL has taken up new duties at Sacramento, R. J. STEPHENS is a newcomer to Stockton yard, coming from San Jose, and GREG E. BROWN is new clerk to Lathrop joint agency. Congratulations, good luck and a hearty welcome!

Trainmaster JOHN McNALLY was recently called to Keddie to help out during the heavy snow storms.

Do believe that ELEANOR HARRIGAN, interchange clerk, should receive special recognition, having donated twenty pints of blood to the "Blood Bank" over a period of the past few years!

Chief CLERK McNAMARA of the Lathrop joint agency, is vacationing for two weeks. Will spend several days in San Francisco and the remainder of the time on his ranch at Farmington.

Oroville

Among those attending the Shrine East-West game at San Francisco were retired Conductor G. H. NEWMAN and wife, retired Assistant to General Manager J. C. HOOVER, and wife, and retired Engineer W. H. SANFORD and wife. The Sanfords also went on down to Los Angeles for a visit and took in the Rose Parade and Rose Bowl game at Pasadena.

Mrs. A. W. DRYDEN, wife of Conductor A. W., and sons Jimmie and Claude, visited with her parents at Sacramento during the holiday vacation.

Retired Conductor T. D. LAPOINT, of Winnemucca, is visiting with friends here and at the same time trying to avoid some of the cold weather of Nevada. (It's always nice in California???)

Brakeman JACK LATHAM and wife were called to Brownfield, Texas, because of a recent death in Jack's family.

Conductor J. L. WILKINSON's daughter, LaVaughn M., was married at Reno December 31 to David D. Beebe of Paradise. Our very best wishes to the happy couple!

Yard Clerk W. M. FOSDICK and wife held open house recently for friends and relatives in observance of their twenty-fifth wedding anniversary. They were married January 8, 1927, at Wyandotte, and have spent their entire married life in the Oroville area, and are the parents of one son and one daughter.

A. B. TEDD, clerk at Oroville freight house, was married to Mrs. Eloise Davis January 5 in the lounge of the Methodist Church by Reverend E. E. Peterson.

The Order of Clerks held a meeting at the freight office January 16 with FRANK JAMES presiding. He introduced the new district officer, W. S. MILLER, to the 23 present at the meeting.

Carman R. S. PATTISON's mother, age 76, passed away at a local hospital on Christmas night. Mrs. Pattison had been a resident of Butte County for the past 23 years.

Clerk HENRY E. BALDWIN, Oroville yard, is laying off work and traveling on crutches because of a broken toe.

Sacramento Shops

We're right proud of our safety record for 1951—not one reportable injury! The paint shop is still ahead with 5,452 days without a reportable, followed by the coach shop and electric shop with 2,643 and 2,530 days, respectively. At a recent presentation of Safety Certificate of Merit Cards, Car Foreman ROSS KELLEHER and Painter Foreman J. MARTY received five-year cards for non-reportables in their departments. That's something to brag about, fellas!

We were sorry to hear of the deaths of two of our retired employees, former Machinist MIKE NASH and former Blacksmith Welder G. J. MEIERS. Also, Blacksmith Helper E. A. AVERITT, who has been away from work for some time due to illness.

Anyone have a rowboat for sale? Carman AL VIZINA is shopping for one so he can row to work. Last reports were high water had reached his living room floor! And, A. LEWIS, carman helper, was recently seen leaving the shops on the run to move his trailer onto higher and dryer ground.

Hey, what's happened to Ross KELLEHER? He hasn't been making any collections lately! Did someone forget to mention the "March of Dimes" to our car foreman?

FORREST KERN, retired carman, was recently seen showing his wife "how we do it" on the rip track. And, by the way, who were the two "boxers" on the rip?

Carman DOUG BINION lost the battle with a flying brake shoe key and is now sporting a beautiful "shiner" on

his right eye. Carman SAM BRUSHIA never did explain how he received his black eye.

The arrival of little Miss Matthews was recently and proudly announced at the residence of Carman and Mrs. G. H. MATTHEWS. Congratulations!

There was plenty of hustle and bustle at the shops last month, with everyone working full speed to get out work equipment for snow removal and getting diesels ready for immediate service when the "all clear" signal was given.

New York

PERL WHITE had no idea how far-reaching and widespread the circulation of this worthy periodical was until a small avalanche of mail arrived from his old shipper buddies out Omaha-way, enclosing recent pictures of him at the opening of the Washington office. Penned notations indicated a "thinning-out around the pate" and other joshing sallies. One of his "pals" figured that the fund mentioned here a few issues back for "fraternal solidarity" and an evening at trencher and theater, was in reality a "slush fund" for the boss, and he wouldn't be surprised to see a mink coat or deep-freeze pop out of it!

The wives of WP-NY'ers have had the voiceless hymn of middle night pierced for them by the sleepy mutterings of their spouses: "compartmentizers. COMPARTMENTIZERS, COMPARTMENTIZERS!!!" For the last fortnight we have kept our sights on the steady progress of these revolutionary freight cars on their eastward trek, in an effort to get our local shippers to avail themselves of the opportunity to load them to points back on our line, and a bulky part of our work-

day has been thus consumed. Needless to say, the cars have aroused considerable interest and enthusiasm, and at this writing, one of them is on exhibit at the canner's convention in Atlantic City, as well as attracting notice in the local press.

Tickets have been purchased for our outing on Leap Year Day and it's to be for the revival of "Pal Joey," which the critics hail as at least equal to the original, ten years ago. The eatery is still unselected, though some of our boys have expressed a desire to take a crack at whale steak, which has recently come to some of Gotham's good restaurants. It's a whale of an idea, anyway!

Los Angeles

The impending retirement of General Agent D. C. WILKENS this month is the chief topic of discussion around the Los Angeles agency. After thirty-two years with the WP, "D. C." will leave with the very best wishes from all who have had the good fortune to have known and worked with him.

Believe it or not, this is all I have to report this month. You see, our weather was a little *unusual*. High water came in and the last I saw of my notes they were riding out the storm down West Sixth Street, sadly in need of a Captain Carlson. [EDITOR'S NOTE: We wondered why you were moving to Stockton, Bob!]

San Francisco

Congratulations to ANN ARVIG, revenue accounting, on her marriage to Corporal Vic McDaniel, USMC, on Saturday, January 12, at South San Francisco.

MARY GRUBBS, former clerk in the general manager's office, stopped in

general office to say good-bye to all her friends the day before she left for New York City to board a boat for Bremerhaven, to join her husband, First Lieut. Frank G. Grubbs, on duty in Germany.

Congratulations to PHYLLIS ARMSTRONG, accounting, on the arrival of little Cathy at St. Luke's Hospital, November 14. Husband BILL, former payroll department employee, is now with the S. F. Police Department.

FRED W. THOMPSON, yardmaster, recently underwent a nasal operation. He is now back at his desk and progressing very nicely.

PAUL FERGON, switchman, is still at St. Joseph's Hospital at this writing, recovering from an auto accident. The gang at 25th Street wishes you a speedy recovery, Paul.

ROBERT YOUNGBLOOD, now on military leave, paid the local freight office a surprise visit recently. He is now Lt. Col. Youngblood and will soon be on his way to Austria for his next assignment. Good luck, Bob!

PATRICK A. DOWNES, messenger at the waterfront office, is being inducted into the Armed Forces. We'll miss you, Pat, and wish you luck. We now have confidence that the Korean situation will soon be cleared.

If anyone is interested in purchasing a pack animal for some hunting or fishing expeditions in the Feather River country, our elevator operator, RUDY ENGLE knows the whereabouts of some good animals at a very reasonable price.

JIM CALKINS, son of Elko dispatcher J. C. CALKINS, is now mail clerk in the general office accounting department.

Ed MURPHY, relief agent and telegra-

pher, saw retired Carbona agent, CHARLES GIBSON, recently, and found him enjoying life and in good health.

JIMMIE GRACE, former industrial agent, who manages to drop in occasionally and say hello to all his old friends, has been serving as juror the last few weeks in the Superior Court at San Francisco. It would be fun to serve with Jimmie and not too tough for the accused.

Mrs. C. C. Gnesios, wife of CHRIS GNESIOS, junior architectural draftsman in the engineering department, accompanied by her daughter, Christina, will soon leave San Francisco on the California Zephyr to visit her parents in Dallas, Texas.

CLIFF NORDEN, assistant engineer, and his wife will leave early in March for Chicago to attend the AREA annual convention in the windy city. Also making the trip as delegates will be JOHN MILLER, assistant engineer; FRED A. TELEGER, signal engineer, and CHARLEY FORSETH, Eastern Division, division engineer.

The engineering department is all a-dither over the new crop of future engineers and architects—females, too, we hope. Slated to soon become papas are: ERNIE HUESBY, accountant, some time in April; ROY GIFFORD, signal draftsman, some time in July; BRUCE McCURDY, draftsman, some time in August; and ERIC THOMSEN, engineer of tests, some time in September.

Tidewater Southern

Superintendent J. E. KENADY sent in the following article taken from the Exeter Sun, Exeter, California, which he says is without a doubt a collector's item. "This is the first knowledge we have ever had of the dream of the

promoters of the Tidewater Southern," stated Kenady, "and we are of the opinion that the well informed 'rail fans' are without this knowledge."

Forty Years Ago
Excerpts from files of The Sun
January 26, 1912

Several weeks ago the Sun made mention that emissaries of a new railroad had been securing rights to lands north of Exeter with the view of laying tracks here. Although the news was scoffed at at the time, it now appears there was more than a modicum of truth, as a Stockton paper carries the news that the Tidewater & Southern will build a line through here. The survey is now as far south as Orosi. The Tidewater Southern is an electric road running south from Stockton and the track is already laid to Modesto. From Fresno it will come south by way of the foothills and will probably touch Lemon Cover. This road has no direct route to the east but is preparing for an immense water haul by way of the Panama Canal, which will be better than rail shipment for the orange industry. Fruit will be shipped to Stockton and loaded on river steamers for shipment to San Francisco.

Oakland

DIXIE ULISSE, car department, announced the arrival of a ten-pound bundle of happiness at Peralta Hospital on January 5, and the little fellow was promptly named Keith Joseph.

The job vacated by Dixie was taken over by JIMMY DESAUTEL, more recently with the U. S. Air Force, who now prefers the California sunshine to the snowy "logging" ways of Washington. We wish you luck on your first civilian job as relief clerk, Jim!

E. F. SOUZA, millman, is recovering from a recent operation in fine stride.

We're glad to report that RAY GOOD, sheet-metal worker, is back on the job after a bit of difficulty with his "ticker," and a speedy recovery also brought GEORGE LEWIS back to our fold.

JIMMY and ROBERT ROUSH, electrician apprentices, have entered the Army Air Force. Bob looked quite "natty" in his uniform when we saw him last.

JOHN LIMIT, for twenty years a section laborer in Oakland yard, passed away at his home in Albany on January 11 after a prolonged illness. Popular Johnny will be very much missed by all.

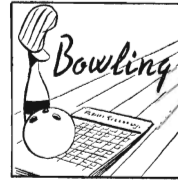
Congratulations to THOMAS KYLE, former ticket clerk at Oakland, who became assistant manager, service bureau at San Francisco, on January 16 and was succeeded by DEAN DORSEY, formerly cashier at the SF city ticket office. Dean's wife, RUTH, is steno-clerk in the district freight office.

RAILWAY BUSINESS WOMEN'S ASSOCIATION

A drive for new members was inaugurated during the month of February by the RBWA, and any woman employed in the transportation industry is invited to join. Initiation fee is \$1.00, and dues for six months' membership is \$1.75. Applications may be obtained from Indiana Mikesell, Lois Burgess, Josephine Bein, or President Gertrude Shout, at Western Pacific's general office.

President Shout would like to have employees from WP out-of-town offices attend these meetings as guests, and if anyone is interested in doing so, she would be glad to hear from them.

SPORTS



Bad weather may have stopped the California Zephyr trains from moving through the Feather River Canyon, but it didn't stop the Zephyrs from handing the fast-fading Feather River quints two defeats during the nineteenth week of WP's winter bowling league.

Hank Donnelly's 514 series was high for the two teams in a very unspectacular match, which shoved the Feather Riverites out of first place for the first time this year.

Paced by Charley Dooling's 561 series and 220 game, the Traffickers humbled the Signalers twice, while the Oakland Carmen, led by Price's 551 series and 225 game, twiced the Freight Claims.

The Auditors bowed twice to the Freight Accounts and the last place Valuation five drew the bye.

Dooling continues to lead the league with an average of 169. Other high averages are Stoney's 167 and Price's 166. Substitute Leo Pope holds the high series of 599, and Dooling the high game of 242.

Present team standings are:

TEAM	WON	LOST
Zephyrs	32	18
Feather River	31	19
Traffickers	27	24
Freight Accounts	27	24
Oakland Carmen	25	26
Auditors	23	28
Freight Claims	22	29
Signal	20	31
Valuation	18	30

With competition in the Oakland Transportation Bowling League getting hotter and hotter, Western Pacific's teams are looking for new fields to conquer and will take on all comers, the San Francisco WP bowling teams in particular.

As of February 6, Tommy Kyle, Zephyrs, leads the WP men with a 155 average, followed by Sheldon Glatt, Boxcars, with 147; Walter Brunberg, Plates, 144; R. T. Walker, Zephyrs, 143, and Howard Huffman, president of the league, Plates, 140.

One of the highlights at the alleys recently, according to reliable sources, was Brunberg's slide down the alley with his thumb in the ball. (As coordinator of training and safety for WP, Brunberg states this was an off-duty accident and is not reportable to the ICC.)

At the end of the half on December 19, team standings were:

	Won	Lost	Total Pins	Avg.	High Game	High Series
Mainliners.....	30	12	24,617	586	722	1,871
TWA.....	27	15	23,281	554	643	1,757
Greyhounds..	26	16	22,567	537	673	1,845
WP Zephyrs	21	21	24,072	573	666	1,913
WP Boxcars	20	22	22,358	532	652	1,796
WP Plates....	18	24	19,161	504	633	1,757
Streamliners	13	29	14,749	378	488	1,361
Daylighters..	10	32	17,676	453	554	1,520

The Mainliners are represented by various railroad off-line agency employees; TWA by airline employees; Greyhound by bus line employees; Zephyrs, WP traffic men; Boxcars, roundhouse and shop employees; Plates, dining car employees; and the Streamliners and Daylighters by SP employees. The Streamliners have recently dropped from the league.

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Railroad Lines

Baltimore & Ohio orders four new 1,600-hp. diesel tugboats for New York Harbor.

The 111-mile Laramie, North Park & Western, formerly wholly owned by Union Pacific, now absorbed by the parent company for operating efficiency, will be known as the Coalmont branch.

Chicago, Rock Island & Pacific introduces completely pre-cooked, quick-frozen meals on its "Peoria Rocket" and the "Des Moines Rocket" and will be gradually extended to other trains on the system.

Pacific Fruit Express has under construction 2,000 steel-sheathed wood-lined 40-ton refrigerator cars, Class R-40-26.

Pennsylvania tests new type General Electric, series A. C., electric locomotives.

Union Pacific to construct new 42-mile line between Cheyenne and Dale Creek, Wyoming, reducing grade over present line from 1.55 per cent to 0.82 per cent.

The "Lord Warden," largest "floating garage" yet constructed for British Railways, will accommodate 120 autos and 700 passengers in service this Spring via Dover and Boulogne.

Missouri Pacific's new \$1¾ million freight facility at St. Louis covers five acres all under one roof.

Class I railroads spent in 1951 an all-time record amount of more than \$1,400,000,000 to enlarge capacity and to increase operating efficiency.