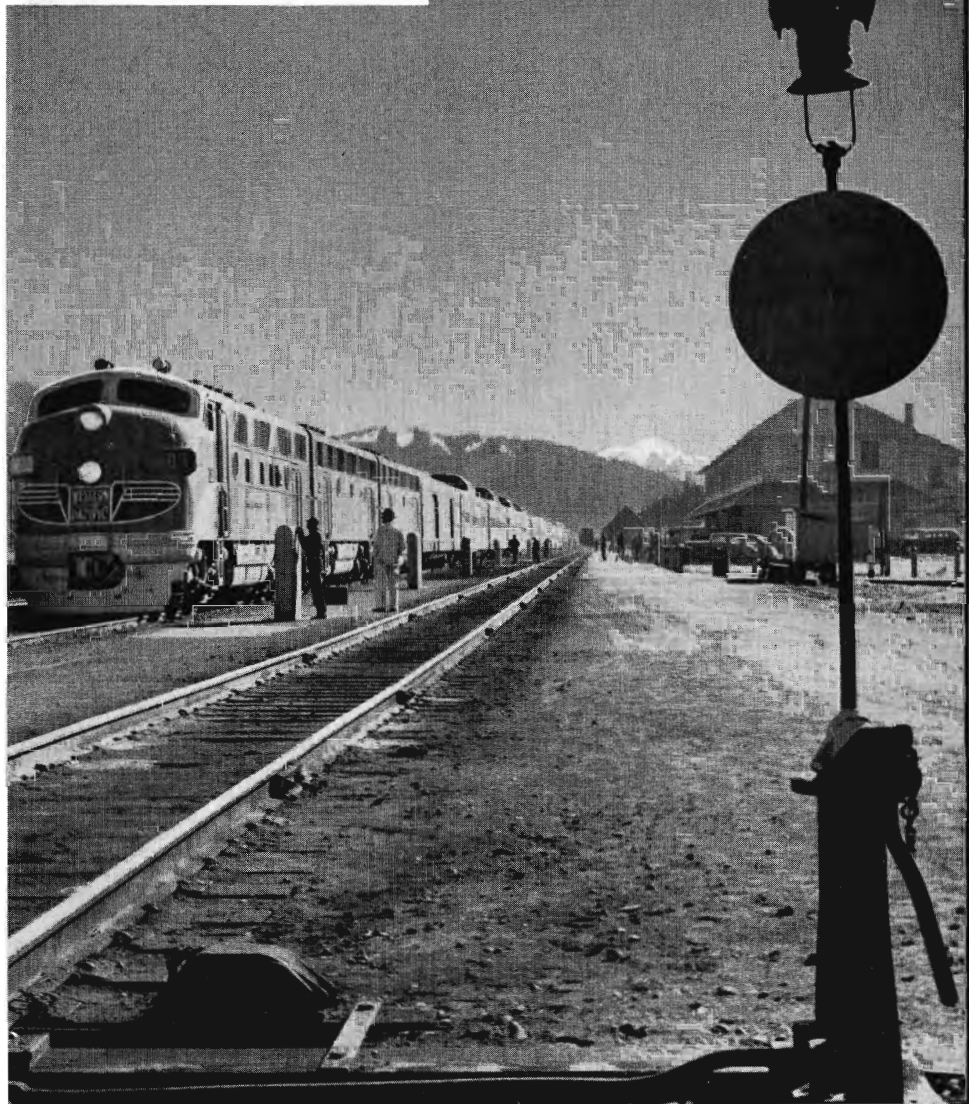


WESTERN PACIFIC
Mileposts
MAY 1951



WESTERN PACIFIC Mileposts



Vol. II, No. 10

MAY, 1951

Milepost No. 22

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

Arthur Lloyd, Jr., Associate Editor

Member American Railway Magazine Editors' Association

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Service With a Smile

What would you say when a sweet young voice on the other end of the telephone asks: "If I take the *California Zephyr*, will it arrive on time in Chicago?" Or, what seat on the train would you give an elderly lady who insists that she be seated on the shady side of the train while traveling East from Oakland? And how about the busy executive who phones at the last minute during the busy summer season for space that just isn't available and won't take no for an answer?

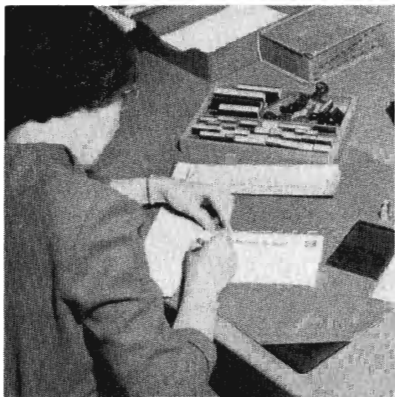
Such are a few of the hundreds of varied questions that confront employees in Western Pacific's busy service bureau each day. Questions concerning the handling of Junior's pet rabbit, somebody's prized bass fiddle, and countless other baggage problems must be answered in detail. Travelers under doctor's care, or on special diets, are vitally interested in food menus; teachers making round-the-country tours are full of questions concerning local and foreign line schedules, rates and connections, all of which must be quickly answered with courtesy and tact in order to assure that their trip

on Western Pacific will be satisfactory in every respect.

All reservations for space aboard the *California Zephyr* are made by this efficient and coordinated department. Requests originate from every conceivable source—direct from the potential passenger, from a passenger's secretary or representative, from tourist bureaus and hotels, from other railroads in all forty-eight states, or from one of WP's own off-line or on-line agencies.

Making reservations for the *California Zephyr* at the specially constructed switchboard in the service bureau are, clockwise from the left: Dean Dorsey, Bernadette McHugh, Gerald Turner, Bonnie Fleishell, Inez Doucette and Marie Webb.





Bernadette McHugh, prepares a telegraph to the agent at Portola releasing space for four passengers detraining at that point for resale to passengers boarding the train there for destinations beyond.

All reservations are handled on a first-come first-served basis. When a train is filled, additional requests are placed on waiting lists to be taken care of individually according to the order in which they were received if and when cancellations are received. Often

Claire Hickey, daughter of J. J. Hickey, general passenger agent, and secretary to Paul Murphy, manager, acknowledges a letter received from a prospective passenger.



cancellations are received as late as the morning of the train's departure, and it is then up to the service bureau to contact those on the waiting list and offer the cancelled space. Surprising as it may seem, that last-minute space is more often filled than not, and the train usually leaves on its trans-continental trip completely filled.

Many are the tricks and "angles" of those trying to get unavailable space aboard the *California Zephyr*. For instance, a big butter and egg man from the Middle West has to return home on short notice. He contacts the downtown ticket office and, finding all space gone, is placed on the waiting list. He then talks to a friend who says he knows a friend who is a friend of one of the Western Pacific "officials." According to "the friend" the butter and egg man hasn't a worry in the world, and a bedroom suite (nothing less!) will be waiting for him in a few hours. Meanwhile the butter and egg man checks out of his hotel and the desk clerk, mentioning his "connections," assures him he can also help him out. Consequently, three requests for space for this one individual wind up on the waiting list charts, probably under three different names, and creating some confusion. After many telephone calls, the service bureau locates the butter and egg man at one location or another and notifies him that a cancellation has been received and that he is now first on the waiting list for this, the only available space—a roomette. If he isn't highly insulted at being offered a roomette instead of the bedroom suite he requested, he has probably decided to travel by some other means or decided to delay his return trip. When you consider that names on the waiting list during the busy season



may daily run as high as fifty or more, you can, without much mathematical training, sympathize with your fellow service bureau employees if they keep the aspirin tablets handy.

The public has shown great interest in the Vista-dome cars and many inquiries are received as to their safety, comfort, picture-taking possibilities, etc. Passengers are usually amazed when told no extra fare is charged for riding on the *California Zephyr*, and that the Vista-domes are available to all—even children under five, who travel without fare.

One of the most difficult problems which confronts the service bureau employees is explaining the different types of Pullman accommodations, and the reason why a compartment is more expensive than a bedroom, why a bedroom suite is a better accommodation than a compartment, etc.

Originally part of the San Francisco city ticket office, under the direction of General Passenger Agent James J. Hickey, all calls and wires for reservations were handled by the ticket clerks along with their other duties. When the heavy increase of passenger traffic during World War II made it impractical for those employees to satisfactorily handle the reservations, the new bureau was established, under the supervision of J. L. Berschens, at 275 Post Street, on July 29, 1944. It was later shifted to the mezzanine floor above the ticket office, and in February of this year was moved to more spacious quarters at the general office building.

The service bureau opens at 8 a. m.

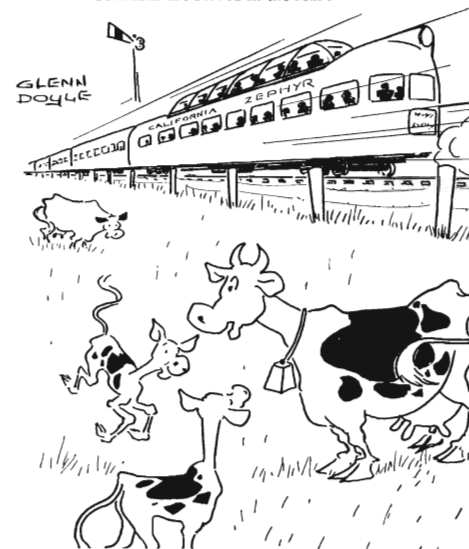


C. P. Hector, passenger traffic representative, makes a check of a passenger list with Paul Murphy, manager of the bureau.

and closes at 10 p. m. 365 days a year. The crew of 10 handle an average of 780 incoming and 190 outgoing telephone calls, in addition to approximately 85 incoming and outgoing teletype and telegram messages, daily.

Reservation and information clerks, as they are titled, must be familiar with local, interline and Pullman rates,

"Cocktails are served in the rear!"





In far-off Honolulu a *California Zephyr* display gets a prominent spot in the windows of the Matson Lines, calling attention to "the most talked-about train in the country." The display was later transferred to a window in the navigation company's Waikiki office, where it also created a considerable amount of interest, before being returned to San Francisco aboard the *SS Lurline*. This picture of the display was made available through the courtesy of J. L. O'Brien, passenger traffic manager, and F. A. Stindt, traveling passenger agent.

be able to make Pullman reservations, quote schedules and Pullman tariffs. They must be familiar with the provisions of various local and interline one-way and round-trip tariffs, be able to read time tables, of course, and possess pleasant phone personalities with tact, patience, and the willingness to be helpful. They must be familiar with the make-up and operation of trains and have a knowledge of connecting railroads and competitors.

Present manager of the service bu-

reau is Paul F. Murphy, who came to Western Pacific as ticket agent at Salt Lake City on January 14, 1946, and came to San Francisco in May of that year for his present assignment. Born in Butte, Montana, on August 24, 1908, the seventh of eight boys, he received his early railroad training as a conductor for the Pullman Company.

Paul lives in San Francisco with his wife, 13-year-old son, Donald, and 8-year-old twin daughters, Joyce Ann and Jeanne Marie.

Results From Good Service

There's no doubt about it—the ever-increasing popularity of the *California Zephyr* is due in no small part to the little acts of kindness shown our patrons by many of the Western Pacific employees who daily perform little services for our patrons beyond their line of duty. Little things that may seem insignificant at the time leave favorable impressions on our passengers, not all of whom take the time to write the management of their gratitude, as did Mrs. Lois Gullipsen of San Mateo, California:

"When the *Zephyr* pulled out this morning I realized my car keys were in my husband's pocket aboard the train. The man at the loud speaker 'phoned the Oakland station asking to have Mr. Gullipsen contacted and the keys retrieved.

"I managed to get to the Third and Washington Station where Mr. J. B. Dillon, your agent, had my keys, much to my delight. However, what really impressed me, was Mr. Dillon's offer to take me back to my car at the Terminal. It is so seldom these days that an employee goes beyond the line of duty. It left a warm feeling within me for the 'Western Pacific'."

That the entire Western Pacific personnel has concerted its efforts to make the *California Zephyr* the finest train in the nation is exemplified in the many letters received by the management from patrons such as Sil Oliva, owner of the Exposition Fish Grotto, famous restaurant at San Francisco's Fisherman's Wharf, who wrote President Whitman as follows:

"During the past years I have done a considerable amount of traveling. Recently, I made a trip to Denver on the *Zephyr* which was most enjoyable and I wish to commend you for the service rendered by Steward M. J. Zellin who took care of every detail contributing to the comfort of Mrs. Oliva and myself on the trip.

"Much to my surprise on the return trip Mr. Zellin was the steward, and again we were extended every courtesy and made to feel very much 'at home.' Stewardesses (Zephyrettes) La Faun Williams and Nellie O'Grady were most congenial and added pleasure and comfort while traveling. You are most fortunate in having Mr. Zellin, Miss Williams and Miss O'Grady in your employ.

"Here at the Exposition Fish Grotto I employ about 125 people so I know what it means to have loyal employees who can render excellent services such as your steward and stewardesses as mentioned above.

"Commending you again on the services and courtesies enjoyed, I am,"

One *California Zephyr* passenger, Albert V. Horner, of San Francisco, so enjoyed his recent trip, he wrote President Whitman, as follows:

"After a sojourn of six months, in Toronto, Canada, for my return trip home several weeks ago I met and boarded the (California) *Zephyr* at Chicago. I've traveled a great deal in three countries, but can honestly say that I never before experienced the impressive haunting memory I hold of the swift, smooth, and

commodious *California Zephyr* and the unforgettable scenes I witnessed on her fascinating route from Chicago.

"Embodied in the accompanying verse is my gratitude to the skillful engineers, the congenial lady announcer, the wonderful courteous staff of the (California) *Zephyr* and the kind and efficient Mr. Morrison of the C.P.R. ticket offices, Toronto, who selected for me the most enjoyable trip of my career. So in conclusion—

*"The beauties of creation, they inspired my wondering Soul
In all their scenic grandeur, as I swiftly journeyed home,
A dream where nature seemed atune, in grand harmonious whole
Were these, the scenes I witnessed, from the peaceful Vista-dome,
In all my voyaging through life, I say in truth, that never!
Have I enjoyed a train like this, THE CALIFORNIA ZEPHYR."*

NEW TRAVEL BOOK

A second book, *California*, was published by Simon and Schuster on December 8, offering accurate information on the important travel and vacation areas in the state. The first volume, Florida, was an immediate success, and books on other states, now in process, will be announced as ready.

California may be purchased from the publisher, 1230 Sixth Avenue, Rockefeller Center, New York, N.Y., for \$1.00. Published after a year of intensive investigation in California, thousands of Californians filled out more than 2,000 questionnaires on things to see and do in the state, its hotels, restaurants and motor courts. In addition to about 75,000 words of text, associated with 31 clear maps and some 45 pictures, the Guide contains features of unusual interest, such as descriptions of towns and cities, State and National Parks, Forest areas, golf courses, mountain and desert playgrounds. Anglers will be interested in 70 specific fishing opportunities. Ski centers and race tracks appeal to the sportsman and sportswoman, and California's 21 historic missions are de-

scribed. Feature material is also included on wines and vineyards, citrus industry, shopping opportunities and clothes to wear.

The book is believed to be the most complete, most accurate and impartial list of its type ever prepared.

SOUVENIR BOOKLET

During its broadcast on April 16, the Railroad Hour offered an interesting souvenir booklet to radio listeners who wished to become better acquainted with the talented group of singers, musicians, writers and technicians who, working as a team, plan, prepare and produce the weekly programs for this entertaining musical production.

The Railroad Hour opens the galaxy of musical productions which makes Monday evening distinctly a "Night of Music." Tune in each Monday evening, 8 to 8:30 p. m. Eastern Time, 7 to 7:30 p. m. Central Time, 9:30 to 10 p. m. Mountain Time and 8:30 to 9 p. m. Pacific Time on the NBC network.

Copies may be obtained from the Association of American Railroads, Transportation Building, Washington 6, D. C.

Nurses Travel With Blood Bank Car

An old saying goes that "home is where I hang my hat." Nothing could be more true for the four Red Cross nurses assigned to Western Pacific's military blood procurement car. The "Charles O. Sweetwood" is their home en route through California, Nevada, and Utah, or while stationed at small communities without desirable hotel accommodations.

At each stop the staff is augmented by Red Cross volunteers and doctors are provided through local and state medical societies. Staff nurses perform all duties connected with the blood donations. Red Cross volunteers selected for duty aboard the car serve as staff aides, Gray Ladies, Nurses' Aides and canteen workers.

The car lends itself perfectly to blood procurement duty. Of its five bedrooms, four are used for actual blood giving while the fifth, equipped for a secretary's use, serves as office and testing laboratory. The rear-end lounge is the reception and waiting room. The dining room is the canteen where donors are served refreshments. Blood received is temporarily stored in the car's large refrigerators while waiting to be picked up by the *California Zephyr* each day for shipment to the Cutter Laboratory at Berkeley for processing, before being rushed overseas to our fighting forces.

On an average day, one hundred donors are processed. This results in from 85 to 90 pints of blood. Some communities strive for an even 100 pints a day, which makes it necessary to schedule up to 125 donors. The car

usually operates on a six-hour daily continuous schedule.

Red cross nurses who have served aboard the car in its first three months of operation since January 10 include: Ella Fuhs, Glendale; Lois Cramer, Ruby Poore, Virginia Vance, Oakland; Rosemary Bulich, Julia Rigutto, Portland; Ann Zoll, San Francisco; and Vivian Rott, Stockton.

Louis Griffin, Western Pacific business car porter, also serves aboard the car.

DONATIONS

STATION	NO. DAYS	DONATIONS
Herlong	2	105
Loyalton	2	182
Carlin	1	41
Wells	2	86
McGill	1	87
Ely	2	164
Ruth	1	94
Wendover	1	46
Tooele	1	22
Tooele Ordnance Depot	3	219
Deseret Chemical Depot	2	207
Garfield, Utah	1	116
Magna	1	119
Bountiful	1	58
Layton	1	83
Hill Air Base	2	165

Donations through April 19..... 1,794
Previously donated through March 9..... 2,867

Total 4,661

Employees of the Kennecott Copper Corp. mills set a record of 235 donations for the two days the "Charles O. Sweetwood" visited Garfield and Magna, Utah. Previous one-day high record was set at Hayward when 109 pints were donated early in March during a three-day stopover at that station.

A newspaper received a call from a man's wife who wanted to place her spouse's name in the obituary column because she caught him kissing his secretary.

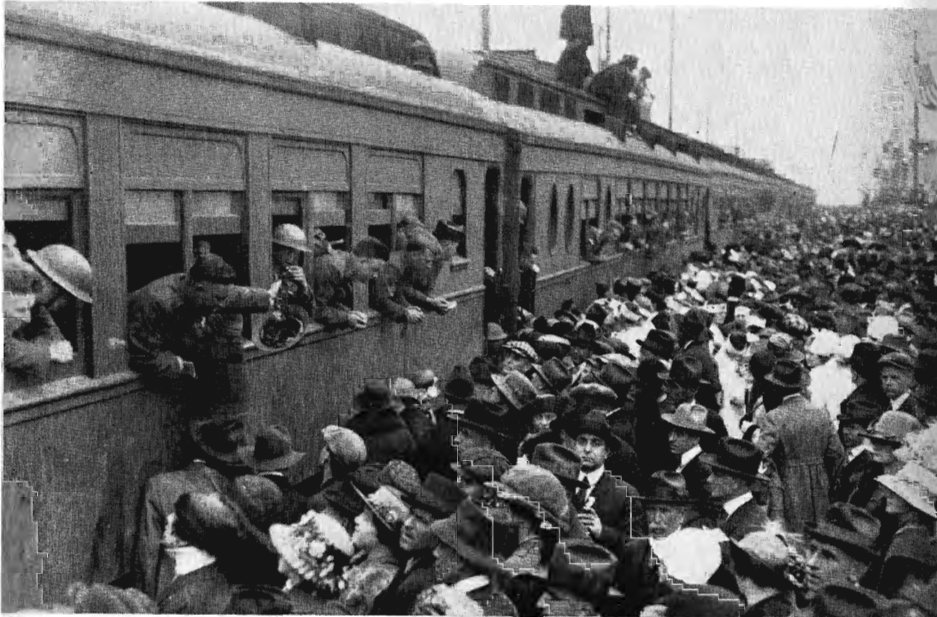
"How long has he been dead?" she was asked.
"He starts tomorrow!" —Railroad Journal.

One way to give an automobile a lasting finish: Try to beat a train to a crossing. —T & P Topics.

IN THE GOOD OLD DAYS

(The article and pictures on Pages 10 and 11 appeared in the March 4 issue of *Parade Magazine*, and the photos were furnished MILEPOSTS through the courtesy of Mr. Walter Boden, of the *Oakland Tribune*.)

ALL of Oakland, most of the Eastbay area, went wild 32 years ago in celebration of the return from France of the men of the 159th Infantry regiment. It was on a Sunday, April 27, 1919, when their Western Pacific train came in at Third and Broadway. The streets were choked with welcomers; the entire community exploded its greeting.



DETACHMENTS of the 163rd and the 347th of the 91st Division had joined the 159th in the home-bound trip. They, too, marched with the returned heroes. Pretty girls strewed flowers—California poppies and other wild flowers—under their marching feet, five bands blared, orators shouted themselves hoarse and the crowd-choked streets were in an uproar.

OF COURSE, the ubiquitous E. A. "Doc" Rogers, dean of Tribune cameramen, was there. These are his pictures. They tell their own stories and need no captioning. The Tribune had sent a cameraman to meet the troop train at Oroville and pictures were flown back from Marysville to the Albany flying field and rushed to The Tribune for a notable news "beat." The story proudly related that the 95-mile flight from Marysville to Albany was made in the "remarkable" time of one hour and fifteen minutes.

\$1,500 IN PRIZES OFFERED FOR ESSAYS

For the best essay on the subject "Essential Provisions of an Adequate National Transportation Policy," the 1951 Roy V. Wright Memorial Essay Contest of the New York Railroad Club will pay \$500. Ten prizes of \$100 each will be awarded to entrants submitting the ten next-best essays.

To be eligible for consideration by the judges, essays in this contest should be not less than 2,500 nor more than 7,000 words in length. They should be type-written, double-spaced, on one side of the paper only.

Papers must reach the office of the Executive Secretary, New York Railroad Club not later than Monday, October 1, 1951.

Anyone interested in entering the contest may obtain a circular outlining the rules, conditions, and explanations, by writing C. T. Stansfield, Executive Secretary, New York Railroad Club, 30 Church Street, New York 7, N. Y.

Meet Our General Chairmen

(This is the fourth of a series of articles about Western Pacific's General Chairmen. Personalities of the employees serving as General Chairmen for the other railroad labor organizations, as well as the chairmen who are not WP employees, will appear in future issues of MILEPOSTS.)



Many amusing incidents occur in the life of a railroad passenger conductor, and to A. W. Arnall, General Chairman of the Order of Rail-

road Conductors, one of the most fruitful sources of these is distributing ferry tickets to passengers before their arrival at Oakland Pier for passage to San Francisco. Of the hundreds of questions, probably the one most frequently asked is: "If I don't use this (ferry ticket) can I get a refund from my agent when I return home?" And to top it off, when parents find out there is no charge for the ferry tickets, they immediately insist on tickets for the children, even though children under five pay no fare.

This, of course, has been going on since conductor Arnall first came to Western Pacific on July 24, 1924, following service as a brakeman for the Southern Pacific at Tracy in December, 1919, and later service with the Texas & Pacific, Union Pacific, and Santa Fe.

"Ace" was born November 11, 1901, at Edith, Colorado, later moving to Colorado Springs and then to Portola in 1912, where his father was wood superintendent for the Feather River Lumber Co. The family moved to Galt, California, where Arnall graduated from high school in 1919 and started out on his railroad career which found

him promoted to conductor in September, 1927. He became Local Chairman for Division 570 of the O.R.C. in 1936, serving in that capacity until his resignation in August, 1942, to enter the Armed Forces.

He received Army basic training at Claiborne, La., and trained on the Missouri Pacific before going overseas to Oran, Africa, in May, 1943. As Technical Sergeant (assistant trainmaster) he supervised train service, set up yard offices and instructed conductors, which included holding classes on the French Book of Rules. Commissioned at Algiers in January, 1944, he was flown to Naples, to take over all yard operations for the 715-R.O.B., where he set up and put into operation eight terminals. He returned from overseas December 1, 1945, was honorably discharged and again entered passenger service out of Oakland Pier.

One of his most unusual experiences while in Africa occurred when operating trains without air brakes. "We had a derailment and the cars became uncoupled, ran into a siding with a string of cars, which ran out the other end and we had a head-on collision with them."

Arnall was elected General Chairman of the O.R.C. in October, 1949, which position he now holds while serving as passenger conductor for the WP.

Arnall lives in San Leandro with his wife and 5-year-old daughter, Martha. He is a member of the Blue Lodge at Portola, and other Masonic affiliations include the Consistory at Sacramento, and the Aahmes Temple of Shrine at Oakland.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of April, 1951:

35-YEAR PINS		
Roy B. Gorham.....	Locomotive Engineer.....	Eastern Division
William Q. Herron.....	Switchman.....	Western Division
Charles R. Mallinson.....	Towerman.....	Signal Department
Don W. Segur.....	Conductor.....	Western Division
30-YEAR PINS		
Tom K. Kocotis.....	Carman.....	Mechanical Dept.
Joseph F. Roderick.....	Blacksmith.....	Mechanical Dept.
25-YEAR PINS		
A. W. Arnall.....	Conductor.....	Western Division
Charley L. Ashley.....	Section Foreman.....	Eastern Division
Lester P. Hamilton.....	Yardmaster.....	Western Division
Logan Paine.....	Asst. Secretary.....	Executive Office
Fred E. Peters.....	Clerk.....	Western Division
20-YEAR PINS		
Leroy S. Field.....	Signal Foreman.....	Signal Department
Herbert H. Gillespie.....	Sheet Metal Worker.....	Mechanical Dept.
Albert O. Glenn.....	Section Foreman.....	Eastern Division
Hyrum A. Hutchinson.....	Section Foreman.....	Eastern Division
Herman B. Patrick.....	Section Foreman.....	Western Division
Charles C. Story.....	Assistant Engineer.....	Engineering Dept.
John A. Webb.....	Conductor.....	Western Division
George T. Whitlock.....	Locomotive Engineer.....	Western Division
15-YEAR PINS		
Don G. Gaynor.....	Conductor.....	Western Division
William H. Lucas.....	Conductor.....	Eastern Division
10-YEAR PINS		
Fred C. Marty.....	Machinist.....	Mechanical Dept.
Rudolph L. Muckleroy.....	Waiter.....	Dining Car Dept.
Aaron M. Redwine.....	Section Laborer.....	Western Division
Robert L. Rheingans.....	Sheet Metal Worker.....	Mechanical Dept.
Walter O. Walbruck.....	Track Laborer.....	Eastern Division

MITTELBERG, NEW PRC PRESIDENT

Walter C. Mittelberg, general freight agent for WP, was elected president of the Pacific Railway Club at their meeting held in San Francisco's Sir Francis Drake Hotel, April 19, succeeding James M. Souby, Jr., of the Santa Fe. Stanley M. Houston, SP, was elected First Vice President, and S. E. Byler, Santa Fe, secretary.

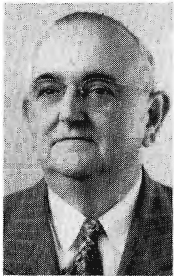
The next meeting is scheduled for Sacramento on June 21, at which time Frank Molloy of the Southern Pacific will give a feature talk on a mechanical subject.



James M. Souby, Jr., retiring president; Walter C. Mittelberg, president-elect; Stanley M. Houston, first vice president; and S. E. Byler, secretary.

LAUMER ENDS LONG SN CAREER

When the Sacramento Northern shops at Chico were combined with Western Pacific shops at South Sacramento last month, superintendent of equipment and general storekeeper Gerald K. Laumer thought it would be a good time to end his long railroad career and devote full time to other business connections in Chico.

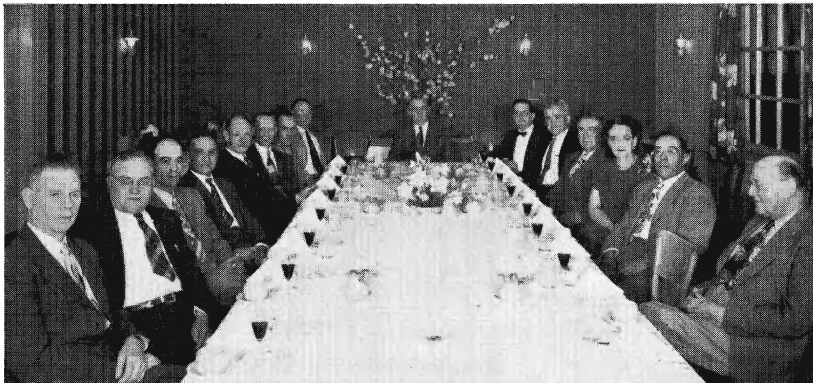


Born at Titusville, Pa., on April 6, 1898, Laumer became interested in railroading at an early age when he worked as a special trainee in car and locomotive maintenance for the then second largest lumber company in the world, which had extensive railroad operations. In Janu-

ary, 1919, immediately after being honorably discharged as second lieutenant, U. S. Army, he became a clerk with the Terminal Association at El Paso, Texas. When that Association was abolished in March, 1920, he accepted a position as car inspector with the Joint Car Inspection Association of El Paso Railways, later becoming chief clerk.

Following a short experience as carman for the Texas & Pacific in 1927, Laumer came to California in July, 1928, and went to work as carman for the Southern Pacific at San Jose. He left that road to accept a position as chief car inspector for the SN in January, 1930, supervising car department employees on the entire railroad. He subsequently held positions as interchange foreman, general car inspector and superintendent of equipment, to which position the duties of

Attending the dinner given G. K. Laumer on March 26, were: J. L. Hunting, carman; J. B. Tkach, carman; M. T. Pantalone, machinist's helper; Frank Azevedo, laborer; R. R. Hare, machinist; A. R. Jorgerson, machinist; Audrey Stafford, blacksmith's helper; J. M. Johnson, laborer; Laumer, Anthony Santos, lead electrician; George Pettit, carman; J. A. Abbey, blacksmith; Pearl Cook, chief clerk store department; Manuel Aguiar, laborer, and Hans Wellendorf, chief clerk mechanical department. R. B. Booth, electrician, and J. H. Walker, stockman, members of the force at Chico, were not present at the dinner.



RAILROADERS HAVE FAVORABLE LIFE SPANS

According to facts recently developed by the Railroad Retirement Board, four out of every five railroaders who have retired under the Railroad Retirement Act were still alive five years after their retirement. Almost three out of five were still on the rolls ten years after their annuity began.

The Board also stated that its most recent figures indicate that the life expectancy of railroad age annuitants now aged 65 is 13 years, and of those now aged 70, almost 10½ years. Even 80-year-old annuitants can, on the average, look forward to enjoying their retirement benefits for more than six years.

These figures go a long way toward disproving the statement often made that railroad employees as a group live only a few years after retirement. When compared with white males in the general population, the life expectancy of a railroad nondisability annuitant is appreciably higher.

The Board points out that the life-expectancy figures do not apply to a particular individual. They refer to age groups with respect to which averages are obtained. Obviously, a particular person may live considerably longer than the life expectation applicable to his age group, but also he may die much sooner.

LAUMER . . .

general storekeeper were added in May, 1950. He resigned on April 16, 1951.

A great friend of the rail fans, he was always on hand to make their numerous trips over the Sacramento Northern pleasant and successful.

Laumer resides in Chico with his wife and one son and one daughter who are attending Chico High School and Chico State College, respectively. Another married son lives in Sacramento; another daughter and two granddaughters in Lincoln, California; and a third daughter lives in Hartford, Connecticut.

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:

Manuel M. Bettencourt, chief rate analyst, San Francisco.

Thomas Gilbraith, brakeman, Eastern Division.

Mary W. Naylor, telegrapher, Knolls, Utah.

Ress B. Walker, locomotive fireman, Eastern Division.

Charlotte T. Williams, per diem clerk, San Francisco.

TOMASSO STILL MISSING

Western Pacific special agents and police from localities along the Feather River Canyon have still found no trace of Leonardo D. Tomasso who mysteriously disappeared after leaving Oroville on October 5, 1950, with Mrs. Ethyl Johnson, 65, en route to Reno where they had planned to be married.

It was Tomasso who drove the last spike completing Western Pacific rails on the Spanish Creek Bridge at Ked-



die on November 1, 1909, and reenacted the historic occasion during the Ruby Jubilee celebration on the company's fortieth anniversary in November, 1949.

Many attempts have been made to find some trace of the missing couple, and only recently police made another search on foot along the Feather River between the West Branch bridge and Pulga for any indication that the automobile had gone into the river. Several suspects have been questioned for the possibility that the couple may have been picked up a hitch hiker and met

In Memoriam

Charles Folsom, eastern division foreman, died on February 17. He entered company service March 12, 1947, and is survived by his father, James E. Folsom, of Montebellow, California.

John P. Graham, Central California Traction Company dispatcher, died on March 18, 1951. Mr. Graham entered company service August 14, 1947. He is survived by his widow, Mrs. Lillian Graham, of Stockton.

Lou Harkness, mechanical department laborer, died on March 18, 1951. Mr. Harkness began service with the company August 28, 1950.

William A. Kingdon, mechanical department laborer, died on March 13, 1951. He entered company service April 12, 1949, and leaves a daughter, Joan L. Cox of Greenville, California.

Junior E. Love, laborer on the eastern division, died February 6, 1951. He was employed by the company on March 12, 1949. He is survived by his mother, Mrs. Dollie T. Love, of Chattanooga, Tennessee.

Alfonso L. Martinez, section laborer on the Western Division, died February 26, 1951. He entered company service November 21, 1950. Mr. Martinez is survived by his father, J. Paz Martinez, Purrtu De Vargas, Ecuandurro Mich, Mexico.

Boilermaker helper, Orinza M. Morlock, died on March 28. His service with the company began October 9, 1930. He is survived by his widow, Mrs. Emmie Morlock, of Stockton, California.

Retired carman helper John S. Richardson died on February 18, 1951. Mr. Richardson began service with the company on May 22, 1924, and retired March 1, 1945.

with foul play, but no definite clues have as yet been found.

Any information that may be helpful in locating the missing couple should be reported to chief special agent, A. D. Thatcher, Western Pacific Railroad Company, 526 Mission Street, San Francisco, or to your local police.

Dr. Spencer

Dr. Frank D. Spencer, 60, a leading physician and surgeon in Salt Lake City for many years, died of a heart ailment on April 13.

He was on the surgical staff at Salt Lake General Hospital for many years and was a member of the staff of St. Mark's Hospital there, serving as its president in 1946. He joined the staff of



the WP Medical department in 1924, was also associated with the Denver & Rio Grande Western Railroad and the Utah Fuel Co., and served as medical director of the Pacific National Life Insurance Co.

A native of Salt Lake City, Dr. Spencer was born

February 2, 1891. He received his doctor of medicine degree from Columbia University College of Physicians and Surgeons in 1918, and previously graduated from Utah State Agricultural College, Logan, Utah, with a Bachelor of Science degree. He served his internship in Bellevue Hospital in New York, then was obstetrical resident at Manhattan Maternity Hospital and surgical resident at Presbyterian Hospital in New York. He began his practice in Salt Lake City with Dr. R. S. Allison.

Dr. Spencer is survived by his wife, a son, daughter, sister, brother, and six grandchildren.

"Just fancy that," exclaimed the proud mother, "they've promoted our Herbert for hitting the sergeant. They've made him a court martial."

George L. Dorris

We regret to report the death of George L. Dorris, engineer, who passed away while on duty in Oakland yard April 15. A veteran of World War I, George was buried at Golden Gate Memorial Park in San Bruno. He is survived by his widow, Mrs. Ruth Dorris.

Jesse Barnett

Another loss, which will be felt by his many, many friends around the Bay Area, is that of Jesse Barnett, switchman, who passed away April 23 after a long illness. He is survived by his widow.

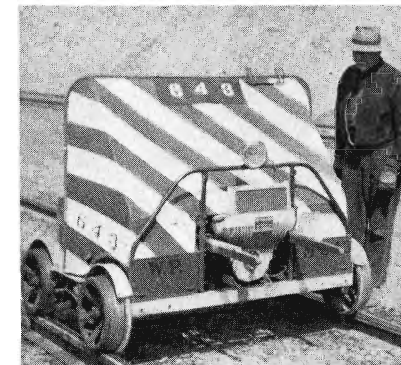
RAILROADING does change. In 1936 the rail industry bought six steam locomotives for every diesel purchased. In 1949 for every steam locomotive purchased they bought 90 diesels!

—T & P Topics.

Class I railroads, excluding switching and terminal companies, had 1,252,619 employees in February this year, according to an announcement by the Interstate Commerce Commission.

SUPER SALESMAN: A man who can make his wife sympathize with the girl who has lost her compact in his car.

—T & P Topics.



J. A. Hamilton, yardmaster, sent in this photo of Jack Goodwin, whose death was reported in the April issue. The picture was taken some time ago at Keddie.



The Budd car arrives at Turlock depot, and a large group was on hand to welcome its arrival.

TIDEWATER SOUTHERN HOST TO RAIL FANS

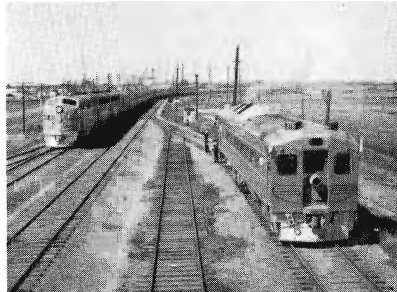
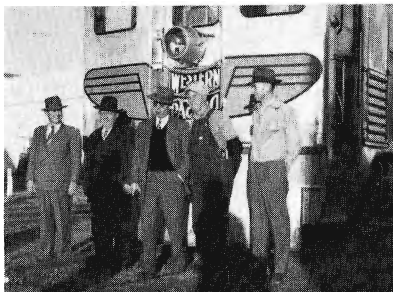
On Saturday, March 31, the Tidewater Southern resumed passenger service for one day for the Northern California Railroad Club fan trip. The trip was made by 65 rail fans from Oakland to Turlock and return on Western Pacific's rail diesel car. This was the first appearance of a passenger train on the TS since 1932, which prior

to that time, operated regular passenger service to Stockton.

To make the trip a pictorial success for the fan club, the car was brought over the bridges of the Tuolumne and Stanislaus rivers so the fans could disembark and photograph the car after it had backed across the bridges they had just crossed over.

The club was accompanied on the trip by J. E. Kenady, TS superintendent; H. O. Stumbaugh, conductor; N. F. Roberts, WP road foreman of engines; F. B. Edgerton, engineer, and J. W. Crawford, brakeman.

The rail car waits on the TS track at Ortega while the California Zephyr passes by, headed west, giving the rail fans a first-hand look at the famous streamliner in action. Photos by Al Rose.



PROMOTIONS AND TRANSFERS

After nine months of service as assistant to general manager, Colin C. Eldridge was appointed assistant trainmaster at Oakland, effective May 1. Territory includes San Francisco and Oakland terminals including main line Oakland to East Niles Jct. and San Jose branch.

Colin came to Western Pacific in October, 1947, as special assistant in the executive department, with principal activities pertaining to operating and mechanical subjects, as well as studies in economics, finance and traffic, much



of which concerned operation of the California Zephyr trains. He first began railroading upon graduation from Cornell University in 1941 when he entered the employ of the Burlington Lines as a lineman in the telegraph department. Following 54 months of active duty with the U.S. Army he returned to the Burlington as a locomotive designer in their mechanical department. He was later placed in charge of the dynamometer car testing for that railroad.

Leland D. Michelson has been appointed acting trainmaster with headquarters at Salt Lake City vice H. L. McGlothlen, who has been granted an indefinite leave of absence on account of illness. Michelson will have jurisdiction over WP operating matters at Salt Lake City and territory from Jeremy Street, Salt Lake City, to Ellerbeck

Junction, inclusive, and the Tooele and Ellerbeck branches.

Born in San Francisco July 5, 1914, the family moved to Elko where his father, the late A. P. Michelson, was chief dispatcher until his death in February, 1942. Young Michelson began railroading at the early age of 13, calling crews at Elko while attending school. A track, baseball and basketball star at Elko High School, he earned an athletics scholarship for Stanford University, which he never used. In 1932 he tried out with the Sacramento Solons, but rather than being "farmed out" for more experience, he returned to railroading that year.



During his railroad career he has served as ticket clerk, cashier, agent, warehouseman, timekeeper, assistant accountant, and traveling freight and passenger agent. He also worked as chief clerk to the eastern division superintendent and traveling auditor before his assignment as auditor of payrolls in August of 1949, which position he has held until his recent appointment.

Lee now lives in San Francisco with his wife and daughter, Barbara Lee, who celebrated her 14th birthday May 3, and while he likes living in the Bay Area, plans to move to Salt Lake City which will afford him some opportunity to again get in a little hunting and fishing.

James E. Baker, appointed traffic representative at Chicago April 9, was born at Columbia, Ky., April 10, 1919,

where he received his primary and high school education.

In 1936 Jim left the Blue Grass State for Chicago with his family, graduating from the Freight Traffic Institute and attending Gregg Business College. He now attends Northwestern University School of Commerce, Chicago, in the evening.

After a few years in the construction field, Jim began railroad service with the Chicago Union Station Company in July, 1941, as baggage information clerk. From January, 1944, to December, 1945, he served in the U. S. Army, with some time in the Military Railway Service. When discharged, Jim returned to the Union Station Company and left there in February, 1948, to join Western Pacific as clerk at Chicago.



He is a member of the American Legion, Chicago

Transportation Club and the Freight Traffic Institute Alumnae.

Jim lives in Downers Grove, a suburb of Chicago, with his wife and eight-year-old son, Jimmy, and spends most of his free time raising prize flowers and vegetables, and serving as Chicago correspondent for MILEPOSTS.

When the California Zephyr pulled out of Union Station April 4, it took a part of the Chicago office—the McGrath family—accompanied with the hearts of all, on their way to San Francisco where Bill began work April 9 as rate analyst in the freight traffic department.

Bill came to Western Pacific in 1941 as steno-clerk from the Pennsylvania Railroad's law department. Four years

in Uncle Sam's Navy interrupted his service with the company, and upon his return met Rita McEnerney, one of the girls hired to replace the boys in the service. It was no task to see the interest Bill had for Rita which ended with their marriage in 1947. Little Billy was born last September.

Prior to Bill's recent promotion and appointment as traffic representative in 1948, he held nearly every clerical position in the Chicago office.

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



At a farewell party given in their honor, the McGrath family were presented with a two-suitier bag by bossman Art Lund as a token of memory from the Chicago office force.

Other promotions and transfers effective recently include the appointment of H. H. Elliott from roadmaster, fourth sub-division, to assistant division engineer at Elko; R. J. Mounkes, assistant roadmaster, Keddie, to roadmaster fourth sub-division; Charles Miller, assistant roadmaster, Elko, to roadmaster, Wells; B. L. Peterson, section foreman, Wendover, to assistant roadmaster, Elko; S. F. Burmeister, track supervisor to assistant roadmaster, Keddie; and D. C. Charlebois, roadmaster, Wendover, to roadmaster, Winnemucca.

CAR LOADINGS

A WIDELY USED BUSINESS THERMOMETER



"As the railroads go, so goes the nation's business." This remark, made by a financial writer, helps to explain why business men who want to keep on top of current economic activity watch railroad statistics on carloadings, equipment purchases and earnings with more than casual interest.

At noon every Thursday a press release is issued by the Washington, D. C., headquarters of the Association of American Railroads which is of special interest to railroad men and financial editors all over the country. It is the announcement of freight carloadings for the previous week. Wire services immediately relay the report to newspapers throughout the nation, which give it a prominent place on financial pages.

There is a good reason for this interest in the number of railroad freight cars loaded and moved each week. Economists, businessmen and financial experts know that, since the railroads carry the bulk of the nation's freight, the volume of carloadings provides a yardstick for measuring the nation's economic activity.

Compiled by A. A. R. statisticians from data supplied by individual railroads, the carloading report is broken down to show loadings by districts and also by freight classifications, such as coal, grain, livestock and ore. It gives comparisons of loadings during the

current week with loadings during the corresponding week of the previous year and during the preceding week.

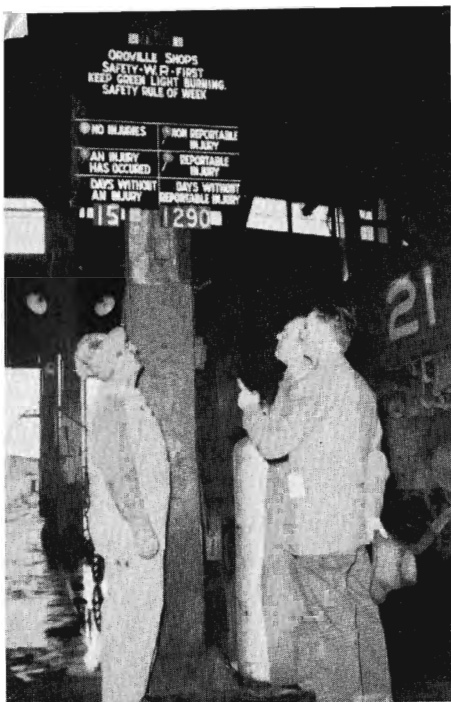
The close correlation between carloadings and economic activity is evident in all the ups and downs of industry which have occurred over the past decades. During the depression of the 1930's, for example, railroad carloadings hit an all-time low. The gradual trend of business recovery was traceable in the steady rise in carloadings. More recently, an increase in carloadings has reflected the rise in business activity and the nation's defense needs.

Other reports issued periodically by the Association are also widely used by editors, financial writers, economists and businessmen to gauge the trend of business activity. One of these carries the combined figures for the railway industry, showing orders placed for new equipment as well as the number of new locomotives and cars placed in service.

Still another index to business conditions is provided by railroad earnings. A monthly report is issued from A. A. R. headquarters, and earnings of individual railroads are made public by the roads themselves and are published on many financial pages, in abbreviated form, every month.

The Railroad Hour presents famous musical shows every Monday night over the National Broadcasting Company network.

WHO OWNS American business? The University of Notre Dame has found that 70 per cent of all dividends go to people making less than \$5,000 a year!



Roundhouse foremen, Dewey Gerrick, W. F. Stevens and R. T. Ronan inspect the new safety board at the Oroville roundhouse. The board has four lights, which burn green at all times except when an accident occurs, and a red light burns for 24 hours following the accident, denoting whether the accident was a reportable or non-reportable injury. The board shows they have gone 15 days without an injury, and 1,290 days without a reportable injury.

The board was put into practice by Ronan after reading of the idea in a recent railway publication.

FOR 1951—A RATIO OF 4.0!



In the Armed Forces

In addition to the fifty-four persons previously listed in MILEPOSTS, the following Western Pacific employees are now serving in the Armed Forces:

- C. L. ALLEE, carman apprentice, Sacramento Shops.
- F. M. BARNES, switchman, Oroville.
- BERT G. BROWN, switchman (furloughed), Stockton.
- C. E. DREYER, S.M.W. apprentice, Sacramento Shops.
- H. L. GONSALVES, carman apprentice, Sacramento Shops.
- WM. G. GORDON, JR., asst. payroll clerk, general auditor's office.
- D. L. HICKSON, inside hostler helper, Oroville.
- E. W. OLSEN, lineman, telegraph department.
- J. L. ROLLER, carman apprentice, Sacramento Shops.
- ANDREW STRITZEL, carman apprentice, Sacramento Shops.
- R. W. WASHBISH, JR., carman apprentice, Sacramento Shops.

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.

Pullman cars used on some of the trains operating between Chicago and the Pacific Coast make as many as from 72 to 90 round trips a year, depending on the schedules and layovers.

Carpets on the floor of Pullman cars have to be replaced about every two to six years, depending upon carpet type and color used.



Caboosing

Sacramento Store

Our spring weather was too much for ERIC BORG and ED HAWKINS, who both bid on outside jobs. Eric is now Crane Car Operator, and Ed has gone to Store 7, taking RENO PICCHI's place, who bid in on the newly created Store 8 job.

GEORGIA CHINDAHL received the bid for assistant price clerk, and ALTON DABBS is now stock and report clerk.

We extend welcome to EILEEN SMITH, comptometer operator and clerk, and HELEN MELSON, who is helping out with the filing—glad to have you with us!

VERN NELSON received the bid on the purchase bill clerk's desk.

Our sincere sympathy is extended to KENNETH WILCOX over the recent loss of his grandmother.

BRUCE STILWELL went to the hospital for a tonsillectomy last month and hopes that his throat troubles are now over.

MARGARET WESTLAKE returned from a week-end trip to Bakersfield loaded down with things to put the finishing touches in the new home she and Spencer moved into last month at 1449 London Street.

Wendover

We welcome two newcomers to our midst this month, Mrs. PAULINE MILLIGAN, roadmaster's clerk, and GEORGE M. OLSEN, switchman.

Yard clerk HARVEY NAYLOR would like to inquire of ELMER LINDQUIST,

Oakland traffic department, "what do you have to do to rate a big fishing trip such as was described in March Mileposts?" For a real fishing thrill, Harvey says Elmer should come over and let us show him how to catch salt mackerel on the Great Salt Lake Desert! [EDITOR'S NOTE: We'll be glad to run a picture of one of those mackerel—even the "one that got away!"]

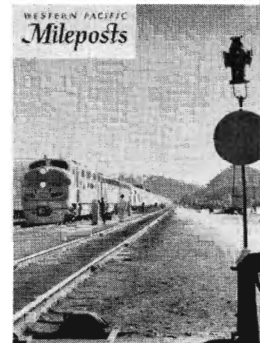
Our telegraph office has received a face lifting the last few weeks and we are quite proud of our new desk and various other new office equipment. Only thing SHIRLEY LEE can't understand is how someone always managed to place a broom in her hand just when things were scattered and messiest. "I wonder whodunnit?" says she.

DICK CHETWYND, formerly relief telegrapher, Wendover, has bid in at Rockland for the summer months.

First trick telegrapher, LOU ELLIS, has just returned from a wonderful trip to Baker, California, to visit his granddaughter, Vicky, and a trip to Buffalo, N. Y., to visit his son, Stanley.

MAY COVER

A westbound California Zephyr arrives at Portola, division point of the Western Pacific, early in the morning. Passengers are treated to a special thrill after the train leaves the station and passes through a mechanical washer, leaving the dome car windows glistening for viewing the breath-taking scenery in Feather River Canyon.



Chicago

Spring cleaning, redecorating, rearrangement and enlargement of office space has given 1300 Bankers Building a new look. A private office has been installed for JIM WARREN and GEORGE WENIG has taken over the private office formerly used by visiting officials. "By" LARSON and BOYD SELLS, of S. F., will be glad to learn they can now reach their desks in a semi-private office via Room 1307, without using the main entrance.

Our teletype machines, in charge of ANN WEBER, have been moved into JIM WARREN's former office, which has been soundproofed, much to the liking of all those in the outer office.

We extend our deepest sympathy to JIM WARREN and family on the recent death of Jim's beloved mother, Mrs. Ellen Warren.

Our heartfelt sympathy also goes to JACK BOQUIST and family on the recent death of Jack's father, Charles A. Boquist.

Meanwhile, we are happy to announce the promotions of JACK to the export rate desk, and FRED SWEENEY to chief rate clerk. Congratulations, fellows!

The welcome mat is out to JAMES A. RICHARDS and DONALD B. BANKS, newcomers to the export department. Jim hails from a grain brokerage firm, the J. C. Wood & Co., and Don comes from the Edmund A. Allen Lumber Co. We'll make railroaders out of 'em shortly!

Pedestrians beware! JAKE EPHRAIM is sporting a new 1951 Plymouth, and JIM BAKER is driving a new 1951 Chevrolet Power Glide. Jim says his better half gave him no choice about the Power Glide.

KEN RANK, GERRY COFFEY and JIM

BAKER recently treated the Mmes. with an evening out, attending the Freight Traffic Institute Alumni's Eleventh Anniversary Dance at the Midland Hotel. Ken says, "just plain good sagaciousness."

You will believe in hereditary traits on the job when you approach a certain desk on the east side of our office and hear our new chief clerk, KEN RANK, ask: "What's your problem?"

Westerns—have you noticed? Our Cubs and Sox look good! It's early in the season but we have . . . ???

Eighth and Brannan

BARNEY O'KEEFE, cashier, is the latest member to join the list of home owners, having recently purchased a home in San Mateo. Good luck to you and the Mrs., Barney.

ALVIN SKOOTSKY, industry clerk, must have been listening to the birds and bees, for some time in June wedding bells will be ringing for him.

DAVE DEMARTINI, cooper in the freight shed, recently turned up with a nice-looking Plymouth. How do you do it, Dave?

ALVIN JOHNSON, clerk in the steamer department, drives his new Olds just like a cow puncher handles a herd. Reason — from watching Hopalong Cassidy on his TV set.

Keddie

BERT ELLIOT, roadmaster on the High Line for several years, has been transferred to the Eastern Division for duties as assistant division engineer. He was presented with a going-away gift from his many friends when he left here. DICK MOUNKES, assistant to CHET BARRY, roadmaster, has taken Bert's place and will be very much missed by his many friends at Keddie.

ARDEN CARPENTER, who has been on

leave for the past year, is now back as relief clerk in the yardmaster's office.

Fred Partain, son of conductor and Mrs. ELMER PARTAIN, has been transferred to Seattle, where he will remain for a short while before shipping to Scotland with the Naval Air Force.

Conductor JACK CRUICKSHANK has returned to Keddie after a year at San Jose, and brakeman R. H. ERICKSON, and engineer FLOYD SEATON have bid on the Oroville-Keddie local from the Westwood local out of Keddie.

We're glad to learn that brakeman BILL STUBBLEFIELD's wife is feeling much better following her recent operation.

Section foreman LAUREL FISHER has been on the sick list for several weeks and is scheduled for treatments at the hospital for a back ailment.

Operator BETGAR, of Oroville, visited here recently with operator BECKLEY and wife, and conductor JIM FOX and his wife spent several days in Reno. Yardmaster CHARLEY SELF, JOE CLINTON and WAYNE GEIL, Keddie, and JIM CONNORS, Winnemucca, drove to Oroville April 1 for a yardmasters' meeting.

Brakeman VIRGIL SIMPSON, wife and daughter, DAVNEY, are spending a month's vacation in Utah visiting with relatives.

BARNEY KENNY, yardmaster, has purchased a house on the old Keddie road, that belonged to the late Attorney Webb of San Francisco.

Engineer and Mrs. E. M. HALE spent their vacation in Wyoming and engineer and Mrs. FILBECK vacationed in San Francisco and Stockton.

Yardmaster GEIL purchased a new Plymouth and ERNIE MANCUSO, engineer, is driving a Plymouth Suburban.

With the Almanor Railroad now working six days a week, the Westwood Turn has been much busier.

San Jose

Many of his old friends would be interested to learn that retired car inspector C. J. FEELEY is at present operating a small hotel in Long Beach. He made a visit here recently and with other friends along the line as far as Portola. His address is 154 Elm Avenue, Long Beach, California.

Sacramento Northern

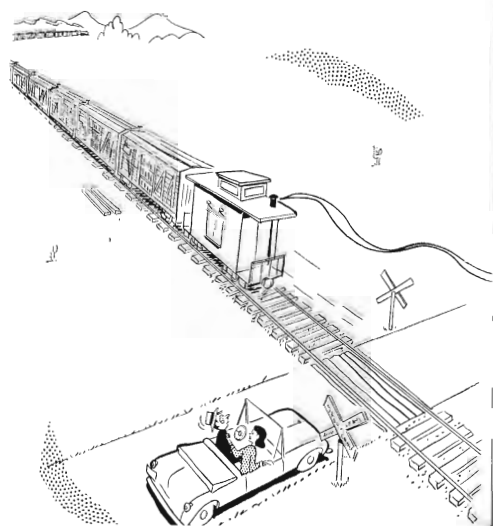
MOLLY NEWINGTON, new steno-clerk, recently replaced JEANETTE PARTOUT in the general office. Jeanette returned to her native land, Los Angeles.

PEARL COOK, formerly of the Chico store department, visited home folks at Bay City, Michigan, before taking over new duties as division accountant.

WINNIE SCHNEIDER, steno-clerk, recently moved to her ranch.

F. Albertson, retired captain of our

"Wake up, dear, you fell asleep counting those cars of sheep."



Ferry *Ramon*, now residing at Carmel, is planning a trip to Denmark in May.

CARL RONNOW, retired lead signalman of Oakland, is planning a trip to Southampton, England.

With a new yard requiring decoration, MILT ZIEHN is taking week-end trips to the foothills to gather leaf mold for Camellias, etc., etc.

Sacramento Shops

The recent merger of the SN shops with WP has resulted in the transferring of eight employees from Chico to Sacramento. We at Sacramento are glad to welcome machinists R. R. HARE, A. R. JORGENSEN and O. R. HANKS; machinist helpers M. T. PANTALONE and J. A. ABBAY; electrician A. SANTOS; blacksmith helper A. M. STANFORD; and laborer J. M. JOHNSON. This merger has also resulted in diversifying shop work still further, with the addition of the inspection and repairs of SN electric locomotives.

In addition to the blueprints and pictures of locomotives gracing the walls of shop superintendent SARBACH's office, another item has received prominent space—something we're all proud of this year—the Red Cross Award of Honor awarded to WP employees for oversubscribing their Red Cross quota.

Come springtime, men's thoughts turn to baseball and fishing. But car foreman ROSS KELLEHER yearns to make a speech. A proud member of the Toastmasters Club in Sacramento, he is becoming quite an accomplished speaker.

Another beaming "grandpa" walked into the office recently with the big tidings that his son, carman L. E. MACIEL now has a son. Grandpa? L. J. MACIEL, leadman at the mill.

The birth of a baby girl has brightened the life of carman helper E. D. AVERITT. Congratulations!

Our best wishes went with HAROLD

GONSALVES, carman apprentice, as he left the shops for Army life at Fort Ord.

Spring has arrived at the rip track with the appearance of the new painting scheme on outfit cars. Interior living quarters have Surf walls, Radiant Cream ceiling and Battleship Grey floor. Exterior is Omaha Orange with Black stencilling. Pretty classy!

Portola

Congratulations and wedding bells to eastern division brakeman, H. A. WOMICK and Bertha J. Womick of Chicago, who were married in Lexington, Ky., March 11; and ROBERT J. MEAD, train desk clerk, and Mary Ellen Holm, who were married at Portola April 7 in a double ring ceremony.

Cigars were passed out by fireman NORMAN O'NEILL on April 18 when little Christie Lynn made her arrival, and very timely, it being the O'Neills' third wedding anniversary.

Speaking of wedding anniversaries, switchman C. E. and Gladys RUSE received many nice paper gifts on April 23, their first. We're wondering if the Ruses are planning spring painting, as some of the gifts resembled "sand paper." Some of the others—well!

Vacation time is here again and we find brakeman JACK MOSS and wife, Nora, on their way to Ft. Worth, Texas, to visit their family and friends; switchman DARLINGTON and wife, Eleanor, going to Kansas City and on to Bronaugh, Miss., their home town; relief clerk HANCE MURDOCK off on a 500-mile jaunt to Red Bluff, Redding, Sacramento and way points.

Condolences to yardmaster C. M. and Mrs. BEEM, who were called to Champaign, Ill., because of the death



Lewis Furguson, train desk clerk, spent his vacation skiing at Banff, Canada. Warmest day while there was 28 degrees above zero which usually dropped to ten below at night. Snow was over 12 feet deep and skiing was excellent.

of his brother, Oscar Beem, retired conductor on the Illinois Central.

LEO DELVENTHAL of general office has finished installing a new Recordak machine in the icing department for photographing perishable bills. Are they having fun learning the operations!

Out catfishing and getting limits too, were JOE REED, train desk clerk; EVERT HUMPHREY, crew clerk; BOB MURRAY, revising clerk; BEN NOAH, and W. BEDIENT, switchman; car inspector MC-CURDY, WALT WILLIAMS, relief clerk, and many, many others. Average fish is around fourteen inches and the catches are good.

New clerk to hire out for train desk, crew clerk and baggageman-janitor is CHARLES W. REDD. He will handle vacation relief.



Ed Lindley, Sacramento, sent in this picture of a farewell luncheon given Mel Graham by employees in the superintendent's office, just before he left to re-enter the Armed Service. Inset shows Graham being presented with gifts, which included a two-suit bag, by chief clerk, Dan Irwin. Graham's address will be: Lt. Melvin E. Graham—0971742, 6219th ORASU Reception Center, Fort Lewis, Washington.

New York City

Newly appointed traffic representative, **RAY GREVE**, is quite happy he paid heed to his geography teacher many years ago, as he finds himself out in the wide-open spaces tracking down more shippers for WP.

If you can't get "Junior" away from the TV, buy him a copy of "Perhaps I'll be a Railroad Man" (Ray Bethers, Aladdin Book Co., \$1.75) which, besides being just the thing to entice "Junior," bears an acknowledgment from the author for the contribution of our **JOHN NOLAN** to the finished product.

Our toddler Washington office is beginning to stand on its own two feet and step out on its own, with less and less need for the parental guidance of the nine proud fathers at N. Y. The acquisition of **JOSEPH MOORE** to be his man Monday-thru-Friday, was a fine move on the part of **JOHN CONGER**, 'cause we can see that Joe does a really swell job. When they get into their permanent quarters in the new swellegant Wyatt Building about July 1, it will be like moving baby out of the bassinet into his own room.

Speaking of WP babies, our own local new addition is **JOHN PEGNIM**, doing a notable job of filling the shoes of his illustrious predecessors as secretary to **ETM PERL WHITE**. The latter is pleased, the illustrious predecessors are pleased, and the only bloke who isn't pleased is John's erstwhile employer.

Since **JOE MASON** and **JACK EDWARDS** have failed to comply with our hint of a few months back, and continue to obtain huge chunks of business for our line without pulling a grandstand act, much to the dismay of struggling

young reporters who would like to make the ineffable effable, we're going to write the great American novel, and make those two characters the blackest of villains. Oh, infamy!

Oroville

Our best wishes to brakeman **F. W. BROWER**, called to military service for basic training at Fort Ord.

Several weddings recently and our congratulations. **MRS. MILDRED WRIGHT**, roundhouse employee, was married March 17 to Henry Gates. **Donald Powers**, son of machinist **Wm. J. POWERS** and wife, was married April 14 to Eileen Kilgannon of Reno. Don is office manager of the High Sierra Pine Mills in Oroville.

Retired brakeman **C. M. SERVICE** and wife celebrated their fiftieth wedding anniversary April 25 at their home in Feather Portals. Married in Terre Haute, Ind., April 25, 1901, Mr. Service began working for railroads as a call-boy on the Vandalia Road in 1897. He came to WP in 1942 and retired in 1947.

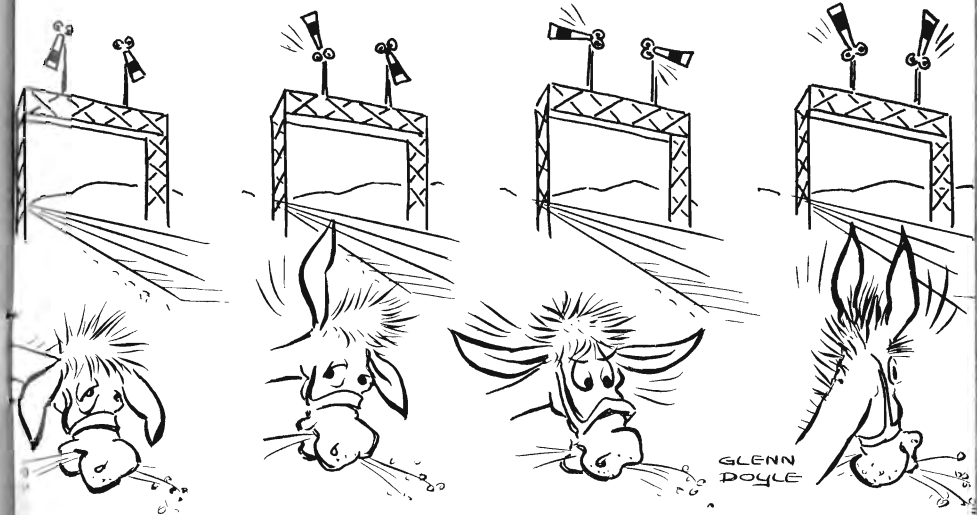
Machinist **W. L. WALK** and wife made a trip to Denver for their vacation and to get acquainted with a new granddaughter.

Recent visitors in the home of retired conductor **J. D. "BROCKY" BROWN** were their grandson **Raymond F. Pack**, wife and daughter. Ray is just back from Navy service in Korean waters.

We hope brakeman **F. R. BILLINGTON** will soon recover from a very mild stroke which affected his right arm.

Brakeman **C. W. CRAVEN** had two fingers on his right hand smashed and we hope recovery will be quick.

We wish speedy recovery also for yardmaster **T. J. LONG** who underwent surgery recently at St. Joseph's Hospital.



Closing of the Sacramento Northern Shops at Chico brought several transfers: **carmen L. L. HUNTING**, **GEORGE PETTIT** and **J. TRACK** came here from Chico; **H. E. SPROWL** transferred back to Oroville from Sacramento, and **WILLIAM NOBLE** has gone to Sacramento.

Assistant car foreman **W. H. WALD** is going around in a new Buick and retired conductor **WALTER BARTON** in a new Pontiac.

The WP Amusement Club held a pie and cake social April 17 at El Medio Hall for the benefit of our newly organized softball team. Music was furnished by relief clerk **W. R. WIGGINS**, electrician **A. SUTER** and **carmen JOE JIMINEZ** and **JACK ORR**. **ART THOMAS**, carman, assisted by his brother, **BOB**, sang several songs and **A. SUTER** rendered one of his native Swiss yodeling numbers. Dancing was followed by the auction.

Nice to see carman **H. P. LEONARD** back to work after a two-month illness.

We're glad to hear retired switch-

man **HERB GRUMMETT** is out of the hospital and around again and wish a speedy recovery for his wife, who is critically ill in a local hospital.

Retired roundhouse foreman **C. W. CRAMER** of Bieber was in town recently visiting his daughter and husband, brakeman **R. H. ERICKSON**.

Good news to hear that **Mrs. Hunter**, wife of road foreman of engines **T. D. HUNTER**, is fast recovering from a recent goiter operation.

James J. McNally, formerly trainmaster's clerk and now located at Pacific Grove, California, spent the week-end here with his parents, trainmaster **J. J. McNALLY** and wife.

Carman **PAUL EDWARDS** and wife are enjoying a trip to Crain, Mo., for a visit with relatives.

Retired brakeman, **MARK WINDUS**, stopped off at Oroville for a visit with old friends after a five-month trip to Europe. Next plans are to visit Mexico soon. He lives in Clarkston, Wash., and is certainly enjoying his retirement.

Mechanical Department

The Red Cross Drive at Sacramento was very successful this year with a collection of \$1,421, exceeding the quota by more than \$200. Congratulations to the following departments: MECHANICAL DEPARTMENT, \$971; TRANSPORTATION DEPARTMENT, \$271; STORE DEPARTMENT, \$95; SACRAMENTO NORTHERN, \$83. An Award of Honor was presented to the various departments by the American Red Cross for their good work.

C. E. MARCUS, supervisor of automotive equipment, won first prize in the WPAC Bass Derby by hooking a 23½-pound striped bass recently, almost as big as Marcus!

TRUDY MACDONALD is wearing a big smile these days as her husband has just returned from the Korean front and is now stationed at Mare Island.

HELEN SPENCER and husband Jack are anticipating a blessed event come September. They're hoping for a boy.

JAMES QUICK, PR clerk, is so confident that the Sacramento Solons are going to end up in the first division of the PCL this year that he is betting his shirt on the deal. By the way, Jimmy, what size shirt do you wear?

RAY SCHRIEFER, shop engineer, and R. F. CARTER, general electrical supervisor, are both proud owners of new homes out in Arden Manor. NORENE JOHNSON and husband have also purchased a new home in that vicinity.

JAMES MUSILLANI spent a week of his vacation in San Francisco and he evidently had a wonderful time, from his comments.

We're all looking forward to the annual WP picnic at Linda Vista and hope to see a lot of the WP family there.

Elko

JACKIE REDANT, on sick leave since October, has returned to her assigned position as steno in chief dispatcher GEORGE NAYLOR's office.

JESSE DOUD, traveling accountant, and Jim Wanamaker, ditto for the SP, are making their biennial audit of WP-SP joint accounts. Hmmph! Has it been two whole years since we were checked up, called down, turned in and bawled out by these two—not to mention having our office cluttered up for two months! But we do hope they enjoy their stay in Elko.

FRANK OLDHAM, accounting department, has taken the timekeeping job on the steel gang for the summer months. The job includes good and bad points—a whole summer of healthful Nevada sunshine, beautiful moonlight nights, close proximity to the best fishing holes and an opportunity to line the old sock with green vs. mosquitos, bed-bugs, and camp grub.

What handsome young man has been entrusted with the breaking-in of ANNABELLE ALBRECHT's brand new Ford?

The little farm west of town owned by GORDON SWITZER has been sold to Mr. and Mrs. Charles Osborne of the First National Bank. People come and go and it doesn't seem to make much difference, but there are people and there are people—and then there's Gordon. We still hoped that he might return to us, as he and Tate are going to be missed immeasurably.

FRANK WYTRWAL, called to Chicago recently on the death of his father, is spending a month visiting with his mother and other relatives before returning to Elko. DORIS THORNE is filling in during his absence.

HOBERT ELLIOTT, our new assistant division engineer, replacing RUDY KLOTZ, comes from the west end and we hope learning to like us won't be too difficult. Meanwhile, we wish Rudy the very best in his new business.

Our deepest sympathy goes to the family of JACK GOODWIN, roadmaster at Winnemucca, who died of a heart attack while on an inspection trip with other officials. He leaves a host of friends on the eastern division who mourn his passing.

JOHNNY MURPHY has returned to S. F. where he was given a routine checkup by specialists. His condition shows a marked improvement, and Johnny says, "headaches are like anything else, one can learn to live with them."

FRED EGELSTON is busy filling new orders and catching up with back work in his new print shop. We wish him a full measure of success.

We've been waiting for some time for the CARL PACINI son and heir to put in his appearance—we say his, but we're keeping our fingers crossed. We have it from good authority that Carl asked Glenna if she still wants to go through with it!

Approximately 100 Navajo Indians from the reservation in Arizona have been brought to the WP and placed on extra gangs on the eastern division by RAY SARGENT. Many are experienced track men, having worked on the Santa Fe and Union Pacific. Their first request upon arriving at their destination was for the necessary equipment for playing baseball and pitching horseshoes. Colorfully dressed in levis, high-heeled boots and large hats, many of them wear long hair tied with a ribbon at the nape of the neck to distin-

guish the wearer as the oldest boy in his family.

San Francisco

WALT MITTELBERG advises that commercial agent FRANK NOTT, of Sacramento, has been elected president of the West Sacramento Rotary Club by directors of the organization.

MARSHALL BOYD tells us he broke his toe while spading in the garden, but we have it on good authority (?) that he was merely trying to emulate his namesake, Hopalong Cassidy (Boyd).

DAN COSTELLO, commercial agent, underwent a bladder operation April 11, and we trust that his long recuperation was not too confining.

FRANK CALNAN, and JUNE FLEISHMAN, auditor of revenues, have returned to work after short visits to St. Joseph's.

Seaman apprentice, JACK DITTY, dropped into the auditor of revenue's office to visit his old friends while transferring to the Alameda Air Station.

"Banker" ART PETERSON is back at his desk in the auditor of revenue's department for two hours each day, following a recent heart attack. Doc said to take it easy.

RAY BEST, signal draftsman, has returned to work following three weeks in the hospital for a major operation.

DAVID THOMPSON dropped in to see the gang in the signal department, while on a leave before going overseas with the U. S. Army. David came to WP about two years ago from Scotland for his first job in the U. S.

BETH DEATHERAGE, law department, has been serving as a Red Cross Gray Lady out at Letterman Hospital for nearly a year now, and CALI CALOMIRIS received training at the French Hospi-

tal for duty as a Red Cross Nurse's Aide. She now assists at Letterman Hospital each Wednesday evening. When the AWVS gave a dancing party at Aquatic Park on May 12 for blind and disabled people BEE PETERSEN, law department, acted as chairman.

WP received a lot of nice TV publicity when an unidentified lady being interviewed in the St. Francis Hotel on the arrival of General MacArthur, mentioned that she was returning to her home in Potaski, Michigan, via the *California Zephyr*. Thank you, thank you, thank you!

When the San Francisco Theatrical Club held their Gay Ninety Show on May 19 at the Scottish Rite Auditorium, the Hula dance was produced by none other than MARVEL LEVY, secretary to industrial agent, F. B. STRATTON. In fact, Marvel directed the show. An old-time vaudeville trouper, she has entertained with the best of them.



A friend snaps a picture of pretty Wilma Pearl Hanke, secretary in law department, as she left Emanuel Lutheran Church in Modesto following her marriage to Byron Ertel. Attending the wedding were Cali Calomiris, Beth Deatherage, Emma McClure and Bee Petersen, all of the law department.

E. P. PETERSON, assistant engineer, W. T. RICHARDS, engineer of MW&S, and retired assistant engineer R. I. GLOSTER, attended a luncheon on April 30 at the Hotel Whitcomb in honor of Ward Hall, transportation engineer of the PUC who retired that day. Mr. Hall has been a good friend of the WP during his 34 years of service with the Commission, whom he served as engineer and examiner.

Los Angeles

D. C. WILKENS, general agent, has been appointed a member of the board of governors of the Terminal Club, the local produce men's club.

Not much news around here lately, everyone's as busy as a bee. Can't even brag about our weather, and that's something!

Oakland

Roundhouse clerk, CHESTER MAXWELL, is very happy to be back at his desk after 24 days of agonizing arthritis, during which time he was confined to his bed. He came from Stockton 2½ years ago and before that, Sacramento, where Chester held timekeeping jobs.

Machinist H. E. Fey is very ill at Portola Hospital and all his friends are wishing him a speedy recovery.

We're happy to report that H. R. KELLY, roundhouse, is recuperating nicely after undergoing surgery at St. Joseph's.

J. O. CAGLE, sheet metal worker, left town on vacation just in time to miss the rain. We wonder if he had any better luck in Los Angeles?

TAL KELLY is very proud of the two new gals in the Oakland city ticket office. MRS. FLORENCE LIBBEY, Tal's new cashier, is the former Flo McManus, secretary in the general freight office

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SN Freight Train Ride For Cub Scouts

Saturday morning, April 21, was a big day in the lives of thirty-six Cub Scouts from the Montclair District in Oakland. Every day they had watched the Sacramento Northern freight trains go by the schoolhouse window and now they were going to be able to ride on one out to Concord.

As a part of Railroad Month the Sacramento Northern Railway, through its President and General Manager Rex Kearney, arranged a ride from Montclair to Concord on the local freight Saturday, April 21. The boys and eight of their parents were picked up at the school at 9:15 a. m. and rode in car 302, only remaining passenger car of the SN, which was cut in just ahead of the caboose. Along to answer questions posed by the young rail fans was George Hademan, road foreman of engines. The boys were given a packet of material and on conclusion of the trip taken through the caboose by Conductor Bowman.

The boys ranged in age from 7 to 13 and were full of questions about the SN and railroads in general. At Concord, waiting parents returned them to Oakland by auto.



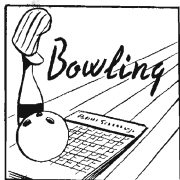
All smiles, the Cub Scouts "take over" part of one of the domes on the Zephyr en route to Stockton. Oakland Agent Jim Dillon arranged the trip with the assistance of Harold Wyman of the Dining Car Department, who saw the boys were well fed in the diner.



Mrs. Laurel Herrick, relief clerk on furlough, Oakland Freight House, is shown with the group of Cub Scouts she escorted to Stockton and return on the *California Zephyr* with the aid of Mrs. West and Boy Scout Cyril Ashley.



SPORTS



The highly touted Sacramento Shop pin smashers, led by Herb Kiel, won the Western Pacific Sacramento Valley Bowling cham-

pionship by winning 16 of their 18 games in the abbreviated season. The championship team is composed of Kiel, Roe Campbell, John DePangher, Ellis Asbury and Hy O'Rullian.

Oroville, with eight wins and 10 losses, finished in second place.

The league got off to a late start and was forced to discontinue because of softball and other activities. However, it was announced by League President Bob Shepard and Secretary Hy O'Rullian that play for next season will get under way early in November, enabling each team to play the other four complete series. It is also hoped that Oakland and San Francisco teams will join the league for the winter season.

Team standings and individual averages for the top five bowlers were:

TEAM STANDINGS

	WON	LOST
Sacramento	16	2
Oroville	8	10
Stockton	2	14

INDIVIDUAL AVERAGES

H. Kiel, Sacramento.....	196
D. Carman, Stockton.....	175
R. Shepard, Oroville.....	170
R. Campbell, Sacramento.....	167
C. Heineman, Oroville.....	161

Western Pacific's San Francisco Mixed Doubles Summer Bowling League got under way May 10, and if interest has anything to do with it the league should end up its 14 weeks of bowling more competitive than last year, when three teams tied for first place.

The league will be composed of eight 2-men 2-women teams, and activities will take place on each Thursday night at 7 p. m. at the Downtown Bowl in San Francisco. Several beginners have made an appearance this year and everyone is looking forward to a lot of fun. Last year the competition ended with three teams tied for first place.

Anyone interested in joining the fun should contact Secretary - Treasurer E. R. McKellips, local 398, in charge of the summer league.



The Western Pacific Athletic Club's night soft-ball team which won league championships in Sacramento for the past two years be-

gan work-outs the last week in April with 16 employees trying out.

Home and home practice games with the Western Pacific Club in Oroville is being arranged for the near future. As in past years, Stockton will also tangle with the Sacramento team.

Those reporting for the initial work-out were:

Bob Cunha	Horace Latona
Sam Latino	Jim Musillani
Vince Latino	Hy O'Rullian
Dick Silva	Monty Latino
Miro Jiral	Earl Konvalin
Jack Schenk	Don Albertwon
Art Morton	Merrill Mitts
Jay Harris	Louis Lasall

Baseball fans in the upper Feather River Canyon region may not have the color and crowds seen by those attending Pacific Coast League games, but the excitement of baseball season is just as great.

Portola held their first practice game of the season at Truckee on April 29 and the league opened with the first game of the season at Greenville on May 6. Scores were not available at press time.

C. E. Marcus, supervisor of automotive equipment, won first place in the Western Pacific Bass Derby held in Sacramento recently. His catch weighed 23½ pounds. Other prize winners were:

Chuck Lynch.....	17½ pounds
Lyle Pultz.....	12½ pounds
Ace Drummond.....	11 pounds
Cliff Bennett.....	10½ pounds
F. Drake.....	6½ pounds
Pat Patterson.....	5 pounds
Dick Stadler.....	4 pounds
Dan Reule.....	2 pounds
Bob Cunha.....	1 pound

Prizes amounting to \$75 cash value were given to the winners.

New locomotives on order by American railroads included 1,627 diesel, 21 steam and 4 electric.

CABOOSING...

(Continued from Page 32)

some years back. The other, MILDRED HUNTER, reservation and information clerk, was formerly in the service bureau in San Francisco. She has been with WP for about six years.

JOE HAMER and RALPH WALKER, city ticket office, were not so lucky April 30. While on their way to work some careless driver ran into them, completely demolishing Joe's car. Joe wasn't injured, but Ralph was unable to report for work that day. When asked how he felt the next day, he replied, "I feel like two football teams had hit me at the same time."

Anytime you want to see a man at work, drive out on Dam Road, just out of San Pablo, and watch BOB FALLING, electrical department, building his new home. His new waistline is no longer a mystery.

PAT KELLY is really faced with a dilemma. He has to build a square road around the roundhouse. Any suggestions?

Our stationery department has taken over the SN stationery, and BUD CANTELOW and RUBY GUSTAFSON are doing a grand job. It was interesting to learn they furnish stationery supplies for all general agents. Bud, by the way, advised he was on the scene of the accident involving Joe Hamer's car, and states he played Boy Scout. Nice work, Bud!

MOTHER KNOWS BEST

He (as his wife is packing for a California vacation): "I really don't think you ought to wear that bathing suit, Peggy."

She: "But, dear, I have to. You know how strict they are at the beaches." —Reading RR Magazine.

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Railroad Lines

Soo Line's "Mountaineer," seasonal train through the Canadian Rockies, will operate this year daily, June 30 through August 26, between St. Paul-Minneapolis and the North Pacific Coast via Soo Line and Canadian Pacific railways.

• • •

Pennsylvania Railroad has ordered 64 streamlined all-stainless steel passenger cars to make completely new "The Congressional" and "The Senator."

• • •

"Western Star" has been chosen as name for Great Northern's second transcontinental streamliner between Chicago and Seattle-Portland, starting service about June 1.

• • •

Rock Island Lines has published a 16-page, five-color booklet depicting the luxury of its streamlined train the "Golden State."

• • •

Passenger fares have been reduced by the Milwaukee Road for student groups making educational trips.

• • •

Reduced furlough fares instituted by the nation's railroads for military personnel traveling in uniform at their own expense extended to January 31, 1952.

• • •

Historic "Sleepy Hollow Land" in the Hudson River Valley is dramatized in a six-scene poster now being issued by the New York Central.

• • •

American Express announces operation of fourteen 8-day cruise tours for 1951 featuring Niagara Falls, Toronto, Montreal, Quebec, and a two and one-half day cruise of the St. Lawrence-Saguenay waterway.