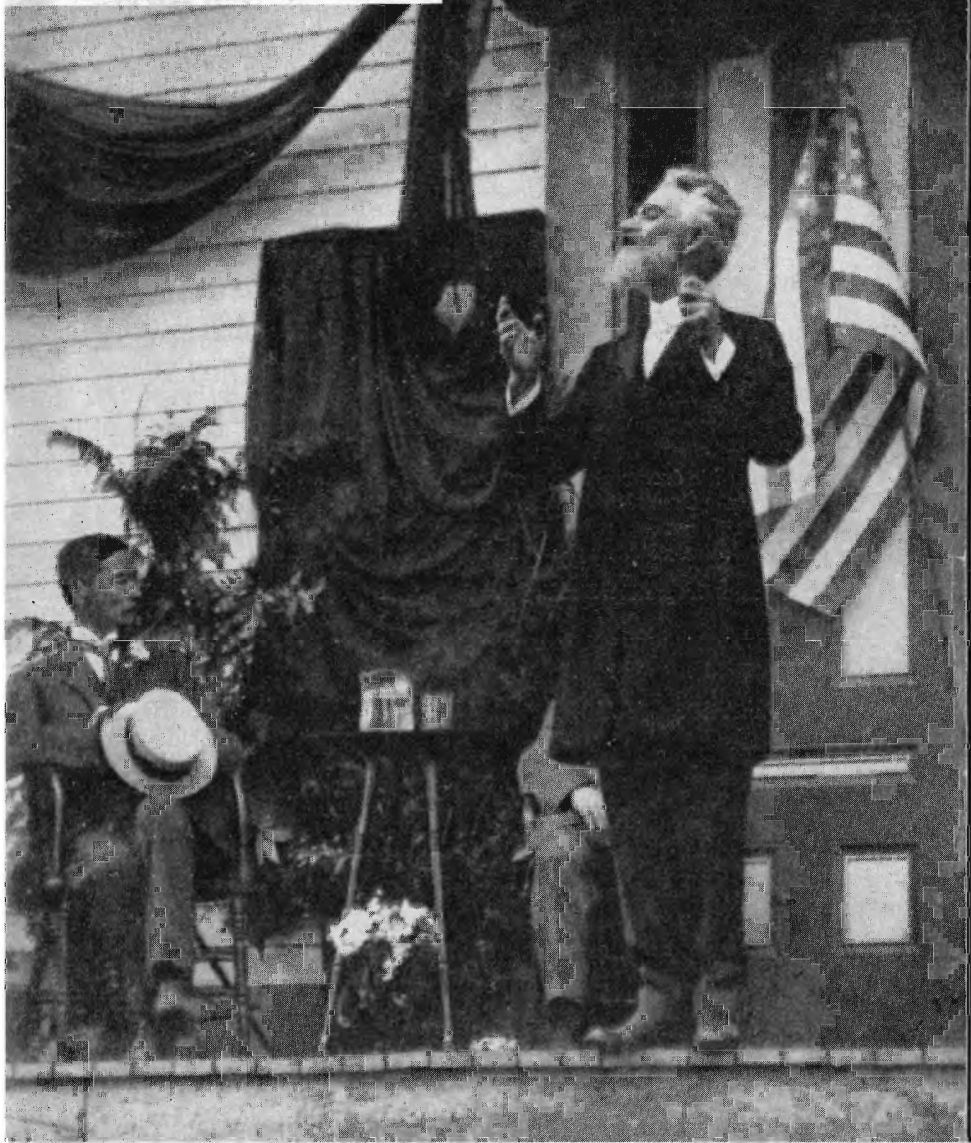
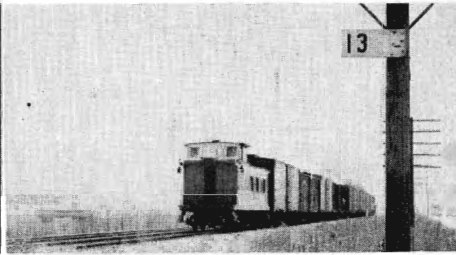


WESTERN PACIFIC
Mileposts
AUGUST 1950



WESTERN PACIFIC Mileposts



Vol. II, No. 1

AUGUST, 1950

Milepost No. 13

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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CORRESPONDENTS: Bill McGrath, Chicago; Nevada Michelson, Elko; Robert Munce Jr., Los Angeles; Hazel Petersen, Oakland; Heien Small, Oroville; Fred Kreuger, Sacramento; Madge Slaughter, Sacramento Shops; Irene Burton, Sacramento Store; Gordon Halvorsen, Sacramento Northern; Jimmy Collins, Bob Gonsalves, Salt Lake City; Rita Conolly, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickens, San Francisco; Chas. H. Myers, San Jose; Virginia Rustan, Gene Trace, Stockton; Dora Monroe, Tidewater Southern; Francis Davis, Wendover.



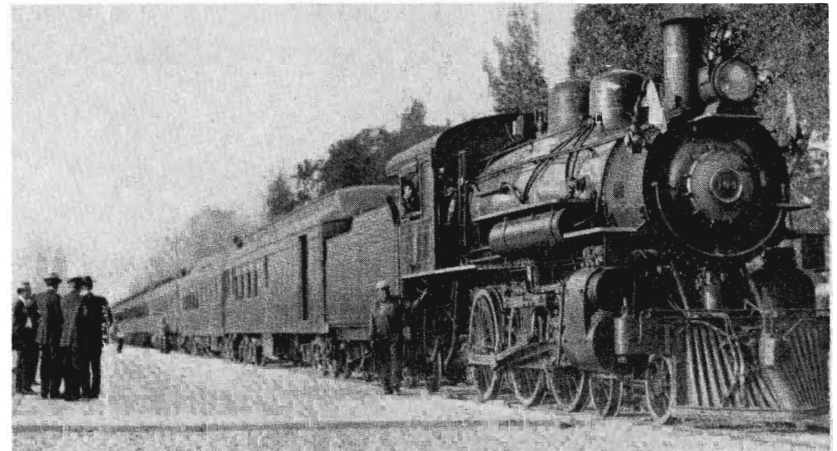
Western Pacific Dream Realized! *Pioneer Train Reaches Seaboard!*

MILEPOSTS believes that no Western Pacific railroader can read the story of the tumultuous greeting accorded our first through passenger train without experiencing both a real thrill and a sense of rededication to the high purposes of our railroad which inspired this great public tribute.

This month marks the fortieth anniversary of that occasion as it also marks the first birthday of MILEPOSTS. We are, therefore, observing both occasions by reprinting the following account of the welcome to our first train from the *San Francisco Call* of August 23, 1910, as written by Ernest S. Simpson, together with photos of this memorable event.

"At long range there does not seem to be reason or excuse for emotion in the arrival of a dusty passenger train in a community already touched by two big transcontinental lines, but I, who have seen a few things to stir the heart and moisten the eyes, do not

expect soon to witness another such thrilling outrush of sentiment as I saw, heard and felt yesterday all the 200 miles from Oroville to Oakland while the Western Pacific dream was coming true—not until our own war eagles are loosed again and our own kith and



It was a proud train, all bright and shiny, that waited in the Salt Lake City Union Depot as the invited newshawks gathered to start their trip.



Cool drinks in the observation car as the train sped along . . .

. . . may have inspired this "ring-around the rosy" during the stop at Elko.



At Quincy Junction (then called Hartwell) the Quincy Western Railroad provided a special, complete with band, to take the visitors to the Plumas County seat, off the main line of the W. P.

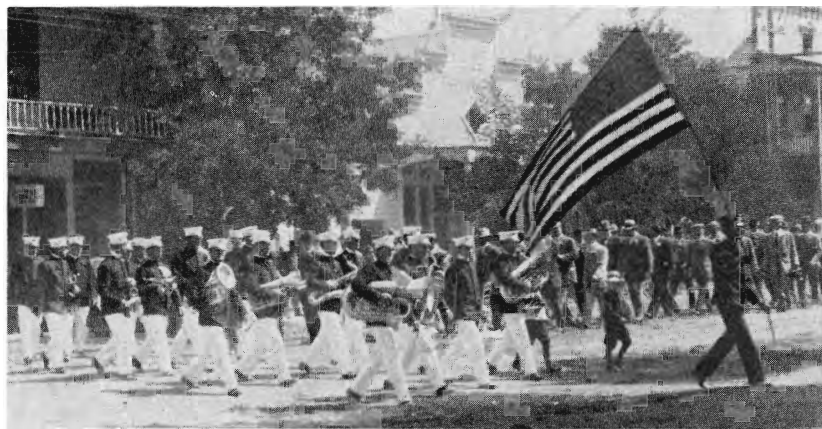
kin bring back their battle-stained colors in honor and the pride of victory.

It was a swift moving picture of inspiration and uplift, a triumph of peace and progress, the completion of a hard-won conquest over time and distance, the celebration of mountains mastered and deserts defied. Best of all, perhaps, was the fact, gloriously proved and made magnificently manifest, that the new steel ribbon which runs from

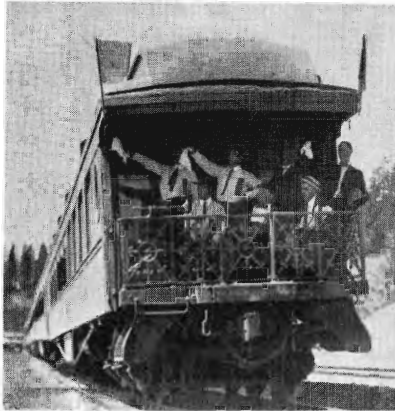
San Francisco to Salt Lake is wound about the hearts of a half million people. Yesterday I would rather have been Schlacks or Levey or Lomax or Virgil Bogue than anybody in all the Americas.*

What happened at Oakland yesterday was the logical and yet unexpected

* NOTE: C. H. Schlacks was first vice-president; C. M. Levey, vice-president and general manager; E. L. Lomax, general traffic manager; and Virgil Bogue, vice-president and chief engineer.

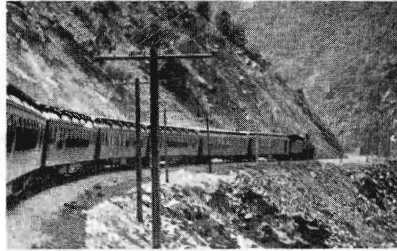


The delegation parades behind the band down Main Street, Quincy.



Goodbye to Quincy!

climax of the remarkable demonstration that began Sunday morning high up in the Sierra. Whoever saw that mountain rancher of the Beckwith pass render his shotgun salute to the first passenger train of the new overland line should have foretold the tremendous finale. None of us on the



And on down the Feather River Canyon behind No. 94.

special did. We underrated crowds by thousands and the spirit and temper of these crowds was by volumes. Naturally, the men who built and are running this new commercial enterprise are bidders for the favor of the public they seek to serve. If that memorable run in from the San Joaquin to the Oakland terminus means anything at all, they have it—have more of it than they will know what to do with.

Nothing like the Western Pacific experience of yesterday ever happened before. Nothing like it is set down in



At Blairsden. Passenger traffic manager E. L. Lomax tells the welcoming committee what Western Pacific will mean to them.



At Intake, the party got out to see the new dam and then posed in front of No. 94.

railroad history. You can get turgid speeches and solemn resolutions endorsing new enterprises of almost any respectable sort, but you can't turn out the people, old and young, rich and poor, frilled and plain, of territory big enough for a European principality to whoop it up for another of several railroads unless you can convince them that it is another kind of railroad. You can't manufacture to order any such 200 miles of sentiment as greeted the Western Pacific yesterday.

Already the Western Pacific has settled down to the prosaic and exacting business of getting one through train a day delivered on schedule time in Salt Lake and one in San Francisco,

with a profitable number of passengers aboard, besides the other business of getting and hauling as much freight as possible. Its managers will, however, not quickly forget their exciting and somewhat sentimental yesterday.

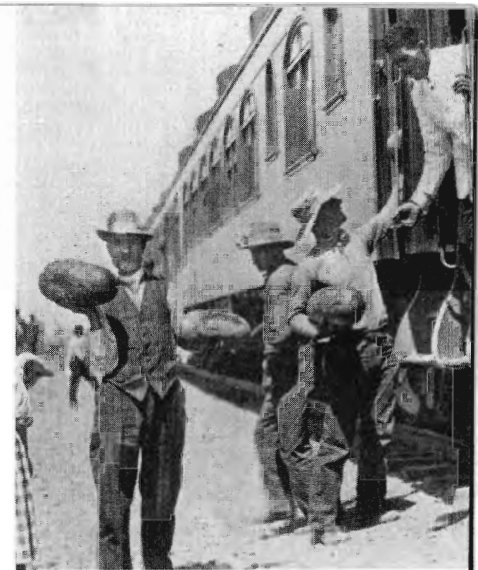
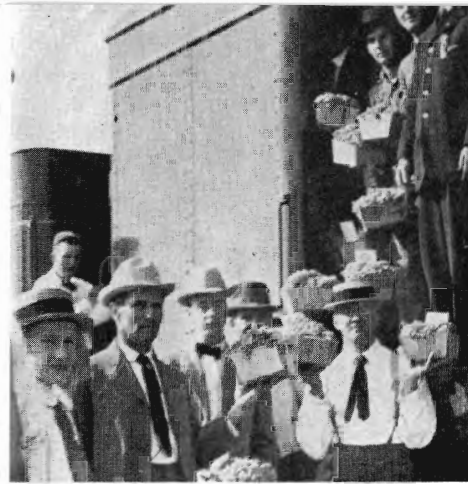
Possibly the explanation of some part of yesterday's demonstration is to be found in what might be termed the commercial insurgency of the new railroad. It proclaims itself independent and promises what it asks—a square deal. It says that it has nothing and wants nothing to do with the Government, which it holds to be the people's business. Quite frankly it declares that it is not here to cut rates or to grab what any other road has got,



No. 92 took over at Oroville.



Surely that isn't a bottle the lone male is trying to smuggle aboard with his paper!



The thought of being served by a new transcontinental railroad so inspired the townspeople throughout the Valley, that from miles around they brought gifts of fruit, melons and flowers for the visitors aboard the Western Pacific train.

Marysville citizens extend welcome. The paving seems a little behind schedule.





The crowd at Stockton from the observation platform.

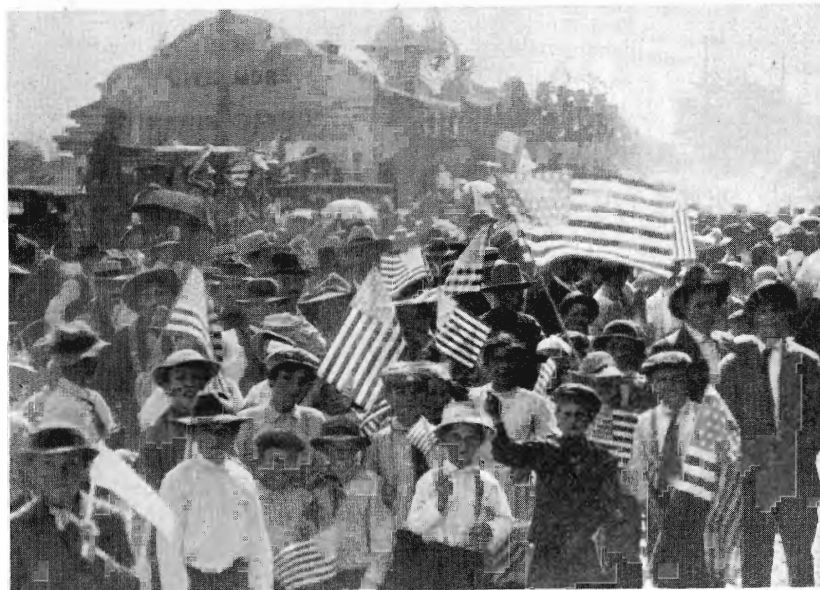
but that it is on the railroad map for the purpose of making and getting business of its own, treating one patron with as much consideration as another and all of them with fairness.

The people who know about the Western Pacific believe in it—believe that it strikes a new note and marks the beginning of a new era in the transportation industry. The many thousands who waved flags, handkerchiefs, aprons, and dish cloths yesterday from Oroville to Oakland were evidence of that much, at least. While it keeps its early promises, it should be entitled to expect continuance of the good will it now enjoys in such brimful measure.

With an acclaim, riotous, unrestrained and unrestrainable, Oakland gave welcome yesterday to the first Western Pacific passenger train to enter within its gates. Thousands banked on thousands of men and women and children, filling the streets, crowding the enclosed places, dotting

the roofs, screamed and yelled in wild frenzy of delight. From factory and workshop there burst a shrill chorus of raucous whistling. Bands blared, bells pealed, gongs clanged. And across the tracks there wedged and squirmed and stamped and shouted a pack of humanity which, regardless of the hot sun or the clouds of dust flying into their faces, waited with waving arms as the slowly moving engine bore down upon them, coming to a halt within a few feet of the front rank.

Parade and pageantry there were, and pomp there ought to have been; but program arranged by human mind could not stand against the heaving, pushing and recklessly joyous crowd. Therefore, the pomp vanished. Speeches were lost in din, eloquence in uproar. The parade which should have paraded before the grandstand for the edification of the visitors, nosed itself gingerly against the heaving, howling throng, wavered irresolutely and came to a dead halt. The police lines snapped



At Livermore the whole town was down at the depot . . . including the fair sex who arrived in the "Bus to All Parts of Town."





like threads and the thousands threw themselves to the spot under the triumphal arch to pat the iron flanks of the panting engine. They decked its glistening, shining front with garlands. They pitched roses on its hot boilers. They clambered to the coal bunkers, and fathers brought their little ones to its side so that the baby fingers might touch the forerunner of the new road.

The train came in on time at 4:15 p.m.; but long, long before the crowd had formed. They lined the streets from early in the afternoon, but as the day advanced surged by a common impulse to the new depot site, where had been erected a triumphal arch. There they gathered and kept on gathering. Squads of police charged and bat-



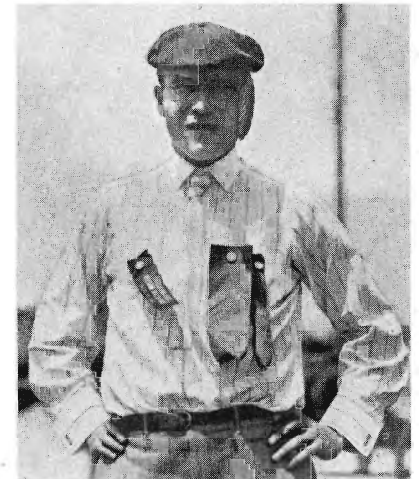
Oakland staged a reception for the first Western Pacific train that has probably never been equalled anywhere at any time. This is Third and Washington, as the 92, garlanded with roses, slowly neared the end of the journey.

tened and flattened; begged, implored, and commanded to give room; but the crowd still kept on gathering. The many thousands of tramping, shuffling feet raised a volume of dust which enveloped the enthusiasts, but none would give way.

Around the grandstand, reserved for a special few, the crowd surged, and in interims of surging, shouted. As the appointed time approached, the surging died down, the murmuring, shouting and talking ceased. All eyes turned to the east. In the grandstand, dignified dignitaries forgot the imposing adornments of silk hats and frock coats, and hoisted themselves upon chairs and tables.

Down the track, the police banding themselves desperately rushed into the

mass and swung back the crowd and then in feverish anxiety held it back. For about five solid, heavy minutes the crowd waited silently. The cloud of dust gradually began to settle upon their heads, and a hot sun poured into their faces. Suddenly, a grimy individual, balancing himself on the precarious heights of the roof of a factory across from the grandstand and who had been keeping watch from his lofty



That isn't a cauliflower ear—it's a W. P. feather and the ribbons were pinned on by various chambers of commerce en route.

position, gave a maniacal outcry. He danced up and down and flung his arms to the four heavens. Also he shouted in great excitement to comrades below. His answer came.

It came with an ear-splitting shriek from a steam whistle at full blast. And as the whistling rose and fell, from far down the line was heard the distant clang clang of the warning engine bell.

The silence departed. A smashing roar went up. The brass bands tore



Looking down on the crowd from the roof of the 92's cab.

their way into the din. Automobile horns, street-car gongs, anything and everything which would create a noise was brought into play. The massed thousands lining Washington Street, unable to see, knew by the spontaneous shout that the longed-for moment had arrived, and catching the shout sent it rocketing down the street. Block by block it was caught up and hurled along till it reached the center of the city and there gathered in greater volume than ever.

Into the wave of shouts slowly moved the train, policemen before it clearing the way. The engine bell swung and fell with a steady clang and gently, timidly, the monster engine crept along the unfamiliar path, its brasswork shining and the paint on

its face proclaiming the newness of it.

Bit by bit it passed through the throng. From each side came a shower of flowers, which grinning brakies, negligently balancing on the cow-catcher, caught and pinned in their grimy shirts. In brand-new lettering it carried its name: No. 92.

'Ninety-two!' shouted the crowd. 'Come on, ninety-two!'

As the engine passed under the triumphal arch the shouting crackled forth with redoubled vim. A few feet beyond, two girls held a string of flowers across the track, and as it passed they flung upward, and the garland settled upon the iron brow.

The moment it came to a halt, from the crowd there broke forth men and women with more flowers. Michael

Boyle, the engineer who brought the train in, poked a grinning countenance through the window and was immediately made the target for a volley of flowers, and the same was done to fireman T. E. Putnam when his visage was seen.

The committee in charge of the arrangements had planned for a little formal speech making after the train had been brought to a halt. The plans might have been very well in their way, but there was one drawback—the crowd would not stop shouting. Walter F. Mackay, president of the Oakland Chamber of Commerce and chairman of the Committee on Arrangements, tried to obtain peace by holding up his right hand in the time-honored manner. The crowd took it to be the signal for another burst of cheers and ripped out additional yells. Then he arose on a table, but no sooner did he

turn his countenance away from the grandstand to the crowd massed beneath than he was cheered on his own account. Ultimately he began reading his address of welcome, but he had might as well have cracked jokes for all the good it did to the crowd. The shouting would not cease, and neither would the whistling from the factories.

The crowd was there to celebrate the event in its own benign way, and as those in the rear could not hear a word they kindly saw to it that excitement should not be allowed to lack. Mackay introduced Mayor Mott, who took his stand on a chair, and no sooner did his popular face gain the recognition of the crowd than he was cheered. He was cheered again when the chair broke. The speakers, however, defied the uproar. They had their speeches and they made them.

The same unrestrained jollity which

The train was broken at Broadway, so the parade could go through. This is Breuner's float.



marked the events at the grandstand was in evidence in the industrial parade. Flowers, fruit, and candies were scattered among the crowd from the wagons. There followed a lot of scrambling and a lot of pushing, but above all there followed a lot of laughter. . . ."

Responding to the many formal welcoming addresses, Vice President Schlacks said in part:

"Our trip from east to west has been a continuous celebration. All along the route, even at points where we could not stop, were gathered hundreds, who

cheered and gave welcome until the sound of their voices had died in the distance. These celebrations throughout the great West, culminating in this magnificent demonstration in Oakland, have touched all of us. Your reception has been supreme. I have never seen anything like it. I can't find words to express my sentiments or to thank the good people of this city. So far as the Western Pacific Company is concerned, I promise you . . . that it will contribute its full share toward the upbuilding and development of . . . California."

In Memoriam

Tidewater Southern train dispatcher CLARENCE H. BOOTH, retired since January 28, 1949, died June 8, 1950. Mr. Booth entered service on October 12, 1937.

Our Chicago traffic department advises that representative CARL I. HUFFORD died on July 12, 1950. Mr. Hufford joined Western Pacific on August 1, 1942.

ALDEN E. HUMPHREY, fireman, died July 2, 1950, and is survived by his widow, Mrs. Letha Humphrey, of San Leandro. Mr. Humphrey entered company service on October 9, 1943.

THOMAS W. KISTLER, formerly employed as a car repairer at Elko, and who has been retired since June 1, 1937, died recently, the date of his death being unknown. Mr. Kistler entered company service November 2, 1922.

Retired since October 26, 1945, section foreman GUST T. KOGONES died May 10, 1950. His service with the company dates back to April 16, 1918. He is survived by three sons and one daughter.

Engineer GEORGE A. LOVE, who began service with the company on August 18, 1910, died July 11, 1950.

HENRY B. McCRAY, switchman, died on June 16, 1950, and is survived by his widow, Mrs. Anne C. McCray, of Oakland. Mr. McCray entered Western Pacific service July 29, 1937.

MARTIN J. McLAUGHLIN, switchman for the Alameda Belt Line, recently passed away. Mr. McLaughlin entered service on May 3, 1941. He leaves a son, Martin T. McLaughlin, of Phoenix, Arizona.

STONEWALL J. MOTT, machinist, who retired January 12, 1941, after more than 27 years' service with the company, died June 18, 1950.

MICHAEL J. O'SULLIVAN, machinist, died on July 20, 1950. Mr. O'Sullivan had intermittent service with Western Pacific since January 3, 1921.

Western Division brakeman JOHN REED, who retired January 1, 1947, with 15 years' service, died recently, the exact date of his death being unknown.

Retired since April 9, 1947, track laborer FAIN ROBERTS died on June 17, 1950. Mr. Roberts entered company service December 5, 1942.

WILLIAM M. SAMPLE died June 19, 1950, after having retired from service as switchman on September 27, 1948. Mr. Sample entered company service September 9, 1942.

The death of OTTO A. STUDT, roundhouse foreman, was reported on June 1, 1950. Mr. Studt entered service of the company March 22, 1914 and retired July 4, 1941.

Richard T. Wilson, formerly employed as cook, and retired since April 3, 1948, died on February 13, 1950.

MILEPOSTS



IN GOLD

Western Pacific congratulates the following employees to whom Service Pin Awards were made during the month of July, 1950:

40-YEAR PIN		
C. L. Droit.....	Corporate Secretary.....	San Francisco
35-YEAR PIN		
E. R. DuBrutz.....	Switchman.....	Western Division
30-YEAR PINS		
James B. Currey.....	Secretary to Vice-Pres., Traffic.....	San Francisco
Mason P. Gordon.....	Claim Clerk.....	Western Division
Frank M. Nelson.....	Locomotive Engineer.....	Eastern Division
A. H. Whitten.....	Locomotive Engineer.....	Western Division
25-YEAR PINS		
Sam Dietz.....	B & B Carpenter.....	Eastern Division
Jose Hernandez.....	Hostler Helper.....	Mechanical Dept.
20-YEAR PINS		
V. J. Carr.....	Traffic Representative.....	Detroit
J. L. Condon.....	General Agent.....	Detroit
15-YEAR PINS		
J. B. Corven.....	Val. Engr. Acct.....	Engineering Dept.
Earl Dufour.....	Carpenter Helper.....	Western Division
B. J. Flood.....	Clerk.....	Western Division
A. Lipparelli.....	Track Laborer.....	Western Division
10-YEAR PINS		
Albert L. Gonsalves.....	Carman.....	Mechanical Dept.
Carl A. Sandstrom.....	Section Foreman.....	Western Division
John F. Weber.....	Carman.....	Mechanical Dept.

SACRAMENTO NORTHERN

Once each year, employees of the Sacramento Northern are awarded service pins earned during the year prior to June 30. MILEPOSTS congratulates the following employees who received service pin awards from the Sacramento Northern June 30, 1950:

35-YEAR PIN		20-YEAR PINS	
F. D. Vincent.....	Engineer	W. R. Anderson.....	Chief Clerk, VP & GM
30-YEAR PINS		F. T. Ayala.....	Trackwalker
P. O. Abraham.....	Engineer	V. Calava.....	Sectionman
R. V. Evans.....	B & O Foreman	G. K. Laumer.....	Supt., Equipment
J. C. Obenchain.....	Conductor	G. F. Miller.....	Lineman
W. R. Parks.....	Yardmaster	R. S. Sant.....	Lead. Sub. Maintainer
T. Porter.....	Brakeman	J. B. Tennant.....	Agent
O. H. Schindler.....	Engineer	C. F. Van Dusen.....	Engineer
W. T. Van Cleave.....	Yardmaster	15-YEAR PINS	
25-YEAR PINS		J. N. Brat.....	Watchman
F. Azvedo.....	Laborer, Chico Shops	M. J. Cisneros.....	Watchman
F. P. Brower.....	Brakeman	S. S. Long.....	Supt., Transportation
J. W. Davis.....	Agent	10-YEAR PIN	
A. A. DeLong.....	Conductor	M. T. Pantalone.....	Machinist Helper, Chico Shops
E. B. Wasson.....	Warehouse Foreman		

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:

Pete D. Balabanis, track laborer, Marysville.

James W. Barnard, telegrapher, Elko.

George N. Beeny, Agent, S. N., Chico.

Charles D. Croix, steward, Oakland.

Roy V. Evans, B.&B Foreman, S.N., Sacramento.

Anton Gallardo, section laborer, Fruitvale.

Cass E. Hall, track laborer, Red House.

Fred R. Huffman, conductor, Oakland.

John F. Jeffrey, chief draftsman, San Francisco.

Alson R. Kilgore, chief surgeon, San Francisco.

James A. Manahan, boilermaker, Wendover.

John B. Rinehart, boilermaker helper, Stockton.

Fred Swanson, conductor, Stockton.

Our supply of the September 1949, March 1950, and May 1950, issues of MILEPOSTS has been exhausted.

It would be much appreciated if those having an extra copy of these issues would send them to the Editor.

Thanks for your assistance.

Passing Mileposts

This issue of MILEPOSTS marks the beginning of Volume 2 and the start of its second year of publication.

As any editor will tell you, his publication is good only so long as it continues to be of interest to its readers. We have earnestly tried to improve each issue and, from the letters we have received, we feel that we have succeeded in some small way. Particularly encouraging are the letters received from old-timers who have since retired, such as Thomas Fox, H. E. Coulter, Fred Huffman, Dr. Kilgore, Miss Dragoo, and others, who have so kindly expressed their appreciation. Others, still in service, such as Harold Brothers and G. R. Travis, have likewise written in, and many have verbally expressed their enjoyment of MILEPOSTS, all of which is most gratifying.

We should also give a big hand to the correspondents along the line and in the offices who have co-operated by giving much of their time to contribute bits of news of our many railroaders both on and off-line. Without their assistance "your magazine" would be colorless indeed.

We recently began mailing MILEPOSTS to your home. We hope you like this method of distribution and that your families will likewise be interested.

Thanks for your continued interest—and if there is any way in which we can make MILEPOSTS more interesting to you, please do not hesitate to advise the editor of your comments or criticisms.



Reproduced above, across the page beginning at the top left, are the first twelve covers of Western Pacific MILEPOSTS. In support of the name chosen for your magazine, there is reproduced on Page 2 of each issue a photograph of the corresponding milepost. While we are indebted to our San Jose Branch for the first five pictures, we are now rolling along the main line and each issue finds us one mile nearer Salt Lake City, the eastern terminus of Western Pacific's 928 miles of main line track.



Caboosing

Oakland

Assistant special agent **BILL BERGMAN** just could not believe what they were saying about the women's new bathing suits, so he hied himself to Catalina Island on his vacation to find out for himself.

NELSON MAUDE, Twenty-fifth Street clerk, has been living in his new home in Colma for about five weeks now. **GEORGE COOPE**, switchman, also has a new place at San Mateo, and they are both very happy about the whole thing.

Not so happy, however, is **EARL WARREN**, switchman, who said goodbye to his wife—off to Minnesota to visit friends and relatives.

Yardmaster **FRED THOMPSON** and wife just returned from a long trip to Death Valley, Las Vegas, Boulder Dam, and Mount Shasta. A cripple ever since, his doctor diagnosed the case as "auto gaspedalitis" or, to put



Meet the members of WP's Hospital Board. From the left: C. L. Droit, Dr. Cushman, Dr. Kilgore (retired), C. E. Whitman, C. O. Davis and H. C. Munson. Frank James was absent when the picture was taken.

it bluntly, a game leg. Next time, Fred, try riding the trains.

"DEE" **MURRAY**, switchman, came back from Hat Creek with his full quota of rainbow trout. Isn't that the limit?

Our world traveler, switchman **LARRY WHITAKER**, has sent post cards from Montreal, England, France, Switzerland, and Rome. He sails soon from Liverpool for the U. S. A.

Leaving July 12, San Jose yardmaster **PAUL MURPHY**'s vacation took him to Portland and Seattle.

We welcome four new switchmen to Oakland—**DON CORDER**, **JOE NEPODAL**, **CHARLES STOLZY**, and **BILL HIGHSMITH**, and one to San Francisco—**FRANK FREDENBURG**.

Los Angeles

DORIS HILL, clerk, has been appointed editor of the Women's Traffic Club of Los Angeles publication, *Trafficgrams*.

WALTER MITTELBERG, general freight agent, San Francisco, was in town to conduct the July 13 meeting of the Pacific Railway Club. As usual, he did a "bang-up" job.

LEO DELVENTHAL, JR., transportation inspector from up North visited Los Angeles recently and provided some of our local shippers with constructive advice on the loading of freight cars.

July in Los Angeles was highlighted by two showings of the color film *California Zephyr*—one at the Los Angeles Transportation Club's regular meet-

ing and one at the Pasadena Shrine Club. Both gatherings were well attended and the comments of those who saw the picture had the W. P. representatives glowing with pride.

BOB MUNCE, *MILEPOST*'s Los Angeles correspondent, deciding that it was a shame that some others weren't able to enjoy the wonders of living in Southern California, spent his vacation by personally delivering a bucketful of Los Angeles climate to correspondent **BILL McGRATH** in Chicago. (Editor's note: We, here in San Francisco, can easily understand how a bucketful of that heavy stuff could easily be packaged, but up here around the Bay Area, of course, where the air is so light—but why go on!)

Oroville

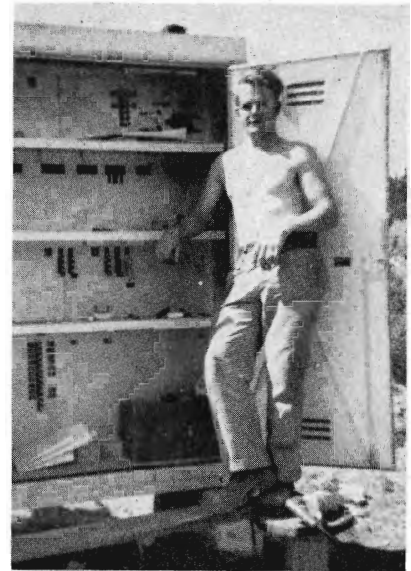
Conductor **A. W. DRYDEN** and wife have a new son, **A. W. Jr.**, who arrived June 22, weighing an even seven pounds.

After weeks of thinking the day would never arrive, carman **D. P. EDWARDS** and wife finally took off for a wonderful vacation to Vancouver, B.C.

Brakeman **E. L. PENINGER** took delivery of a new Plymouth a few days after the switchmen's strike was called. Penny wasn't sure about keeping it, but now thinks he will.

PBX operator **E. J. NEWBROUGH** has been granted a 60-day leave of absence and during a part of that time his plans call for some time in San Francisco and then an extended trip through Oregon and Idaho, returning via Salt Lake, accompanied by the Missus.

Lineman **FRED O. HARVEY** is on sick leave from his duties and is being relieved by **HARRY TAYLOR**. Fred's health is improving and he should be back on



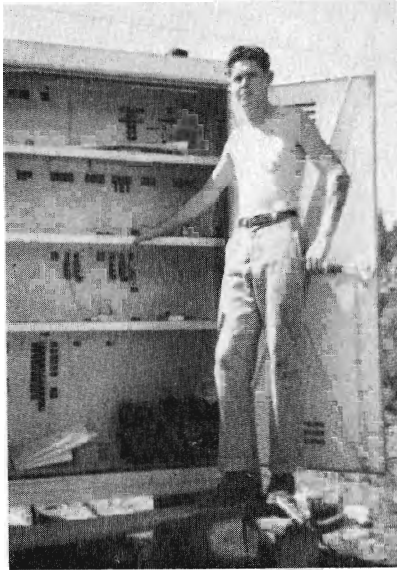
Bernard G. Fry, Signal Gang No. 7, receives \$1.00 for this photo of Pat Caulfield, signalman, while working on CTC installations at Portola yard.

his job real soon. Meanwhile, Harry is breaking in a new DeSoto.

After making their home in Portola for the past 18 years, conductor **L. J. HAMBY** and wife have moved to Oroville, where they purchased a home and a three-acre tract in the Villa Verona District. Could it be the long sunny days that bring the Hamby's down from the Sierra?

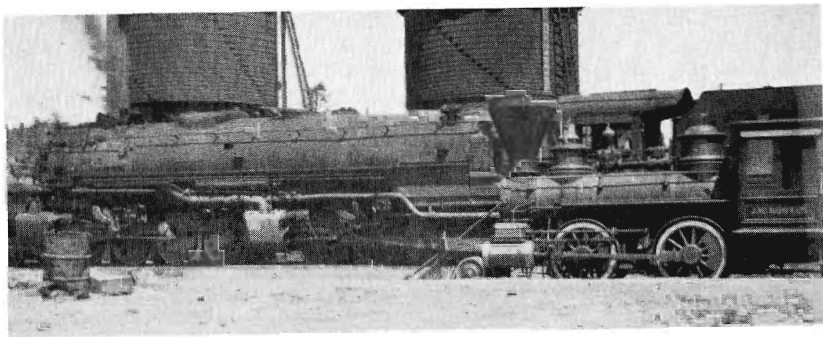
Machinist helper **PAT LORANZANA** has purchased a home near Palermo, while machinist **WAYMAN KELLEY** located in Thermalito. Both employees recently transferred here from Winemucca.

Happy days are just ahead for carman **B. F. SMITH**, who is retiring from duties in the car department at Oroville.



Another \$1.00 goes to Barney Fry for this photo of Signalman Calvin Sailor, also taken at Portola yard.

Quite an interesting contrast is shown in the photo below of two locomotives taken by Nell Brown, roundhouse laborer at Portola, for which she receives \$1.00. The little J. W. Bowker, famous for its service on the Virginia & Truckee Railroad, is dwarfed by one of WP's big 2-8-8-2 Mallets.



Relieved by assistant trainmaster G. H. EVANS of Stockton, trainmaster J. J. McNALLY took the remainder of his vacation during the last week in July, after having it interrupted by the strike. "Just went fishin'," said "The Master."

Radio engineer G. J. WARE, who has been working in San Francisco these past months, is enjoying his vacation in Oroville with his family and getting caught up on the "little odd jobs" the better half has been saving up for him.

Store Department

JULIUS FRICK was presented with a 30-year pin recently. Needless to say, Fricky is very proud of his railroad service. Our congratulations.

Vacations are now in order and GLADYS MORTON took a week of hers for some time well spent at home, with a few side trips to make it interesting.

THURMAN MOZINGO and MARTIN COUGHLIN are also on vacation. Thurman went to Oklahoma to visit relatives and Mart is in Salt Lake City.

JOHNNY DURAN and family have moved into their new home at 5200 Thirty-eighth Avenue.

HARRY MESSER has been confined to his home for a few days with the usual summer cold.

Sacramento Northern

Our sympathy is extended W. A. BLUE, personnel clerk, whose father passed away recently.

We were sorry to learn of the death of P. G. "Pop" DEYO in Fresno early in June at the age of 87. Pop began service with the Company March 23, 1911, and retired during 1936.

Trainmaster H. J. JULFORD, wife and daughter, drove to Seattle for a two weeks' vacation. Visited Grand Coulee and enjoyed a boat trip to Vancouver, B. C., returning home July 9.

Eighth and Brannan

FRANCES ZIEGLER, switching and car desk clerk, has been away from her desk one month with an injured knee, spending some time in the hospital. Home convalescing now, we understand she is progressing nicely and will return to her desk soon.

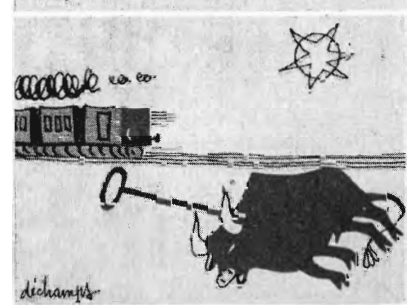
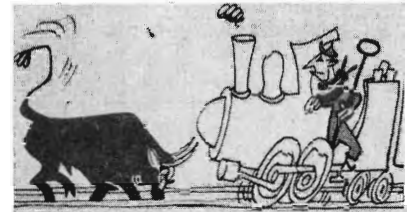
JOHN J. McINERNEY, assistant accountant, and Lieutenant Colonel in the active reserve, consoles himself each day with Everett England, rate clerk, and First Class Seaman in the active reserve. They follow the Korean conflict with much interest day by day.

ARNOLD SKOOTSKY, head export clerk, says he is enjoying his new home tremendously out in the Sunset district.

We understand ZILDA NESWOOG, relief clerk, had her doctor in stitches with her cute little stories while enjoying (?) her stay in the hospital following a recent operation. But we'll bet the doc got even!

Stockton

Candy and cigars greeted the freight office staff the day following their return from an "unsolicited vacation" when AL EVANS, former claim clerk, announced the birth of his daughter,



Courtesy of Notre Metier, Paris, France.

Deborah, on July 5. Congratulations, Al and Pat!

The subtle humor of demurrage clerk ERNIE DAVIES was missed during his two weeks' vacation. However, his desk was well filled by ALTHEA EVANS, who has her own brand of humor as well as charm and feminine pulchritude.

After handling a two weeks' assignment in a very commendable manner, assistant cashier PETE CALCATERRA, is well qualified to give advice on what to do when your wife is on vacation and you are at work. Also, if you want to get your wife home fast, send her the local paper with an item torn out!

Any fellow who would travel 600 miles each week-end for several weeks deserves to be ribbed—and B. B. "BUNNY" HARDING gets his share. Seems to be a certain Bakersfield girl named Barbara.

Word comes that steno-clerk to terminal trainmaster NOLTE is resigning to take over housewife duties. Good luck, VELMA PRENTISS, the yard office will really miss you.

You wouldn't recognize Stockton yard following a complete new paint job. Both inside and out, the atmosphere is bright and cheery.

Understand trainmaster BILL HOWELL managed to see not one, but two big league baseball games while attending the Railroad Convention in Chicago last month. No rain, either.

After relieving assistant trainmaster HENRY STAPP at Oakland recently, assistant trainmaster GRANT EVANS went to Oroville to relieve trainmaster McNALLY during his vacation. Quite a man, this Evans.

Strange, how you get used to people. Because A. MONTELLI would always stop for a little brief on the war situation, we needed two days to find out what was missing while Monte was on his two weeks' vacation.

You'd think a "Roundtable Discussion" on psychology was taking place at noontime, when those who prefer to bring their lunches get their heads together and discuss the subject.

It didn't take traffic representative GENE MACOMBER long to learn we weren't kidding about the Stockton heat. After one day, we noticed him carrying his coat.

STAN DINKEL, also trainmaster, and his family were lucky enough to spend their vacation at Pinecrest, where the heat didn't penetrate the altitude.

When we asked WALT HARRIS what he did during the strike, he stated in his best Southern drawl, "Ah had a job at the S. P." How about that!

JACK PETERS just returned from vacation, spending a few days in San Francisco, but mostly getting re-acquainted with his family. How two of his boys play the piano is really something, according to their music teacher.

Another musical employee is EARL MILLER, yard clerk, who not only plays the saxophone in an orchestra, but is teaching himself how to play the piano.

Haven't had a chance to talk to ELEANOR HARRIGAN since her return from vacation, but if we know Elly, she had a good time.

San Jose

We hear MRS. WINTON V. HANSON has been making a few alterations on her husband's uniform. As a Major in the Air Force Reserves, he might need it soon, and a couple of inches off the chest measurement and about three inches added to the waist line should do the trick.

Revising clerk FRED W. BRANDIES has accepted a position in the rate department at San Francisco and leaves as soon as his relief arrives in San Jose.

HERMAN C. STEVENS, Oakland, is relieving R. C. PRATT, yard clerk, while the latter is on vacation.



After nearly five years' service with the company, Edith Barry gave up her secretarial duties in the traffic department for housekeeping duties at home. A surprise luncheon was given at St. Julian Restaurant by co-workers—Marge Moore, Margaret Schaeffer, Lois Heiman, Ruby Gore, Ruth Schneider (Edith Barry), Bonnie Fleishell, Beverly Bailey, Dura Chesley, Peg Corcoran, Ellen Young, and Olga Cagna. Edith served as secretary, vice-president and president of the Western Pacific Club during her stay with W.P.

San Francisco

MAJOR WILLIAM MANNING, who holds down the leased wire job, is taking a two weeks' refresher course at the Presidio and expects to go on National Guard maneuvers later in the season.

MARY TRICKETT, clerk-telegraph, just returned from a vacation looking very fit and happy. Husband, Paul L., expected a Navy discharge, but has been retained due to present activities. Her place was taken by genial MAX "THIRD MAN THEME SONG" FREGOSO. How he loves that tune!

Max, in turn, was relieved by a newcomer, DICK CZEIKOWITZ, JR., son of chief clerk CZEIKOWITZ. Dick, Jr., is a model plane builder and operator of no little renown, winning second honors in last year's competition. Now he flies around the building with telegrams!

Relief wire chief CARL BAUMAN bid in third trick wire chief job at "SR" Sacramento. His former position in general office is temporarily vacant,

pending assignment on bulletin.

Genial JIM COTTER, system wire chief, busier than a beaver, lining up traffic on the new leased circuit. Quite an operation and speedy, too; one telegram, filed at 1:57 p.m., was answered and the answer placed on the sender's desk within four minutes after it was filed! In between time he makes estimates on new equipment needed.

If you haven't noticed, that's a nice new shiny 30-year service pin on CARL RATH's lapel these days. He'll be glad to show it to you.

ANN OSDOBA is spending her vacation this year by taking a boat trip to Alaska. Lucky girl!

The office wishes HARRY PERRINE, chief clerk Signal Department, a rapid recovery from his recent major operation at St. Joseph's. He will be on the sick list for at least six weeks.

While BILL HEARD, signal draftsman, spent the recent period of idleness cruising through the tall timber of Northern California, MAURICE NOTTER

idled his time away harassing the trout population in the Belden area.

JOHN QUINN, engineering, after walking the streets lately "looking for a nice three-room apartment in San Francisco," finally hit the jackpot. "Glad that job is over," says John.

Visitors' Day. DICK GLOSTER, invited to lunch with his old pal, JIMMIE GRACE, by PETE PETERSON. With Callhan Construction Co., Dick is busily engaged having fire hydrants, pipe, etc., installed in the Presidio. Well tanned, TOM PHILLIPS, just home from a successful fishing trip to Blairsden, and JEFF JEFFREY, just retired, en route to the Garden Club luncheon, where he picks up "ideas" for his varicolored tuberous begonia garden.

Chief engineer FRANK WOOLFORD visited New Orleans for graduation exercises of Mrs. Woolford's daughter at Sophie Newcombe School, then for a visit with relatives at Little Rock, Arkansas, returning home via Kansas City, St. Louis, and Denver. Frank says, "San Francisco is lovely, but New Orleans and Little Rock are superior!" Says who?

Another flower gardener is E. P. PETERSON, who has his blooms so well under control that he and the Missis enjoyed a trip to Montana early in June. "Didn't lose a flower," claims Pete.

Following his marriage to Patricia Lenane on May 27, CLIFF GERSTNER, draftsman, motored in a new Pontiac to Salt Lake City, Lake Tahoe, Reno, and Las Vegas. Becoming quite an expert with the camera, too, as his color slides show.

Another draftsman married recently was BRUCE McCLURE, who walked down the aisle with Colleen Crabtree

on June 30. A trip up the Redwood Highway in a new Buick concluded the honeymoon.

CLIFF NORDEN's calendar reads: "To Whom It May Concern: Have gone fishing. Back August 17."

A trip East to New Jersey with his wife, Lois, and two children, John and Mary, to visit his parents and grandmother, took care of JOHN MILLER's vacation. An assistant engineer, he says it was good to get back to San Francisco. (Frank Woolford, please take note.)

An annual delegate to the Philippine Mahogany Association conventions, GEORGE PURCHASE traveled to Denver for this year's meeting.

CHARLIE STORY spent his vacation fishing at Yellowstone with his wife. "Fishing good, but mosquitoes were pretty bad," claims Charlie.

Prior to his annual bridge inspection, bridge engineer ART CARLSON spent a few days working on his new Burlingame home. Returned with a nice tan, blisters, and no embonpoint or girth around his middle.

Getting his garden in shape for competition in San Mateo's Fall Fiesta, HARRY CARVER, a draftsman, spent his vacation at home. His display of flowers in the Drafting Department reveals his success in walking off with the majority of this show's prizes each year.

Back in the office again is JIMMIE PIERCE, in between an engineering course at Santa Clara. His daughter, Patricia, now has a baby sister, Sherleen.

BOB SEARLE received a Bachelor of Science Degree in general business administration at the graduation exercises of University of San Francisco,

June 4, after completing the course in the Evening Division, which he attended from the fall of 1946 to the end of January, 1950. His work included foreign trade and basic transportation, and this attendance supplemented his previous study at the University of Colorado at Boulder, and Northwestern at Evanston.

DAVE COPENHAGEN passed around the cigars and candy July 20 to announce the arrival of Bruce, 7 $\frac{3}{4}$ pounds, his third son.

EDITH MACOMBER, on leave of absence from the freight traffic department, has joined her husband in Stockton, where they are having a new home built.

Recent vacationists in the traffic department were MARGARET SCHAEFER, who traveled East, and RUBY GORE, who spent her time in Oregon.

Wendover

CHARLES PFENNING, relief telegrapher, has been transferred to Elko to break in as dispatcher. Sorry to lose you, but we wish you and yours the best of luck.

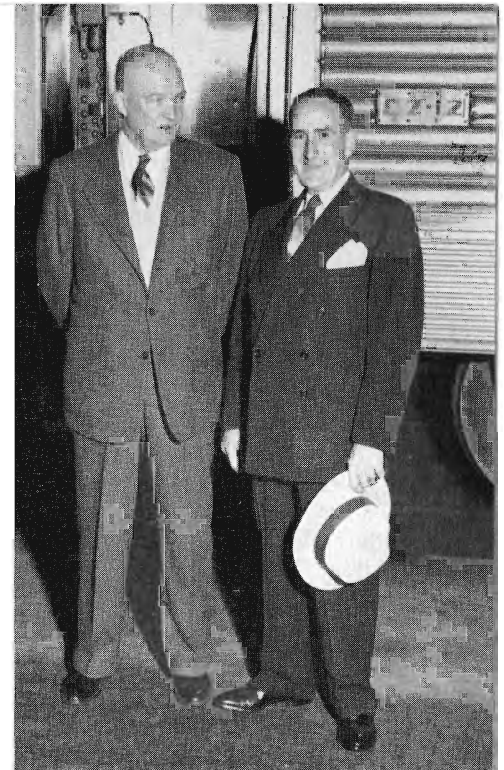
Taking over for correspondent Pfenning temporarily, FRANCIS A. DAVIS will send in Wendover news for the Caboosing column. Your assistance will be appreciated.

SHIRLEY LEE, second trick telegrapher, and husband, Dan, just returned from a vacation to Yellowstone. How lucky can some people get?

S. M. BUSH, from "down yonder" in Florida, is now temporary relief operator at Wendover. Welcome to our city!

First trick telegrapher, ELLIS's daughter, just returned from Elko, where she spent several days visiting friends.

A certain freight conductor on this division would have you believe that



Just before departing from Oakland Pier on the California Zephyr recently, General Eisenhower gladly posed with General Passenger Agent James Hickey for this exclusive Milepost photo.

he would prefer the freight to the Zephyr, but you should see him "doll up" when he takes out the Zephyr!

From the amount of ballast being spread out along the line, Western Pacific will have one of the finest roadbeds in the country when completed, claim observers. With freights booming through here, business must be good, keeping up Western Pacific's reputation as the fastest freight service of any Class A railroad in the U. S. A.

Sacramento Shops

MRS. MARCELLA KAHL is filling in temporarily as vacation relief. A swell

gal, and we wish we could have her with us permanently.

BUD KIMBALL, chief timekeeper, spent his week's vacation up in the Northwest, visiting Portland.

TRUDY MACDONALD is back from vacation. Instead of going to Ohio as originally planned, her folks came West to see her.

Mr. Gleason's secretary, CHARLIE JERAULD, spent four days of his vacation working on his new home which he hopes to have ready for occupancy the 15th of August.

CLAUDE ARMSTRONG, assistant accountant, just returned from his vacation, and we have a new steno-clerk in the mechanical engineer's office, FRANCES ELMO, who replaces MRS. PAT

MEDLOCK, now on a six months' leave of absence.

Elko

Strange as it may seem, everyone is glad to be back on his own desk after thirteen days of idleness, each one a little wiser, terribly broke, and with a new appreciation for his individual job that he has always taken for granted.

FRANK OLDHAM and his wife, MAXINE, returned from Rochester, Minn., after consulting Mayo Bros. Clinic in regard to Maxine's long-suffering illness. Maxine's mother, Mrs. Dean Kendall, accompanied them on their trip.

ANTOINE PRIMEAUX has taken a leave of absence to work with Firestone Company.

CARL PACINI suffered a painful back

(Continued on Page 31)

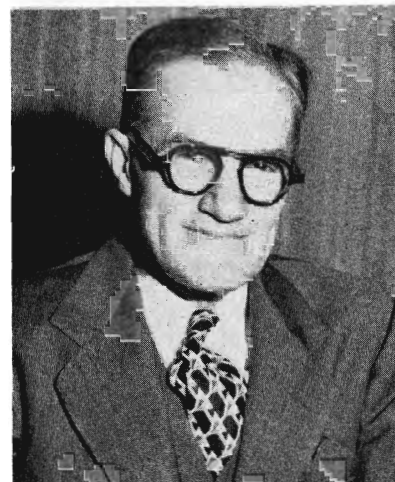
Meet Our General Chairmen

(This is the second 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 14 chairmen who are not WP employees, will appear in future issues of MILEPOSTS.)

Born at Buffalo, New York, October 19, 1891, a modest young fellow just out of high school went to work for the Pennsylvania Railroad at Buffalo in 1905. Working intermittently for several years, A. W. Harris learned his railroading the hard way, assisted along the way by his father, an assistant superintendent for the Pennsy.

It was not until 1909 that Art first came to California to continue a train service career that has found him working for nearly every principal railroad in the country, building up a background of experience that was to serve him well in years to come. After hopping around the country, Art found himself back in California with an assignment on Western Pacific's Western Division in the early part of 1925, where he continued until transferred to the Eastern Division in the summer of 1926. It was during this period, Art recalls, that western railroads each year were hauling approximately 70,000 carloads of California grapes to eastern markets, and his duties found him frequently riding these long trains over the road.

Returning to the Western Division in 1928, Art accumulated 20 years of seniority with the company before accepting the General Chairmanship of the Brotherhood of Railroad Trainmen in 1945, a full-time job, with head-



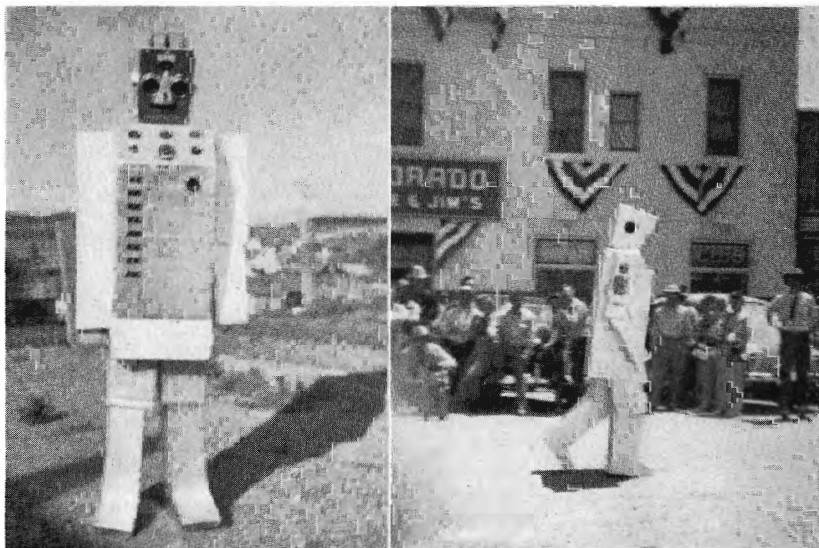
A. W. Harris

quarters in the Pacific Building, San Francisco. His experience with the Brotherhood dates back to 1910, and since that time he has served that organization in various capacities.

A family man with no hobbies, Art lives in nearby Richmond with Mrs. Harris and one son, A. W., Jr., now a senior at the University of California. The activities of his 2½-year-old granddaughter necessitates considerable correspondence with his stepson, who resides in Los Angeles, as does his stepdaughter.

WHAT RAILROADERS KNOW—

Release no information concerning movements of military personnel and materials!



This is not a flying saucer pilot nor a Man from Mars, but hiding beneath all that 1975 glamor is Assistant Roadmaster Charlie Miller, who made quite a hit in the big Silver State Stampede parade held in Elko during June. The tin suit comes equipped with can opener for emergency requirements.

SPORTS

SACRAMENTO 20, STOCKTON 3

The WPAC night softball team took a 1 to 0 lead in the annual Sacramento-Stockton series by blasting out a 20 to 3 victory over the Stockton nine Saturday, July 22, on the Stockton field. The game was nip and tuck during the first four innings, but the bats of the Capital City nine started booming in the fifth to break up the game, and one lone tally in the last half of the seventh and final inning did little to help Stockton's score.

The two Latinos, Cunha and O'Rullian, led the Sacramento nine at bat, and Croy and Lusar starred for the losers. Two homers by V. Latino and one each by Cunha and O'Rullian and a triple by M. Latino did much to push runs across for the winners.

SACRAMENTO				
	AB	H	R	
O'Rullian, cf	3	2	3	
Stadler, c	3	1	2	
Cunha, 3b	4	2	3	
Latino, M., 1b	6	2	3	
Latino, V., p	5	3	4	
Schenk, ss	4	1	2	
Latona, lf	5	1	1	
Konvalin, rf	4	1	2	
Silva, 2b	0	0	0	
TOTALS	34	13	20	

STOCKTON				
	AB	H	R	
Stealing, p	4	1	0	
Hightower, c	2	0	1	
Lusar, 1b	4	1	0	
Croy, ss	3	1	0	
Heckala, 3b	2	0	0	
Phipps, lf	3	1	1	
Carman, rf	3	1	0	
Schank, cf	2	0	0	
Benedict, 2b	2	1	1	
TOTALS	25	6	3	

SAN FRANCISCO

In the final game of San Francisco Recreation Department's Recreation League, Western Pacific's San Francisco softball team dropped a 13 to 7 game on August 4 to the Balboa Home and Auto Supply team, winners of the League.

"With a little more luck we might have come out a winner in the last game also," claimed Tony Quill, team manager. "The team collected some nice bits, but they weren't bunched at the right time to give us the runs we needed." "While the turnout was normally good, vacations and the layoff made it a little difficult to get a team together for one or two of the games," said Quill, "but the gang tried hard to win and they'll be waiting for another chance next year."

With a won 2, lost 2, and tied 1 record, the railroaders finished the League in a tie for third place with the 600 Club nine.

Game scores were as follows:

Western Pacific	Forfeit
Dundee Lads	4
Western Pacific	2
Schenley Industries	0
Western Pacific	9
Mario's Bar	13
Western Pacific	13
600 Club	7
Western Pacific	13
Balboa Home & Auto Supply	

(Continued on Page 31)

Two battered old wrecks of humanity were sitting together on a bench in the city park, when one informed his neighbor: "I'm a man who never took advice from anybody."

"Shake, old fellow," said the other, "I'm a man who followed everybody's advice."

Sports

(Continued from Page 30)

The "hit parade" for the four games was as follows:

PLAYER	AB	R	H	RBI	Pct.
Mills, John, 1b	9	5	5	6	.555
Petersen, Harper, c	8	3	4	4	.500
Johnson, Don, p	4	2	2	2	.500
Ditty, Jack, lf	7	4	3	0	.428
Palladino, Tony, ss	12	3	4	0	.333
Quill, Tony (Mgr.), Util.	4	0	1	1	.250
Dullea, John, 3b	10	1	1	0	.100
Ebnew, Dick, rf	10	1	1	1	.100
Coles, Jim, 2b	12	3	1	3	.083
Ditty, Bob, p	13	2	1	6	.077
Dillon, Jim, Jr., cf	8	0	0	0	.000
Hanson, Bob, rf	8	0	0	1	.000
TOTAL, 4 games	105	24	23	23	

BASKETBALL STARTS SOON

Many teams, including Western Pacific, are now practicing for the fifteenth annual Industrial Division Men's Basketball Tourney, which gets under way September 18 at San Francisco's Kezar Pavilion.

Divided into seven divisions, the railroaders will compete in Class C. Schedules are now being worked up and will be announced in a later issue of MILEPOSTS. Trophies will be awarded the winner and runner-up teams, and individual awards will go to 10 players on the teams at the conclusion of the tournament. The winners and runners-up will meet in a two-out-of-three games championship series for title honors in each division.

Last year the WP five finished up in fourth place after losing two games by just one point, thereby losing a chance for the playoffs. With four years' experience now behind them, hopes are high for a successful 1950 season.

Tickets are now available for all seasonal games, excluding the championship playoffs, and holders are entitled to 50 admissions for only \$1.00. Tickets may be purchased from John

Caboosing . . .

(Continued from Page 28)

injury recently when he picked up a tray of . . . we don't know!

BILL BREW, secretary to the Salt Lake trainmaster, has been promoted to traveling auditor on the Eastern Division.

Employed as machinist for many years, more lately night foreman at the roundhouse, ART JOHNSON recently passed away. Our deepest sympathy to Louise and family.

JOHNNY ETCHEBEHERE suffered a chipped elbow bone, torn ligaments, and pulled muscles during a picnic softball game. Ted Williams, another great ball player, suffered a similar accident recently.

CAROLINE WOLF, general clerk, just returned from a month's vacation in the Hawaiian Islands. "A very delightful trip," claims Caroline.

Master mechanic WILLIAM PARRY has his left hand in a cast due to a falling jack while assisting in the loading of an emergency car. Hopes to have the cast removed soon.

ERWIN VAUGHAN, secretary to the superintendent, not only takes a month's vacation, but returns driving a new Cadillac. It's not how to get a new Cad that bothers us, but how do you get a month's vacation?

RONNIE THORPE, ALLAN'S son, returned from two weeks at Camp Cooke, California, weighing 16 pounds heavier. The Nevada National Guard apparently feed their men well.

Dullea, Local 315; Minette Pope, Local 333; Bee Peterson, Local 465; Tony Palladino, Local 332; Jim Mills, Local 497; Lee Sherwood, Local 492, and John Suseoff, Eighth and Brannan.

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Railroad Lines

Completion of the Burlington's "Centennial Cutoff" in 1951 will shorten the Chicago-Kansas City line by nearly 22 miles and provide day-time operation of fast Zephyr-type trains between those cities.

. . .

Camera fan tourists traveling between Lapland and the Arctic Circle on Sweden's new *Midnight Sun Express* find the train has a unique, specially designed and fully equipped photographic darkroom, complete with expert instructor.

. . .

Henry Bausback, Missouri Pacific chef, received a \$1,000 U. S. Savings Bond for winning H. J. Heinz Co.'s nationwide *Magic Onions National Recipe Contest* with his recipe for Magic Onion Pie.

. . .

Seven hundred music critics in the United States and Canada have voted the Railroad Hour the best operatic program on the air, according to a poll conducted by *Musical America Magazine*.

. . .

Designed to take the fuss and bother out of "Operation Vacation," the New York Central System has issued a "Year 'Round Vacation Guide" keyed to answer travelers' questions in advance.

. . .

A "midnight snack" service has been created on the Milwaukee Road's *Pioneer Limited* operating overnight between Chicago and Minneapolis.

. . .

Teaching boys and girls how to keep from getting hurt was the purpose of a new school program launched this spring by the Baltimore and Ohio Railroad throughout its 13-state territory.