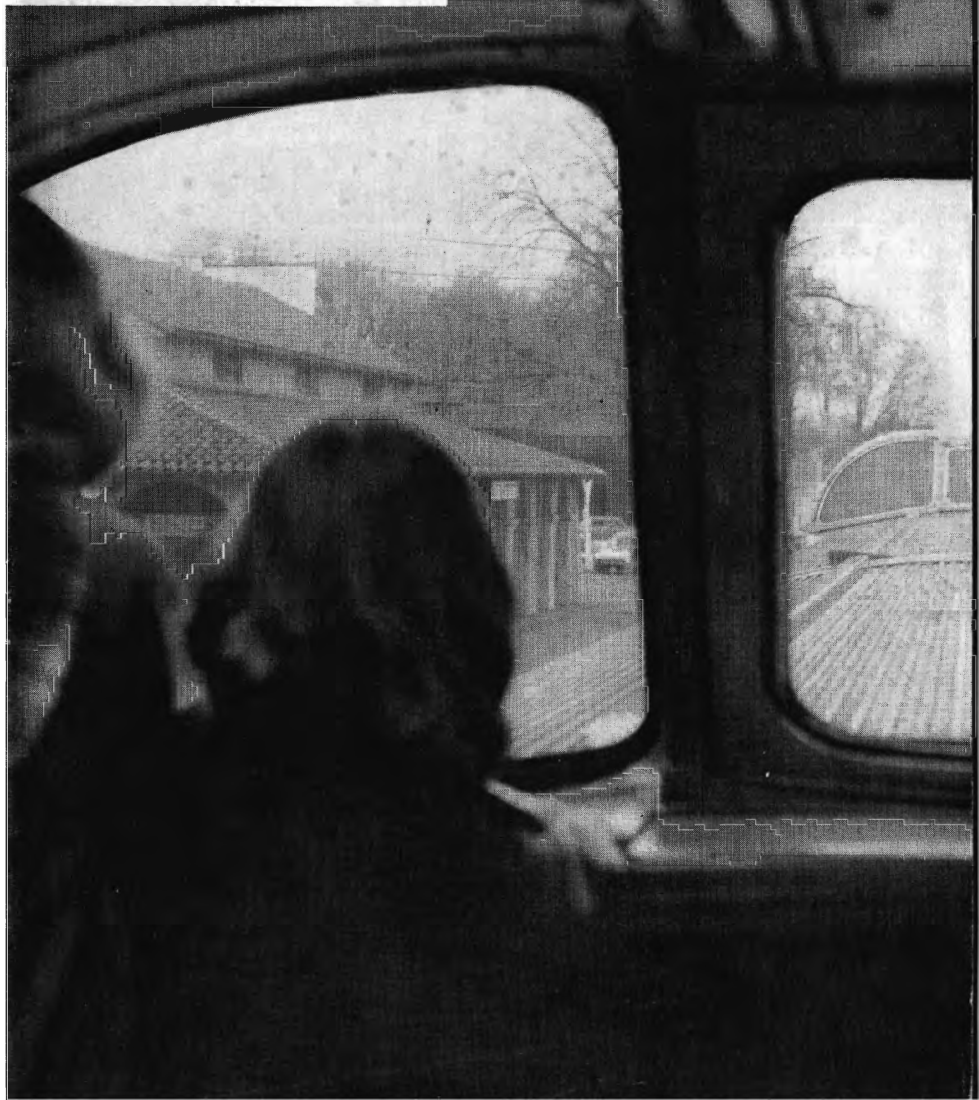
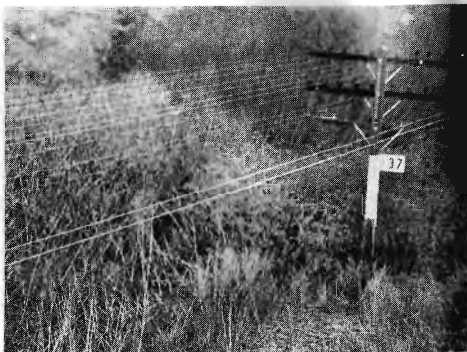


WESTERN PACIFIC
Mileposts
AUGUST 1952



WESTERN PACIFIC Mileposts



Vol. IV, No. 1

AUGUST, 1952

*Milepost No. 37

Department of Public Relations

WESTERN PACIFIC RAILROAD

SACRAMENTO NORTHERN RAILWAY

TIDEWATER SOUTHERN RAILWAY

526 Mission Street, San Francisco 5

Lee "Flash" Sherwood, Editor

• Arthur Lloyd, Jr., Associate Editor

Member American Railway Magazine Editors' Association

Member Northern California Industrial Editors' Association

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* Milepost No. 37: The main line passes Milepost 37 shortly after leaving Sunol and Niles Canyon. The famous Hearst Ranch looks down upon this portion of Western Pacific right-of-way bordering Alameda Creek.



"I'm Three Years Old this Month"

By MILEPOSTS

A magazine, as a rule, doesn't like to talk about itself, but I feel a little proud in celebrating my third anniversary this month, and I thought my friends might like to know a little more about me; how I start a new life each month with 32 pages of ideas and material and end up in your mail box.

Of course, I owe it all to you, and to my editor and his staff without whom I could not exist, and because I have rather expensive tastes, I am also indebted to Western Pacific.

My life is quite exciting—always something new—and I guess I know more employees than anyone else on the railroad. You might not believe it, but I am also quite a traveler. You will find me in each of the forty-eight states, Alaska, Honolulu, and Canal Zone, and Washington, D. C. In addition, each month I hit Argentina, Australia, Belgium, Burma, Canada, Cuba, England, France, Germany, India, Mexico, New Zealand, Spain, and The Netherlands. At one time I probably had the largest circulation of any magazine in Warri, Nigeria, by multiple requests of the native Warri College students, one of whom wrote my boss:

"I have got much interest for writing you this letter, just to inform you that I like to get in love and customer with you, sir. Please, sir, kindly come to me, for I want to become one of your greatest customer in Nigeria. May God be with you. Amen. Palmer Umukoro."

I got a little skittish at this and now I travel to Warri only for the College Library.

My total circulation has grown to nearly 7,000 copies, and new friends write each month asking that I call on them.

I like to keep my weight down to my trim 32 pages, but occasionally my editor feeds me more and I fairly burst with additional pages. Some of my friends say they like me better that way.

Russell Shearer, an attorney friend of mine in San Francisco, wondered why I didn't include a brief comment concerning the MILEPOSTS picture which appears on Page 2 each month, and I hope he and my other readers will like my new look, beginning with this issue. To those of you who might have overlooked this little picture on Page 2 each month, I think you will be interested to note that each milepost corresponds numerically with that particular issue, and I am now rolling along on my way toward Stockton. My boss, "Flash," has taken most of these pictures, and the stories he could tell about climbing fences and rocks, chasing trains along country roads, keeping clear of farmer's dogs and shotguns (daughters, too? G.H.K.), and other amusing and exciting adventures would probably fill a small book.

I am a member of the American Railway Magazine Editors, and the Northern California Industrial Editors' Associations.

By the time I reach your mail box I will have gone through many steps and passed through many hands. Material for my contents is obtained

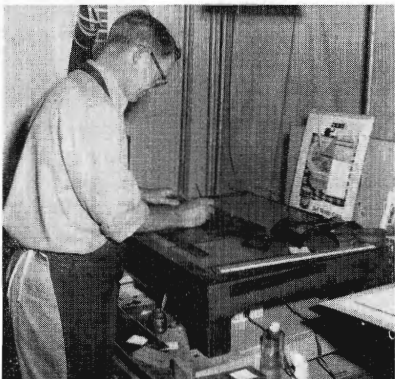
(Continued on Page 10)



MILEPOSTS MECHANICS

When a photograph or other art work is received at the engraver's, it is placed on an adjustable copy board and re-photographed through a half-tone screen (two ruled, optically flat glass plates cemented together so as to give crossing black lines and transparent apertures) placed between the lens and film in the huge copy camera. When the picture is reproduced on the film in reduced or enlarged size to fit the space it will occupy in the magazine, the shaded areas are formed by minute dots. The copy camera is equipped with accurate light-measuring devices that automatically calculate the diaphragm opening according to the amount of reduction or enlargement and the amount of available light. All photographic work is done under temperature control with a tolerance of less than one degree. While a skillful craftsman can do wonders for a poorer picture, the better the original photograph the better it will appear in the magazine.

* * *



The next step is stripping. Because of this extra step of making a plate, not required in conventional photography, it is necessary to reverse the position of the negative. This department also assembles the half-tone negatives and line negatives into single units on all jobs where more than one illustration is used, or where both line copy and tone copy is used to make up a single engraving. They also group other jobs together on flats to make future mechanical operations such as printing and deep etching more economical. It takes as long to print and deep-etch one 3" x 3" flat as it does to print an 11" x 14" flat made up of several jobs.

* * *



The third step occurs in the deep-etching department, where printing depth is given the image that has been printed on metal by the same process as in regular photography. When the plate is submerged in acid, the portions not protected by an enamel covering are eaten away, or etched, so that these portions will not come in contact with the paper and consequently will not print. The etching varies according to the screen used, the type of press, and the paper on which the engraving will be printed. It is a delicate operation, requiring a great deal of skill and patience. Pride in craftsmanship is a "must" in this department, since poor workmanship in this department is not evident on the proof. Only when the job is finally being printed does poor workmanship become obvious.



The fine-dot etching department corrects plates to suit the paper and ink. It is their job to get a result that has all the appearance of continuous tone, maintain color, contrast and balance of the original, regardless of the paper and ink used. Here, in addition to judgment, experience and skill, a certain amount of artistic ability is required. The worker must see the subtle values of the original and recreate them in this new medium, with materials not of his own choosing. He must use materials chosen by the printer, and his job would be quite simple if, upon getting his plate, he could dictate the paper and the ink to be used. These craftsmen have shown great ingenuity in solving many problems that face them daily.

* * *



The fifth step is in the machine room, where all undesired metal is routed away, the engraving beveled and mounted on wood. This is another one of the honor departments where pride in craftsmanship is the driving force. Poor workmanship here could go undetected until the job had finally reached the printing press. It is an important and time-consuming operation, and a very excellent engraving can be a very bad printing plate if this operation is not skillfully handled.

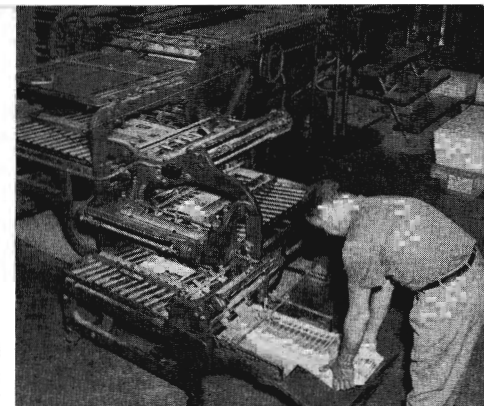
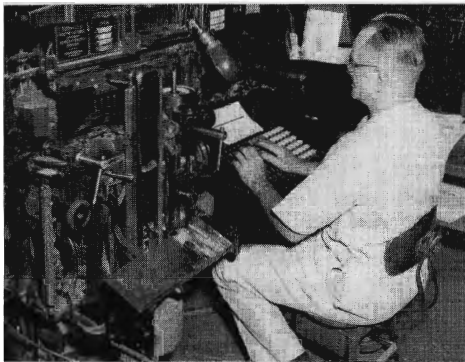
* * *



The last step in making the engraving is the proofing department. Personal integrity is important here. A proofer can, by doctoring inks, using impractical make-ready and slowing up his press, get a very presentable proof from an inferior engraving. He is really the printer's friend. A good proofer will always insist on a plate that he can proof under the printing conditions of the printer and with the inks and the paper selected by the printer.

* * *

All engravings used in Mileposts are made by the Ace Photo Engravers and the Walker Engraving Corporation, both long established in San Francisco.



Lines on a printed page come out evenly because of the skill of the linotype operator (above left), who sits before a keyboard similar to that of a typewriter's, with Mileposts' copy before him. Through a series of operations, a single line of type is cast on metal, hence the name "linotype"—line-of-type. The individual lines are assembled in galley form, numbered for identification, and a proof is taken and sent to the proofroom for the first reading from the original copy.

When all copy has been set in type, and necessary corrections have been made, two sets of proofs are sent to the editor, one for making up his "dummy" and the other for further corrections if necessary by the editor, and returned to the printer.

From the "dummy," the make-up man (above right) assembles the type material, stored in racks, into page form. He inserts half-tones and takes page proofs, which are sent to the proofroom for checking against the "dummy" and author's proofs.

When approved for accuracy and appearance they're ready for locking up in a steel form (chase—not shown) in the correct order to insure proper sequence of pages. Half-tones must be mounted to a minute fraction of an inch—if too thick, by planing off the wooden blocks on which they are mounted, and if too thin, by building up a graduated thickness by pasting pieces of paper on the back.

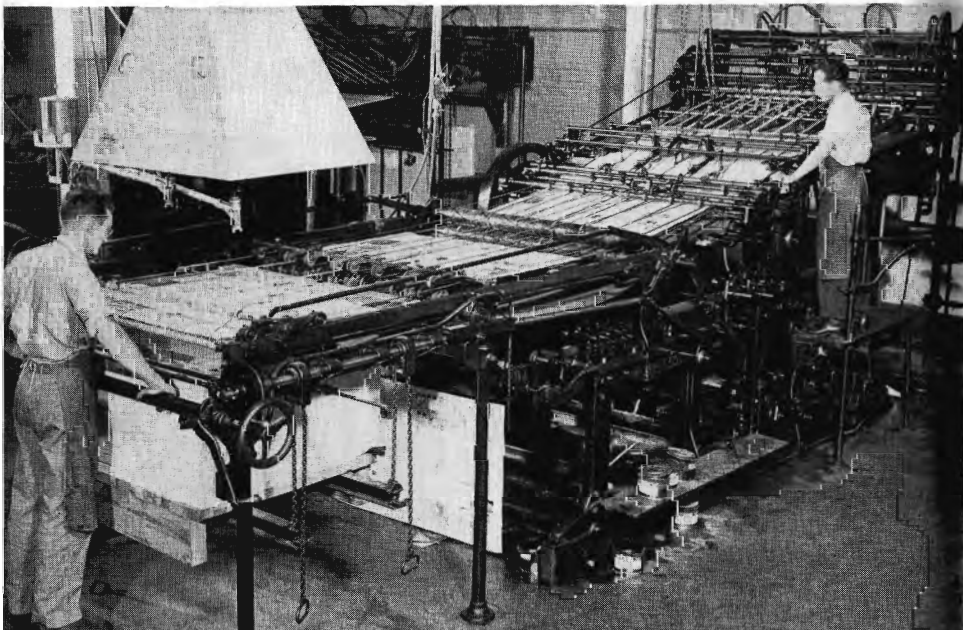
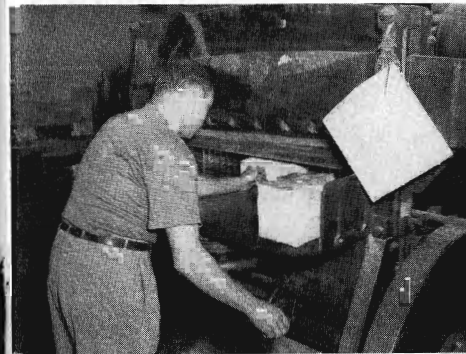
When made-ready, the form is placed on a flat bed of metal which moves back and forth under a revolving cylinder over which pass the sheets of paper. The paper is fed into the upper end (below) of the huge flat-bed cylinder press from which emerges, printed on one sheet, the entire layout of the magazine.

Proofreaders (above, left) work in pairs, are well educated, and have a wide knowledge of terms used in all types of industry. They read copy intelligently, making queries in the margin if the sense isn't clear, correct misspelled words, check days with dates, note errors in indentation of paragraphs or spacing, and prove columns of figures. They usually have come up through the ranks working on various machines and understand the basic principles of printing.

When the printing has been completed, the sheets are sent to the bindery, where one run through the machine (above, right) completes the folding of the magazine.

The magazines next move along a conveyor (below) to the stitching mechanism, where wire stitches are affixed.

All printing for Mileposts is done by the James H. Barry Company, established in San Francisco in 1879, specialists in book and publication printing.





Jim Baker, Chicago

I would like you to meet MILEPOSTS' correspondents who have contributed so much to my contents. I know they will appreciate your cooperation in furnishing them with news along the railroad so they may pass it on to the editor for publication.



Nevada Michelsen, Elko



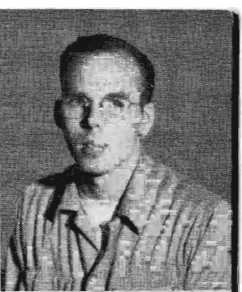
Lee Marshall, Salt Lake City



J. C. Parker, Salt Lake City



Rita Connolly, San Francisco



Wm. Dutcher, San Francisco



Elsie Hagen, Keddie



Frank Sell, Los Angeles



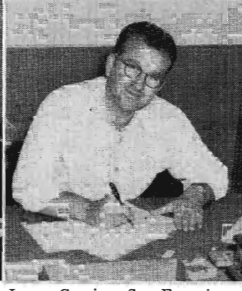
Alan Hudson, New York



Hazel Petersen, Oakland



Molly Fagan, San Francisco



Larry Gerring, San Francisco



Jim Mills, San Francisco



Maurice Notter, San Francisco



Al Coady, OTR



Helen Small, Oroville



Phyllis Laughlin, Portola



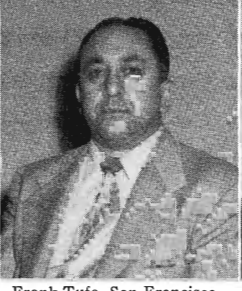
Clarisse Doherty, Sacramento



Carl Rath, San Francisco



Dudley Thickens, S. F.



Frank Tufo, San Francisco



Charles Myers, San Jose



Mary Nichols, Mech. Dept.



Milton Ziehn, SN



Marcella Kahl, Sac. Shops



Irene Burton, Sac. Store



Virginia Rustan, Stockton



Dora Monroe, TS



Shirley Lee, Wendover



Art Lloyd, Assoc. Editor
Lee Sherwood, Editor

"I'm Three Years Old This Month" . . .

(Continued from Page 3)

through many sources—on-the-job reporting by staff and correspondents, supervisory and other employees, company reports, and from the press and other magazines. I might mention that any assistance you can give my correspondents in providing them with news will be much appreciated, and provide better coverage for your department.

I hope you like my cartoons. They are the work of professional artists, the names of whom are included with their drawings.

Pictures are provided by company employees, professional and amateur photographers, members of the staff, and press and magazine representatives.

In preparing the material for this issue, copy is first typewritten for the printer and marked as to size and kind of type desired. After being cast in type by a linotype operator, proofs are checked by the proofreader for typographical errors and, after corrections have been made, the type goes to the compositor and an "Author's Proof" of each galley of type is sent to the editor for use in making up his layout for the entire magazine.

Pictures and other art work are marked for size to fit the editor's layout and sent to the engravers, where they are rephotographed through a screen and etched onto metal, usually copper, commonly referred to as half-tones. Proofs of these are also given the editor for paste-up, and the half-tones are delivered to the printer.

When all material has been set in type, heads have been set by machine or hand, the printer assembles the galleys and half-tones and makes up the pages, using the editor's "dummy" layout as a guide. The entire thirty-two pages are then locked in a huge form and made ready for the press. On this important work depends my final appearance. Half-tones must be made to fit flush with the type, and the type must be leveled and a last-minute check made to see that everything is perfect before the press run begins.

From the press, I go to the folding machine. If you would see me all laid out on one huge sheet of paper when I come off the press, you would wonder how my pages would ever finish up in numerical order. However, when I finish my run through an amazing whirl of revolving drums, turning this way and that, I never fail to be properly dressed from head to foot. I then go to the bindery, where I am stitched together and, as a final step, my pages are trimmed to proper size.

I am then delivered to WP's general office, where the treasurer's department prepares me for mailing, and I hope you will look forward to finding me in your mail box.

I have endeavored in the past, and will continue, to bring you news of the plans and problems of our railroad, personalities about our railroaders themselves, historic and other events which occur on the Western Pacific, and through a sprinkling of jokes and cartoons, provide you with a few laughs. In doing so, I hope to bring closer together the more than five thousand Western Pacific railroaders, each one of whom means so much to its success.

MILEPOSTS' QUESTIONNAIRE

Thank you, readers, for taking the time to fill out and mail the questionnaire postal included in the April issue of MILEPOSTS. The results, which have been tabulated by an experienced public opinion poll operator, have not only proved extremely reassuring to your editor, but have also pointed the way to several improvements in the magazine and changes which will make it more nearly fit the desires of Western Pacific railroaders.

Following are the results of the poll and the conclusions drawn from them by the public opinion poll man.

1. How much of MILEPOSTS do you read?

All	21%
Most	72%
Some	4%
Little	1%
No answer	2%

(Note: The answer "all" was not provided on the questionnaire. The 21 per cent who gave it took the trouble to write it in.)

2. How many members of your family, or friends, read it?

One	14%
Two	24%
Three	15%
(average of all replies)	
Four	7%
Five	4%
More than five	28%
No answer	8%

3. How about photographs?

Too many	0
Too few	25%
About right	72%
No answer	3%

4. (a) Which parts of MILEPOSTS do read regularly?

Features	68%
Don't Be HALF Safe!	64%
Promotions and Transfers....	65%
Caboosing	82%
Mileposts in Gold	67%
In the Good Old Days	75%
WP Will Remember	71%
Meet Your General Chairmen	50%
Cartoons	68%
Railroad Lines	66%
Sports	57%
Jokes	59%
Dear Editor	63%
Hobbies	64%
In the Armed Forces	62%
Group Activities	67%

(Note: These figures include 13 per cent who replied that they read all of the magazine regularly.)

4. (b) Order of preference.

1. Caboosing
2. Features
3. Promotions and Transfers
4. In the Good Old Days
5. Don't Be HALF Safe!
6. WP Will Remember . . .
7. Cartoons
8. Mileposts in Gold
9. Jokes
10. In the Armed Forces
11. Dear Editor } tie
Group Activities }
12. Hobbies } tie
Railroad Lines }
13. Sports
14. Meet your General Chairmen

(Continued on Page 12)

Questionnaire . . .

(Continued from Page 11)

5. In order of preference, which would be most interesting to you?

1. More news of our railroad
2. More news of WP employees
3. Railroad history
4. Educational articles about the railroads
5. Railroad Quiz
6. News of other railroads
7. Financial news

6. Does MILEPOSTS make you feel more like one of the WP family?

- Yes 92%
 No 2%
 No answer 6%

7. What would you suggest to improve MILEPOSTS?

- No change—OK as is..... 36%
 More news of employees, social activities, personal items..... 10%
 More local news, out-of-town reporting, along-the-line items 10%
 More news of WP plans..... 5%
 More sport news..... 5%
 More pictures, photographs..... 5%
 More about WP service and equipment 5%
 More frequent publication, earlier delivery 4%
 Make it bigger..... 3%
 Get better correspondents, reporters 3%
 More human interest, less business 2%
 More departmental news..... 2%
 More railroad history..... 2%
 More humor, jokes, cartoons.... 2%
 More old photographs..... 1%
 More about hobbies..... 1%
 No answer..... 21%

"The answers show a very heavy readership. Most of the magazine is read by three-fourths of its subscribers, all of it by almost a quarter of them.

"From the answers to Question 2, it can be deduced that an average of four people read each copy of MILEPOSTS. Favorable reception of photographs is overwhelming.

"Diversified and evenly distributed readership is the keynote of the many preferences expressed in answer to Question 4(b). The largest number of readers who expressed a first preference for any one feature named 'Caboosing.' All parts of the magazine showed up as second or third preferences.

"The answers to Question 5 show two strong first preferences, followed by a wide diversity of subsidiary preferences. First and foremost, readers want more news of other WP employees and more news about their own railroad. They want almost everything else offered, but to a much lesser degree."

A new father was looking at the babies through the window of the infant ward, and it seemed that every baby there was crying.

"Why are they bawling?!" he asked the nurse.

"Listen," she said severely, "if you were only a few days old, without any clothes, out of a job, and owed the government almost \$1,700 on the national debt, you'd be bawling too!"

The words "In God We Trust" were placed on pennies for the benefit of those who use them for fuses.

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:

Roy J. Campbell, agent-telegrapher, Blairsden.

Walter L. Chadwick, Jr., stenographer-clerk, Sacramento

Samuel G. Evans, Tidewater Southern locomotive engineer-fireman, Stockton.

Peter Garner, conductor, Stockton.

Arthur W. Howard, switchman, Sacramento.

William L. Kolm, rate and division clerk, San Francisco.

* *Grace H. Lamoreaux*, telegrapher, Gerlach, Nevada.

John Mock, section laborer, Portola.

* *Patrick E. Sullivan*, shop laborer, Sacramento.

* Left service prior to retirement.

Edward T. Gallagher retired from active duty as superintendent of transportation on June 30 after nearly a half century of railroad service, forty-one years of which he served the Western Pacific.

Gallagher was born at Covington, Indiana, on April 7, 1886. Not one to talk about himself, it was learned, however, that Ed finished high school at the age of 16, which he claims was entirely due to his mother, a school teacher for many years, and not because of his own intelligence.

He began his railroad career as a telegrapher with the Pennsylvania in February of 1903. In 1904 he held a similar position with the Wabash, and from 1905 he saw a little of the United



WP's new superintendent of transportation, Grant "Red" Allen, and secretary, Josephine Bein, get instructions from Ed Gallagher before they begin serving other members of the department and friends who came to wish Ed a happy retirement.

States while working for the Baltimore & Ohio, Santa Fe, Union Pacific, Sacramento Northern, Denver & Rio Grande and Southern Pacific railroads as a telegrapher, until settling down with the Western Pacific in April of 1910. He was promoted to car distributor in October of that year, and became train dispatcher in May, 1912.

From August until October, 1919, he worked as telegrapher and train dispatcher for the Northwestern Pacific, then returned to Western Pacific to begin his long service with that company, as train dispatcher. After serving as night chief dispatcher, he became chief train dispatcher on February 20, 1928, assistant superintendent of transportation on March 16, 1942, and superintendent of transportation on July 1, 1946.

Gallagher worked under ten superintendents and seven dispatchers, all on the western division, and for a short while in 1918, served as dispatcher for

(Continued on Page 15)

Don't Be HALF Safe!

By PAUL H. JENNER

In reviewing our report of injuries for the first six months of 1952, there seems to be a considerable increase in the number of accidents suffered by our employees in stepping from or onto a car or locomotive. The average individual probably pays little attention to the way in which he steps up and down the stairs in his own home or at work, doing so automatically and with little thought. Still, a lot of people suffer serious injuries in falling downstairs, the majority of which are caused by carelessness.

Railroaders, particularly those in train and engine service, have occasion many times each day to climb up or down the vertical ladders or steps on cars and engines. Perhaps, because they are so accustomed to doing so, it is easy for them to become careless, cracking a knee or shin on the edge of a step or ladder rung, slipping because of grease or oil on the steps or rungs, or on the soles of their shoes, or stepping on a loose rock or other object, into a hole or a drainage ditch, or on icy ground during winter weather.

A good many of these accidents no doubt could be avoided if those concerned would train themselves to think to look and see just where they are going to place their foot in making that next step. Particularly in making that last step down. Then you really need to think first to see just where and on what you are going to step. Certainly, no one is purposely going to step on something that may cause him to lose his balance, sprain an



—Courtesy Railway Division, Dayton Rubber Co.

ankle, or even worse, possibly lose his life!

Let's take a look at the cause of this type of accident for the first six months of 1952 and 1951:

	NUMBER OF ACCIDENTS FIRST SIX MONTHS	
	1952	1951
Stepping on a rock or other object, or stumbling over something.....	15	10
Slipping on ice or snow.....	5	1
Stepping into a hole.....	3	1
Standing in way of something.....	2	1
	25	13

Now let's take a look at the breakdown of these accidents by occupation for the same periods:

	1952	1951
Switchmen	7	5
Firemen	4	0
Car Inspectors	2	0
Brakemen	5	4

	1952	1951
Laborers	2	1
Conductors	2	0
Footboard yardmaster.....	1	0
Carpenters	1	1
Dump operator.....	1	0
Carman helper	0	1
Engineer	0	1
	25	13

Getting on or off a locomotive or car, whether standing or moving, can be done safely, so let's put our minds to it and eliminate this type of accident.

SIGNALING ADVANCED

Western Pacific pushed forward another step toward completion of its traffic control system when operation of the automatic train signaling and switching system was extended through to Wendover, Utah, on July 14.

With the entire main line project now 86 per cent completed, the company expects to have the system in full operation between Oakland and Salt Lake City late this year.

When completed, the entire railroad system will be controlled from just two points. The western division, between Oakland and Portola, will be controlled by three machines located at Sacramento, and the eastern division, Portola to Salt Lake City, by two machines located at Elko, Nevada.

A fellow was pretty sick and the doctor ordered him to take a long vacation in Arizona. He went down there and at the end of two months he died.

They brought the corpse back to San Francisco and his wife and her brother were viewing the remains.

She said: "Oh, Eddie, doesn't he look nice?"

And Eddie said: "He sure does. Those two months in Arizona certainly did him a lot of good."—Reading Railroad Magazine.

NEW FREIGHT SCHEDULES

Effective June 7, Western Pacific placed its westbound CFS train on a new schedule, leaving Salt Lake City daily at 7:00 a. m. (PST) and arriving in Oakland yard at 4:00 p. m. the following day, with a scheduled running time of thirty-three hours. This new schedule through our connections affords our patrons in the Bay Area a sixth morning delivery from Chicago and fifth morning from St. Louis. We are happy to report that, with very few exceptions, the train has arrived ahead of time.

Effective July 1, our new perishable schedule eastbound went into effect, leaving Sacramento on a basic schedule at 8:00 a. m., Day 1, due to arrive Salt Lake City 12:01 a. m. (PST), Day 3, delivering to connections not later than 5:00 a. m. (MT).

The cutoff Fruit Block leaves Sacramento not later than 8:00 p. m., Day 1, to make delivery at Salt Lake City, by or before 5:00 a. m. (MT), Day 3; Chicago 12:30 a. m., Day 6; and St. Louis 6:00 p. m., Day 5.

WP Will Remember . . .

(Continued from Page 13)

the U. S. Railroad Administration at Sacramento.

Ed is going to try his hand at "city farming" on a small piece of property at 765 Grand View Road, Sebastopol, and will probably, before too long, have the cows and other farm animals walking their trails in freight train order with the aid of a home-made TCS system of his own design.

The Gallaghers have one daughter, Marjorie, just recently married, and now on leave of absence from the passenger department.



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

John A. Asbury, blacksmith helper, died on May 11, 1952. Mr. Asbury last worked for the company on April 6, 1937, and entered service on September 17, 1918.

Julian D. Blair, carman, died on July 8, 1952. Mr. Blair entered WP service in August, 1945. He is survived by his widow, Mrs. J. D. Blair, of Stockton.

Frank E. Brown, machinist, died on June 7, 1952. Mr. Brown last worked for Western Pacific on May 30, 1945, and entered service with the company August 12, 1936.

William A. Burns, carman helper, died on May 25, 1952. Mr. Burns entered service on June 11, 1928, and last worked for the company on August 31, 1950.

Philip J. Duffy, switchman, died on May 16, 1952. Mr. Duffy entered service on February 9, 1921, and last worked for the company on February 7, 1946.

Carl I. Felt, Sacramento Northern brakeman, died on June 10, 1952. Mr. Felt entered company service in July, 1945. He is survived by his widow, Mrs. Fanny M. Felt of West Sacramento.

Cass E. Hall, track laborer, died on May 9, 1952. Mr. Hall last worked for the company on May 16, 1949, and entered service on January 11, 1940.

Ernest G. Hattley, former locomotive engineer, died on June 29, 1952.

Mr. Hattley retired from Western Pacific on December 19, 1946.

Eric A. Larson, janitor, died on June 23, 1952. Mr. Larson entered company service on May 4, 1928. He is survived by four brothers, Andrew, Lars, Oliver, and Peter Larson, and a sister, Mrs. E. L. Holmes, all of Vehling, Nebraska.

Elrico D. LaVearl, section laborer, died July 13, 1952, while en route by ambulance from Deeth to Elko. Other information not available at press time.

John F. McNealea, laborer, died on May 29, 1952. Mr. McNealea entered company service on April 25, 1931, and last worked for the company on September 26, 1937.

Antone Merlic, assistant tunnel gang foreman, died on May 21, 1952. Mr. Merlic entered service in June, 1944. He is survived by a son, Edward Merlic, of Jackson, California.

Robert E. Miller, car foreman, died on July 6, 1952. Mr. Miller retired from service on July 31, 1944.

Pablo Muniz, section laborer, died from injuries sustained in an automobile accident on July 13, 1952.

Eulalio E. Muniz, section laborer, died from injuries sustained in the same accident. No other information available at press time.

Edward F. Murray, former engineer, was recently found dead in his parked car near Clio. Mr. Murray was 71 years of age and had been in ill health.

(Continued on Page 17)

PROMOTIONS AND TRANSFERS

Grant S. Allen was appointed superintendent of transportation, effective July 1, succeeding E. T. Gallagher, who retired on June 30.

Allen was born at Dunkirk, Indiana, on December 9, 1897. He received his schooling in Galesburg and Chilli-cothe, Illinois, and after graduating at Topeka, Kansas, began a railroad career as an operator on the Santa Fe's Illinois division. He later worked for the Union Pacific, Southern Pacific, and Denver & Rio Grande railroads, and came to Western Pacific as a



brakeman on the western division September 24, 1934. "Red" was promoted to train dispatcher at Sacramento in June of 1936 and one year later was made night chief dispatcher. In 1944 he was made chief dispatcher at Sacramento, and during two periods, August, 1948 to March, 1949, and again from June, 1949 to September, 1949, served as assistant trainmaster at Tobin in charge of the rip-rap work trains protecting fills from the flood waters of Rock Creek and Cresta dams. He was appointed assistant trainmaster at Wendover on November 16, 1950, and made trainmaster there on July 1, 1951. In September, 1951, he was assigned to general office as assistant to superintendent of transportation, which position he held at the time of his present appointment.

Grant is a member of the Knights

of Columbus at Sacramento, and is interested in photography, woodworking and travel. His travels to date have included two rail trips to Mexico. Mrs. Allen is an oil and water color artist, and her work has been exhibited at Northern California Arts and Kingsley Club shows at Sacramento.

The Allens have two married daughters, Marjorie, a graduate of University of California, where she majored in Spanish and psychology; and Peggy June, who majored in interior decorating and was graduated from San Jose State College.

In Memoriam...

(Continued from Page 16)

Walter R. Ruona, laborer, died on June 18, 1952, following an automobile accident near Golconda, Nevada. Mr. Ruona entered service early in June. He is survived by a half-brother, Charles Jacobson, of Deadwood, South Dakota.

Adam E. Schuman, locomotive engineer, died on June 14, 1952. Mr. Schuman entered Western Pacific service on October 4, 1936. He is survived by two brothers, one, William Schuman, of Cleveland, Ohio, and the other unknown.

Thomas J. Sullivan, telegraph operator, died on May 9, 1952. Mr. Sullivan began working for Western Pacific on June 19, 1919, and last worked for the company on December 13, 1945.

Edwin A. Wood, laborer, died on May 5, 1952. Mr. Wood entered company service on March 2, 1931, and last worked for the company on September 26, 1946.



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

John A. Asbury, blacksmith helper, died on May 11, 1952. Mr. Asbury last worked for the company on April 6, 1937, and entered service on September 17, 1918.

Julian D. Blair, carman, died on July 8, 1952. Mr. Blair entered WP service in August, 1945. He is survived by his widow, Mrs. J. D. Blair, of Stockton.

Frank E. Brown, machinist, died on June 7, 1952. Mr. Brown last worked for Western Pacific on May 30, 1945, and entered service with the company August 12, 1936.

William A. Burns, carman helper, died on May 25, 1952. Mr. Burns entered service on June 11, 1928, and last worked for the company on August 31, 1950.

Philip J. Duffy, switchman, died on May 16, 1952. Mr. Duffy entered service on February 9, 1921, and last worked for the company on February 7, 1946.

Carl I. Felt, Sacramento Northern brakeman, died on June 10, 1952. Mr. Felt entered company service in July, 1945. He is survived by his widow, Mrs. Fanny M. Felt of West Sacramento.

Cass E. Hall, track laborer, died on May 9, 1952. Mr. Hall last worked for the company on May 16, 1949, and entered service on January 11, 1940.

Ernest G. Hattley, former locomotive engineer, died on June 29, 1952.

Mr. Hattley retired from Western Pacific on December 19, 1946.

Eric A. Larson, janitor, died on June 23, 1952. Mr. Larson entered company service on May 4, 1928. He is survived by four brothers, Andrew, Lars, Oliver, and Peter Larson, and a sister, Mrs. E. L. Holmes, all of Vehling, Nebraska.

Elrico D. LaVearl, section laborer, died July 13, 1952, while en route by ambulance from Deeth to Elko. Other information not available at press time.

John F. McNealea, laborer, died on May 29, 1952. Mr. McNealea entered company service on April 25, 1931, and last worked for the company on September 26, 1937.

Antonje Merlic, assistant tunnel gang foreman, died on May 21, 1952. Mr. Merlic entered service in June, 1944. He is survived by a son, Edward Merlic, of Jackson, California.

Robert E. Miller, car foreman, died on July 6, 1952. Mr. Miller retired from service on July 31, 1944.

Pablo Muniz, section laborer, died from injuries sustained in an automobile accident on July 13, 1952.

Eulalio E. Muniz, section laborer, died from injuries sustained in the same accident. No other information available at press time.

Edward F. Murray, former engineer, was recently found dead in his parked car near Clio. Mr. Murray was 71 years of age and had been in ill health.

(Continued on Page 17)

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ern Pacific as a brakeman on the western division September 24, 1934. "Red" was promoted to train dispatcher at Sacramento in June of 1936 and one year later was made night chief dispatcher. In 1944 he was made chief dispatcher at Sacramento, and during two periods, August, 1948 to March, 1949, and again from June, 1949 to September, 1949, served as assistant trainmaster at Tobin in charge of the rip-rap work trains protecting fills from the flood waters of Rock Creek and Cresta dams. He was appointed assistant trainmaster at Wendover on November 16, 1950, and made trainmaster there on July 1, 1951. In September, 1951, he was assigned to general office as assistant to superintendent of transportation, which position he held at the time of his present appointment.

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Dear Editor:

I wish to thank you for sending the MILEPOSTS even though my husband isn't here. I enjoy looking through it, seeing names of someone I know. I hope you will keep on sending it.

My husband, Ben H. Woodward, passed away March 15, 1951, after a long illness. He was track foreman on the Marshall (Tooele) Branch, where he last worked, and had worked for the WP for many years and also on the Union Pacific since 1921.

Besides his wife, he is survived by five sons, A. G. Woodward, Salt Lake City; A. V. Woodward, Garfield, Utah; C. B. Woodward, Elko, Nevada; Cpl. Leonard Woodward, South Carolina; Raymond Woodward, Ogden; three daughters, Ethel Kung, Lancaster, California; Evelyn Brooks, Ogden; Rose Marie McBride, Salt Lake City.

Hope to see Mr. Woodward's name in MILEPOSTS. Thank you.

Respectfully,
Mrs. Ben H. Woodward
543 27th Street
Ogden, Utah

I wish to call your attention to an item which appeared in the May issue of MILEPOSTS under the heading of Keddie on page 21 wherein you mentioned that Dave Trimble and Blake Gwinn were members of the Brotherhood of Locomotive Fireman & Enginemen. It is our intention to have this error corrected as these gentlemen are members of the Brotherhood of

Locomotive Engineers. Thanking you in advance.

J. J. Brown
Local Chairman
B. of L. E.

We sincerely regret this error and wish to thank you for calling it to our attention.

Will you please place my name on the mailing list and also will you please send me a Western Pacific service pin. I have 29 years service with WP, with several years as passenger conductor east out of Oroville, and am retired on pension. I was called "Hard Luck" Howard on the Railroad.

B. M. Howard
2616 "P" Street
Sacramento, California

We hope you will enjoy MILEPOSTS and the service pin, and that your luck from now on will be all good.

I retired on April 29, having worked ten years from 1903 on the Santa Fe; two years on the WP; five years for the S. L. & U.; two years in the Union Pacific & Utah joint shop; another eight years for the S. L. & U., and on the WP since October 16, 1941. The Brotherhood of Railway Carmen, Hightown Lodge 383, gave a party May 19 in my honor, and in appreciation for having served as financial secretary since 1942, presented me with a wonderful traveling case and bill fold, with best wishes for many years of happy

retirement. The fact that I am leaving, with so many friends, both officials and co-workers, sure makes me feel great. Thanking you for past favors, and please send future MILEPOSTS to me, General Delivery, Salem, Utah.

W. Z. Hinze
Retired Carman
Elko

On behalf of all WP railroaders, we add our best wishes for your many happy years ahead. We're happy to include your name on our mailing list.

It is noted on Page 19 of the June MILEPOSTS, my name is listed as one of the honored fathers of one Mrs. F. Mlakar, roadmaster's clerk, Portola.

This is in error and as I am not a father, no doubt you will desire to correct in the next issue.

G. D. KEYES
Agent, San Jose

We regret this error and in rechecking find that Mrs. Mlakar's father is Frank G. Hardwick, agent at San Leandro. Mr. Hardwick first worked for Western Pacific as a telegrapher on the eastern division December 16, 1940, and has a seniority date of June 5, 1941, on the western division.

I wish it were possible for me to express my appreciation in person for the little "newsy MILEPOSTS," which keeps me reminded of my father's (T. L. Phillips) dream—the Western Pacific, and the thoughts of all his accounts of many years. I just love to read it.

Please do accept my many thanks for having me on your mailing list.

RUTH E. ANDERSON

Well, I have been a retired gentleman for two weeks today and feel none the worse for it, rather feel I like my new position with only one boss, the Mrs., on the job.

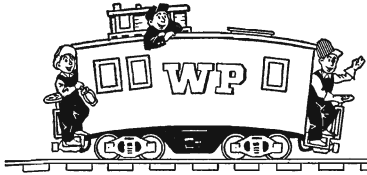
I would like very much to use MILEPOSTS as the medium through which I can express my sincere appreciation to officers and fellow employees for the many fine letters I have received wishing me well, also the very fine radio-phonograph with the names of so many fellow workers contributing to its purchase. My thanks to those who through the years have always been ready to render assistance and cooperate at all times, and for the success I have had during my rail career; all credit goes to those who have rendered such cooperation. Nobody can go it alone.

My greatest regret in leaving the railroad is the loss of the close friendship built up with so many over a period of forty years.

E. T. GALLAGHER
765 Grand View Road
Sebastopol, California

Through a telephone call from Hazel Petersen, Oakland correspondent, it was learned that we failed to include the name of J. T. Connelly, Oroville machinist, in the Father's Day article, June MILEPOSTS. Jim is the son of John P. Connelly, who began service with WP in September, 1913, and not November 1, 1920, as previously reported, which is his seniority date as roadmaster on the First District.

Statistics on crossing accidents prove that locomotives are not afraid of automobiles.—T&P Topics.



Caboosing

OAKLAND

Hazel Petersen

The WP Oakland Blood Bank is under way with a good start. ED WUELFING, checker, and SIDNEY ANDERSON, transit rate clerk, have each made two donations of a pint of blood in the last four months. One pint each has also been donated by BILL ANGER, stenographer; MAX MUNSON, revising clerk; JOHN EVANS, head claim clerk; ORVIL HATFIELD, general clerk; BILL GOOD, roundhouse foreman; R. L. THOMAS, WALTER FREEMAN, and JOSEPH GLESSER, roundhouse employees; and JOSE RODRIGUEZ, Fruitvale section man. Inasmuch as these donations are entirely voluntary, much credit is deserved by these men for their consideration and generosity to others less fortunate than themselves. Watch the list grow!

Electrician GAY BLACKBURN just got around to telling us that his baby daughter, Constance, arrived in February, weighing seven pounds and ten

ounces. Grandpa HARRY MEYERS then followed suit by announcing the birth of his granddaughter, Pamela, in March. Harry is with the mechanical department, as is his son, Leroy, who is, incidentally, the father of Pamela.

ELMER LINDQUIST, traffic, has taken the Missus on another fishing trip. Wonder if she will keep him from "bragging" by again bringing home the mostest of the bestest.

AL McNAMARA has been transferred to San Francisco to fill the position vacated by FRANK MURPHY. His replacement is FRANK SCHMALENBERGER. Congratulations, fellows!

New switchmen at Oakland are WILLIAM HOGAN and ARMOND BANKS. Welcome to Western Pacific!

LAURIE WHITAKER, switchman, has made another trip to the southern part of the State and to the Westside Tennis Club, owned by his son-in-law, Bob Harmon, UC graduate, who teaches the movie stars the game. Laurie doesn't play the game with the stars, but he swaps plenty of yarns with them. Purpose of this trip was to pick up Bob, Jr., who will accompany his grandparents on a tour of Canada.

FRED BAGGE is home from Belmont Sanitarium, much improved, which is the best news we have heard in a long time. Fred retired last March and the gang in AL ROWLAND's office have been waiting for him to come home to present him with a retirement gift—

a gold watch. With all this time on your hands, Fred, you should get well in a hurry!

AL SARONI has gone and done it again. He landed a 42-pound salmon while fishing from his cabin cruiser, the *Alclaire*, near the Farallones. We heard from a secret source among our employees that he almost fell out of his boat landing this one, but what a fisherman won't do to land a big one and get his picture in the paper.

H. J. FITZPATRICK, marine mate, and wife have been vacationing in Southern California. "Fitz" states the towboats and such on the busy waterfront at San Diego cannot hold a candle to our tug *Hercules*. Loyal man! He also advised the beautiful Catalina Islands remind him of the "Old Sod."

Vacations are also under way and almost over for GUNNAR WILSTRUP, assistant marine chief engineer; ANDY GUSTAFSON, mate; BOB FAILING, mechanical department; JOHN GORDON, telegrapher; and LOIS MORGENROTH, assistant chief yard clerk.

HARRY GLATT, retired chief clerk, and family are enjoying guests from New York City. Harry is feeling much better these days. Our other retired friends, JOE GANEY and OX OWEN, are also in fine spirits, enjoying their retirement, and send their regards to all their WP friends.

SAN JOSE

Charles H. Myers

RALPH MEDLEY, traffic department, is receiving congratulations on the arrival of Ralph, Jr., recently, a healthy seven-pound lad who shows all the signs of being a future passenger agent. He is already so "persuasive" that both Ralph and Mrs. Medley find themselves hustling around at all

hours of the night, meeting his requirements.

Some fellows like to keep their vacation plans a deep secret. Now, take "WINT" HANSON, traffic representative, for instance. He'll be back July 21. Further deponent knoweth not!

CHARLEY MYERS, chief clerk, traffic, was recently named secretary of the San Jose (Willow Glen) Lions Club. He was selected for this job, it appears, because it was the only office in the Club he hadn't previously held, including that of president and deputy district governor.

In the local freight office, Assistant Agent "KEN" DUNTON is slowly and laboriously getting himself back into the groove following a vacation spent living the "life of Riley."

Other vacationists are MATT WILLOUGHBY, relief clerk, who recently returned from two weeks spent at various beach spots in the area, and BUD SOULE, yard clerk, who packed his gear and headed for the high Sierra.

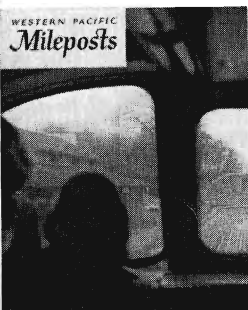
OAKLAND TERMINAL RAILWAY

Al Coady

O. L. HINISH, car inspector, is on a trip to Mexico City while enjoying his annual vacation, and we all wish him a good time.

Mrs. B. L. Lindley, wife of our superintendent, was hospitalized a short while ago, and MR. LINDLEY took over the cooking, with the net result—two burned fingers!

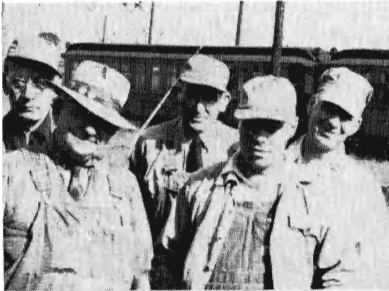
Trainmaster P. T. McNALLY is in the used-car business. He recently had an accident with his own car, and borrowed another from a pal's used-car lot. Pete says when he returns the car it will have a new sign on it—"Peterbilt."



AUGUST COVER

As the California Zephyr approaches Sacramento, two young passengers eagerly watch from a Vista Dome window the excitement of new passengers boarding the train. From such a vantage point passengers may easily view the many interesting scenes as the train speeds its way along Western Pacific's scenic route to Salt Lake City.

A short time ago AL COADY, switching clerk, had a surprise when a neon tube over his desk dropped out and hit the desk with a crash. Par to the door is four jumps. Al made it in two for an eagle.



Oakland Terminal crew, left to right: C. Glidden, switchman; L. L. Lepper, yardmaster; Ken Wasstall, engineer; Leo McPartland, switchman, and Bob Smith, fireman.

CHICAGO

Jim Baker

Seems like a storm just passed Chicago. Whoopee was really raised in the Windy City at the recent Republican and Democratic National Conventions. California delegates and visitors let us know they were in town, too, when they sold the Honorable Senator Nixon to the GOP convention for vice president.

GEORGE WENIG, general agent, upon returning recently from up Wisconsin way, stated that he couldn't understand just why CHARLIE MATHENY, traffic representative at Milwaukee, couldn't come through with a good fish story. While covering the territory of this magic wonderland of lakes and streams, George was enchanted with its beauty and opportunities for fishing. However, Charlie's excuse is that all of his spare time is consumed in more arduous sports. Will accept his

excuse this time, as he was a recent winner in a handball tournament conducted by the Milwaukee Athletic Club.

"Bossman" and Mrs. ART LUND made a trip to New York City over the Fourth of July holiday. They claim they can't see that Radio City has much more than the Windy City, except that the buildings may be very slightly taller.

Still vacationers . . . were ANN WEBER, who went down Florida way; GERRY COFFEY, who motored to Leamington, Ontario; and JIM RICHARDS, among the most recent.

NEW YORK CITY

Alan Hudson

Happy birthday to MILEPOSTS on its third anniversary from all its New York admirers!

That we learned while having the pleasure of meeting ART LLOYD, associate editor, on his visit to Knickerbockertown in early July, and we feel that getting up this column is much less of a task when we know what nice fellows we are coöperating with.

While on the subject of visitors, we recently welcomed not only PRESIDENT WHITMAN, but his daughter, Harriet, while the latter was stopping off at New York en route to the Old World. And, of course, our Freight Claim Agent, R. L. GOHMERT, here on business, made himself known to us.

We understand that Messrs. POULTERER and WHITE and their ladies had a most enjoyable stay, attending the National Freight Traffic Association's annual spring meeting early in June at White Sulphur Springs, Virginia. With those fellows around we will wager the others heard a lot about Western Pacific!

JOHN STILL returned from his California vacation with glowing reports of the *California Zephyr*—natch! San Francisco—natch! And the people at 526 Mission—natch! Superlatives galore. Said our alumnus, JOHN NOLAN, looks none the worse, if not better, for being away from the charming and gracious atmosphere in Suite 412, 500 Fifth Avenue.

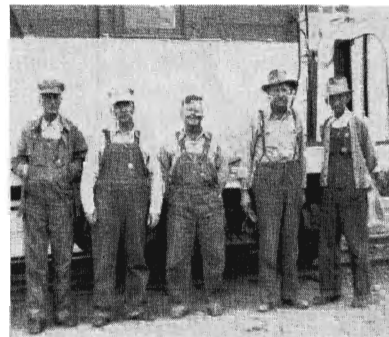
That long-legged bird, not the egret nor the ostrich, is expected at ART and Flo POTVINS' some time in September!

TIDEWATER SOUTHERN

Dora Monroe

We wish to extend our sympathy to Engineer F. B. EDGERTON, whose mother passed away recently.

Conductor W. R. DAWSON and Brakeman J. W. CRAWFORD and their families toured the South on their trip to Oklahoma, enjoying a stay at the Grand Canyon and a trip through the Painted Desert. We were sorry to learn that shortly after his return, the death of Conductor Dawson's father necessitated his return to Oklahoma, and we extend our sympathy.



Tidewater Southern crew taken just before Engineer Reed took TS Extra 741 on his last run. From left: S. G. Evans, Fireman S. C. Black, Conductor W. R. Dawson, Brakemen T. J. Thorla and J. W. Crawford.

Other vacationists include Superintendent J. E. KENADY, who spent a brief but restful vacation at home. Agent L. A. HUPP and family enjoyed a trip to Southern California, where the weather coöperated to make their stay a delightful one. It was with real pleasure that your correspondent, too, enjoyed a fishing trip to Baja California. The vacation was a restful one if not too rewarding a one at Ensenada, Mexico, with a stopoff en route at Los Angeles.

After 28 years of service on the Tidewater Southern Engineer-fireman SAMUEL G. EVANS retired on June 28. His early career with the company was quite diversified, including the occupational operations of passenger motorman, freight engineer and fireman, brakeman, mechanic, electrician, substation operator, carpenter, welder, and including the time-roll title of "squirrel killer."

His imminent plans include an extensive trip throughout the East and South, accompanied by Mrs. Evans. He was presented with a set of matched luggage from his co-workers which turned out to be a timely gift.

SACRAMENTO NORTHERN

Milton Ziehn

Chief Clerk ANDERSEN claims to have lost at least five pounds while painting his two-story home, not to mention the five pounds lost by this correspondent in figuring color schemes, etc., for his abode.

PEARL COOK, division accountant, we hear received a royal welcome at Reno recently. Seems she dropped a few coins in some kind of machine up there and the response almost floored her.

Just a note to our fellow employees.



"Immediate seating in the balcony."

We ain't doin' so well so far as SN news is concerned. Sure would appreciate it if you would take a minute to send along some news items for this column, particularly from out on-line. You send it in. I'll see that it gets into print.

We were sorry to learn of the death of retired Sacramento Northern carpenter, CHARLES W. JAEGER, 83, recently, and extend our sympathy to his family, Mrs. Johanna L. Jaeger; his daughter, Mrs. Virginia H. Heyer of Sacramento; his sisters and brothers, Mrs. Louise Miller, Mrs. Clara Miller, Louis and Richard Jaeger, all of New York.

PORTOLA

Phyllis Laughlin

"Dear Lee:

I'm sorry that I haven't much news for you this month as I have been away

from the office because of illness, as you know. I promise to do better next month."

Summer is officially here at last. We know because PHIL PRENTISS, trainmaster from Oroville, visited Portola last week without his overcoat!

Welcome to H. F. HALL and his wife, who have purchased the EARL HAYNES home. Mr. Hall is our new agent and was formerly agent at Marysville.

Vacation time again, and cards from Trainmaster VIRGIL EDWARDS and his wife from Canada report they are having a wonderful time. Icing Supervisor IRA C. BALDWIN and his wife are enjoying a stay at Yosemite and other points of interest near there. MAURICE HAMMOND, a road foreman of engines, left for his vacation and will meet Mrs. Hammond in Utah to visit relatives and friends.

DOYLE, crew clerk, and Mrs. WALDROP, are the proud parents of a baby boy who arrived July 9.

Welcome to GEORGE NEELEY, relief clerk No. 4, who has joined us at Portola.

On the sick list at Portola Hospital are Engineer GROVER BARNARD, retired Conductor C. A. SNYDER, and Engineer DAVE FALLON, from Stockton.

We enjoyed having Vice President MUNSON and Chief Engineer WOOLFORD and their wives, and BILL HOWELL, assistant superintendent from Elko, at our Portola-Herlong Baseball game, Sunday, July 13. They saw Portola keep their lead in the Feather River League and win their eighth successive game.

SALT LAKE CITY

Lee Marshall
J. C. Parker

We understand that BILL SILFVAST, traffic representative, is going to gain a new son-in-law when his daughter Joyce makes the trip down the aisle about August 22. Congratulations!

We know that summer is here, not only because of the hot weather, but for the sizeable number of our employees who have taken their vacation. R. W. CROCKER honored the cities of Elko, Reno, and Virginia City with his presence, and L. R. GLASSCOCK used one week of his allotted time picking up bricks and putting them down again in the form of a garage.

Not a vacation trip, but H. RAY COULAM traveled to Sacramento over the Fourth of July week-end to visit his son, Bob.

MARGE DAVIS tells us that she is just loafing (?) at home. Enjoyed visiting with FRANK STEEL, EARL BENTZ, BILL

ROWBERRY and P. F. MURPHY, when they recently visited our fair city.

Engineer and Mrs. W. R. WOODALL, Salt Lake City, are enjoying a honeymoon trip through the Northwest, following their recent marriage. Congratulations and best wishes!

SACRAMENTO SHOPS

Marcella Kahl

Writing this while spending a vacation with my family, whom I haven't seen in six years.

Hear that A. M. RICHARDS, train desk clerk, yard office, and Mrs. Richards are also on vacation and planning to visit Mrs. Richards' daughter in Ogden.

Don't think there is anyone happier around the Shops these days than "VERN" JOHNSEN, sheet metal worker, who is the more than proud papa of a baby daughter who, incidentally, has three brothers waiting at home to welcome her.

The "Fourth" holiday was a tragic one for Sheet Metal Worker C. R. STARNES, who lost his brother in an accident on the Sacramento River.

STOCKTON

Virginia Rustan

ALIENE MEYERS, cashier, is enjoying a two weeks' vacation in Southern California.

Vacation is over for CHARLES GRINDROD, clerk, who returned from a tour in the East.

L. "Doc" HENSLEY and the Missus spent one week in Hollywood, where they attended several radio shows. The second week wasn't so enjoyable for "Doc," who had 21 teeth extracted, and says, "I am getting mighty sick of soup!"

NICK COEN, ticket clerk, had good luck over the Fourth, catching the

limit of trout up in the vicinity of Westpoint.

CHERRY ROWLEY, bill clerk, enjoyed a week at Santa Cruz, and KEITH REESE, train desk clerk, spent several days visiting at Oroville.

RALPH CHRISTY, transit clerk, has transferred to the San Jose freight office. Good luck, Ralph, sorry to see you leave!

Likewise to ALTON E. HEALY, yard clerk at Lathrop, who has transferred to Stockton yard office.

A "walkie-talkie" radio-phone system has been installed at Stockton yard and is now in operation.

BOB HARRIGAN, ticket clerk, and his wife, ELEANOR, interchange clerk, will be cruising down the river on their vacation in a newly purchased boat, which will be christened "El-N-Bob." Bob says it is sure fun to get "lost" down the river, with no one to bother you.

The honor of taking Governor Earl Warren and his eighteen-car streamlined special out of Sacramento, bound for the Republican Convention, goes to Engineer O. E. LYLES, Fireman J. W. MOSS, Conductor R. W. LANDON, and Brakemen PRENTISS and BEDSAUL.

ELKO

Nevada Michelson

TATE and GORDON SWITZER enjoyed a short visit in Elko greeting their many friends, both on and off the railroad, while attending the graduation of their youngest son, Stanley, who remained here to finish high school after the family moved to Sacramento. Stan was president of his senior class and was voted most outstanding player on last year's football team.

Rilla, wife of "MOLDY" MOLDENHAUER, is satisfactorily recovering from

a major operation sustained at the Elko General Hospital recently.

ANDY PIERS and Janet recently spent a week visiting with their daughters, Jean and Dorothy, at Reno, and Betty, at Bakersfield, California.

K. K. CLARK has returned from Los Angeles, where he attended his daughter's graduation from Hollywood High School. Dolly Jane earned her membership in the California Scholarship Federation for a "straight 'A'" average during the year!

AL VIZINA's son, Bob, a graduate of Elko County High School with the class of '51, has completed a course in radio announcing and engineering, and is now a member of the staff at Station KELK at Elko.

HANS TEICHMAN is back on the job, and finds his "walking cast" works very well except on the stairs. "Goin' up is not so bad," claims Hans, "it's the going down that becomes laborious." For most of us, it's just the opposite.

Our congratulations to the PERRYS! CHARLES, JR. (CHUCK), and Joyce have a baby girl, their first, and CHARLES, SR., and Peggy are enjoying the thrill of becoming "Gramp" and "Gram."

We're happy to report that Robert, Jr., small son of Wire Chief ROBERT and Mrs. ENGER, is recovering nicely from the after effects of having swallowed a nickel. The coin lodged in his throat and he was flown to Salt Lake City to have it removed. Robert was trying to eat his "buffalo" the hard way.

FRANK OLDHAM has returned to his desk after a week's vacation, in which he did not accomplish his objective. The "California weather" we have been enjoying (?) prevented him from painting his house.

Viola Ford, wife of JAMES H. FORD, and mother of JACK, LEE, and JAMES, JR., all WP employees, is recovering satisfactorily from a major operation sustained recently.

Trainmaster HARRY YOE is in the hospital, having suffered a heart attack. Our sincere wishes for a real speedy recovery, Harry!

Retired Engineer DEWITT BRESEE suffered a severe stroke and is confined to his home under the care of a special nurse and his wife, Bertha.

ANN JAYO, secretary to Division Engineer FORSETH, recently announced a new baby daughter, as did Dispatcher and Mrs. JACK GUEST.

B&B Inspector GLEN and Mrs. HUTCHINSON are now "grandpa" and "grandma," a son having been born to their daughter, Barbara Bell.

BILL SHOLL, engineer, and his wife returned from a delightful vacation in Yellowstone Park and the "Jackson Hole" country.

Fireman CLYDE KERSHNER is in San Francisco receiving medical attention.

Marlene Moldenhauer, MOLDY's eldest daughter, is now based with the WAVES at Moffett Field and expects to make a flight to Germany soon.

SACRAMENTO STORE

Irene Burton

NINO PONCIONI left on the *California Zephyr* July 11 to attend the diesel school at La Grange, Illinois.

EUGENE and Mrs. LAGOMARSINO returned from a trip to New York and report that they missed the heat wave, but Gino claims it rained every day they were there and even after they arrived in California.

JULIUS FRICK was up to his aunt's

cattle range, about 100 miles east of Sacramento, and found that the cabin he and his uncle built way back in 1910 has stood the elements until this year when the weight of the snow was too much. With so much snow still on the ground, they predict they will not be able to keep the cattle up there for more than six weeks.

JOSE CHAVEZ and his wife took a trip to various places in Mexico and report that it was really hot.

ROY and Mrs. FALQUIST took a trip to Eureka and found the weather there so warm they didn't enjoy it as they had planned.

GEORGIA CHINDAHL spent her vacation at home and had a grand time doing just as she pleased.

THURMAN MOZINGA and his wife just left for Kansas City to visit relatives.

ALTON DABBS celebrated his 39th (?) birthday July 9, and was presented with an ice-cream cup and a cake with one lighted candle. Also, a knife so he could divide the cake with his co-workers. He kept the ice cream.

Mrs. Ida Latona, mother of HORACE LATONA, passed away recently and we extend our deepest sympathy to Horace and his family.

SACRAMENTO

Clarisse Doherty

WELCOME to NANCY HARMÓN, steno-clerk, JAMES J. PUTKEY and LELAND H. TAYLOR, chainmen, and HAROLD L. CONTOIS, rodman, division engineer's office; SID INGLIS, voucher clerk, SHIRLEY CARR, assistant file clerk, superintendent's office; and ROBERT C. MADSEN, special operating assistant.

Congratulations to Chief Clerk DAN IRWIN and wife, ANNE, steno-clerk, on their first wedding anniversary July 29.

Powered by Taylor

Model A-1 Steven Edward
Horsepower 8 lb. - 14 oz.
First Display June 28, 1952
Tested at Mercy Hospital
Manufacturers Margaret and
Jim Taylor
Showrooms 5323 Callister Ave.
Sacramento, California

Birth announcement of Margaret and Jim Taylor.

Congratulations to Switchman and Mrs. GEORGE J. BULLIS on their fiftieth wedding anniversary. They were regally entertained on July 8 at a garden party at the home of their friend, Mrs. Fred Ziegler, and received many beautiful gifts. Mrs. Ziegler was assisted by Mrs. Felix Desimone and Chester Bullis, daughter and son of the honored couple, of San Rafael. Among the sixty-five guests who attended were five grandchildren, two of Mrs. Bullis's sisters of Seattle, and of special interest was the presence of her sister, Mrs. Margaret Kensmoe, from Mondovi, Wisconsin, whom she had not seen for twenty-two years and whom George had not seen for fifty years. Margaret was their bridesmaid. George entered WP service May 29, 1941, and works out of the South Sacramento yard office.

Charles Clifford Borg, 8 pounds 14 ounces, was a most precious bundle to grandmother MARIE KISTLE, social security clerk, born to her daughter, Hermine, and son-in-law, Ronnie Borg, on July 14.

Birthday greetings to:
LARRY CONTRI, power coördinator, August 2.
ED LINDLEY, roadway clerk, August 2.
AGNES WELCH, secretary, August 4.
MAXINE NAISBITT, transportation clerk, August 18.
ANNE IRWIN, steno-clerk, August 13.
B. L. McNEILL, roadmaster, August 14.
ELSIE GONSALVES, stenographer-clerk, August 16.
K. L. WRAGG, traveling auditor, August 17.

A special birthday greeting to Terry Charles Frost, son of EILEEN FROST, transportation clerk, and Harvey Frost, on his first birthday, August 2.

Thought for the day: "Don't worry about your hair falling out—think how bad it would be if it ached and you had to have it pulled."

KEDDIE
Elsie Hagen

Vacations for Engineer GENE HANSON; PAUL FERRELL, day clerk; JOE WILSON, tunnel foreman; Firemen WILMER CHAPMAN and BILL COX, and Trainmaster LEE MICHELSON.

Brakeman DICK BEAM, Fireman RAY WILLIAMS, and Engineer ERNIE MANCUSO have all purchased homes in Stockton. Ernie doesn't plan on moving until fishing season is over. We hate to see these folks leave, but hope they will be happy in their new homes.

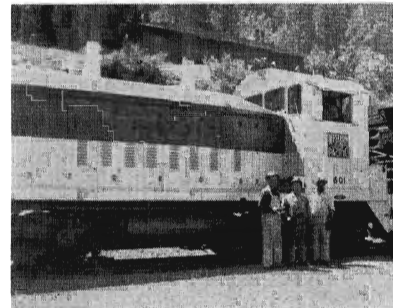
Visiting at the home of CY BATES, night clerk, were Mr. and Mrs. Andrew Sheldum and grandson, Mrs. Bates's father and mother from Woodworth, North Dakota.

CHARLEY FORD, operator, recently spent a few days in Sacramento.

Bill Fisher, son of Conductor and Mrs. CLYDE FISHER, sailed for Hawaii, where he will be stationed with the U. S. Air Force.

ELMO FISHER, formerly in the water service department, and his wife visited here with his brother, Section Foreman LAUREL FISHER. They now live in Golva, North Dakota.

ELBERT SCOTT left for his vacation with his first stop at Amarillo, then on to other points in Texas.



One of WP's new diesels, number 601, about ready to leave with the Westwood local. The three crew members are Conductor Martin and Brakemen Ferguson and Erickson.

Mrs. Pete Hanley, wife of Agent PETE HANLEY, is attending summer school in San Jose. Daughter, Jane, accompanied her mother while Pete and his two sons are doing a very good job of batching, but made a trip to San Jose over the Fourth.

Received a letter from Fireman CHARLEY OTIS, who is driving a Yellow Cab during his spare time while cut off the board. They are living in Sacramento.

Engineer FILBECK has his father and mother, Mr. and Mrs. Filbeck, visiting here from their home in Lamar, Colorado.

Brakeman JACK KRAUSE and family

spent the week-end with their son, Gilbert, stationed at Pleasanton with the U. S. Air Force.

Conductor ELMER PARTAIN and family moved to Stockton last month.

Engineers ROBERT SMALL and HAROLD BASHFORD returned from Oregon with a pretty good catch of salmon.

Roadmaster MOUNKES' daughter, Wilma, and her husband Eugene Parker, are now living in Vallejo. Gene is stationed with the Air Force at Travis Air Field.

WINNEMUCCA

Doris Cavanagh

Not being a regular cabooser, DORIS CAVANAGH, relief roadmaster-roundhouse clerk, is making a single run on a combined engine-motorcar. (Editor's note: Doris was kind enough to send in copy regarding Section Foreman SAM COLLETTI's retirement last month, and at our request has sent in the following Winnemucca news. While she advises that her relief work ended July 18, we do hope that our Winnemucca employees will encourage her to continue as a regular MILEPOSTS correspondent. How about it, Doris?)

Roadmaster DAN LAUGHLIN and family paused here long enough to can California fruit and vegetables before taking off on the second segment of their vacation to Yellowstone.

Pinch-hitting for vacationing Dan, Roadmaster DAVE CHARLEBOIS, Elko, advised that early birds only could contact him in the wee early hours while motorcar-ing this way.

Roadmaster Clerk ETHEL OWEN and son, Ray Nelson, took a quick look at Oregon before they "Zephyred" to California, where he will attend summer camp with the Guardsmen.



Nearly seventy employees and friends turned out to honor Section Foreman Salvatore "Sam" Colletti at the Winnemucca Hotel, June 28, and help him celebrate his retirement after a service of nearly thirty years with Western Pacific.

M/Sgt. LEE LOCKE is another rail answering reveille at Camp Irwin, California, as a member of Battery B, 421st Anti-Aircraft Battalion until late July.

That soft suth'n accent of J. R. SKIPPER, relief foreman at Jungo, was not persuasive enough for Telegrapher FLORENCE McCLURE to open a letter registered to the roadmaster containing his check.

On the same evening, the GOP nominating speeches kept late hours for many WPers. Next morning Hostler FRED ELWELL served as station newscaster that "Ike" had won on the first ballot.

Street Seen . . . Roundhouse Foreman LEONARD WILLIAMS without a shirt changing a tire on his jalopy, assisted by his son, George, in the middle of West Second and Melarkey. "Don't you dare put this in the *Post*," he shouted.

Station Seen . . . Conductor ELMER CAMPBELL baby-sitting grandson Johnny Williams and his younger sister while waiting for the Salt Lake "trolley." Conductor GUY PARRY on another day treating to "cokes" while

watching for the *Zephyrette* headlight to come 'round the bend.

The children of Engineer JOHN SMITH and Roundhouse Clerk RUTH SMITH, are much on the graduating and carrying side this summer.

Engineer BILL SHOLL is doing considerable domestic engineering with a new freezer and kitchen flooring.

"Want to buy a freeze box and how many pounds of meat?" asks TINY ANDERSON, switch engineman.

White paint is being splashed on his mother's house by Fireman "SHORTY" CLAUSEN in between the rain and his regular runs.

Fishing experiences hold the headlines of the yard. Yardmaster JOHN HAMILTON was holding a bowed back as well as a bowlegs after a horseback ride in Lovely Valley. But he was rarin' to go again the next week.

Yard Clerk THEL LEWIS did some angling getting his car out of a mud hole instead of staying down by the shady brook.

Apparently Hostler LOUIS PEARCE prefers roast beef at the Sonoma Chuck Wagon to galloping down a gorge for a basket of trout.

Another stick-in-the-mud is Yard Clerk BILL BROWN, mining down Pronto way. Partner, Janitor CARL HORTON's theme song is not *When My Ship Comes In*, but *Ah, Them Golden Shekels*.

WENDOVER

Shirley Lee

Welcome mat is out for several new employees this month. Miss MITZI WATERS, daughter of Agent LEO WATERS, and Mrs. LEONA HOLMES of Jerome, Idaho, both working in the WP Hotel Cafe; ERNEST McSHANE from Salt Lake City, and VAL ZAHLER of Wendover, new yard clerks; and IVAN R. HARRIS, new switchman.

Cashier PRESTON NUFFER received word on his return from vacation in Preston, Idaho, that his father had passed away. Our sincere sympathy to Preston and his family in their loss.

KENNY BYRNES, yard clerk, is on vacation in Oregon, and Yardmaster "BOOMER" FORD visited relatives in the southern states while on vacation last month.

After much cool and pleasant weather, summer has arrived in Wendover with a bang. I fully expect to melt and run right out the door soon.

MECHANICAL DEPARTMENT

Mary Nichols

E. T. CUYLER, assistant chief mechanical officer, is very happy these days, having become a grandfather for the first time. The proud father is GEORGE CUYLER, a carman at Sacramento Shops.

Another happy man is KEITH WILCOX, accountant, who became the father of another daughter recently.

With three girls now, Keith is definitely outnumbered.

Summer vacations are in full swing with some of our people traveling and visiting families and relatives in various sections of the country, while others are spending their time at home accomplishing the many things that never seem to get done during the year. A very interesting meeting took place in Hollywood, where Draftsman "SMILEY" JOE LAMALFA was watching the Bing Crosby radio show and thought one of the Rhythmaires looked familiar. On meeting after the show, Joe discovered that they had both been on the same show in Omaha, Nebraska, a number of years ago. This was a happy reunion where old times were recalled.

Our softball team has been winning so many games a victory causes little excitement around the Shops, and the boys have to content themselves by trying to pick the winner of the batting averages.

SAN FRANCISCO

Rita Connolly, William Dutcher, Molly Fagan, Lawrence Gerring, Jim Mills, Maurice Notter, Carl Rath, Dudley Thickens, Frank Tufo.

BARBARA JEAN WILLETTE, new typist in the freight claim office, is the daughter of HARRY WILLETTE, former chief clerk in that department, now a Santa Fe employee.

TOM BEDFORD and PAUL MEYERS, and their wives, attended the wedding of MELVA POPE and Dennis I. Lance, at the home of her parents, Mr. and Mrs. LEO E. POPE, of Burlingame. The bride's father is in the traffic department, and the groom's father is an engineer on the Union Pacific. Dennis is now serving in the U. S. Navy.

GEORGE MCDEARMID, traffic, not only has a new Chevrolet, but a fourth child, Danny, born June 26, 7 pounds 3 ounces.

Vacations for RICHARD BADOCK, to Tahoe and Los Angeles; FRANK CAT-TUZZO, to Sacramento and Placerville; PAUL MEYER and wife, Betty, to Lake Oconomowac, Wisconsin; HOWARD JAEGER, to Burbank; DAVE COPEN-HAGEN, to Tahoe; BILL McGRATH, home, baby sitting; GERRY TURNER, painting and plastering house; DOROTHY VOTO, knitting eightieth pair of Argyles and celebrating six weeks of marriage; and BETTY JAEGER, taking up oil painting and celebrating two months of marriage.

Life isn't quite the same in the engineering department with CARL GER-

MANN, assistant chief clerk, at Saint Joseph's for a check-up, and won't he be surprised to find his boss, Chief Engineer FRANK WOOLFORD there for the same reason!

KEN LEWIS, president's office, just returned from vacation, which included a first trip for his family on the *California Zephyr*. LOGAN PAINE, assistant corporate secretary, is spending his time taking his family on short trips to nearby places of interest. SID HENRICKSEN, secretary to president, is poring over road maps trying to find the coolest route to Las Vegas, Grand Canyon, Bryce and Zion National Parks.

"What's the matter, did you miss your train?" said a passer-by to a fat man who unsuccessfully ran to catch his train.

"Naw," said the fat man, "I was just chasing it out of the station."—Railroad Journal.



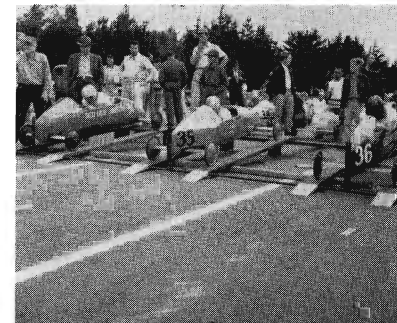
One hundred sixty-six members and their "bosses" attended "Bosses' Night" at the eleventh dinner meeting of the Railway Business Women's Association, San Francisco Chapter, held at San Francisco's Clift Hotel on May 27.

Seated at the head table were, left to right: R. E. Hallawell, vice president and general manager, Southern Pacific; Elsie Peterson, vice president RBWA, SP; F. B. Whitman, president, WP; Gertrude Shout, president RBWA, WP; Mrs. Harriet Tyler, parliamentarian RBWA, WP; Mrs. F. B. Whitman; and J. C. Marchand, purchasing agent, WP.

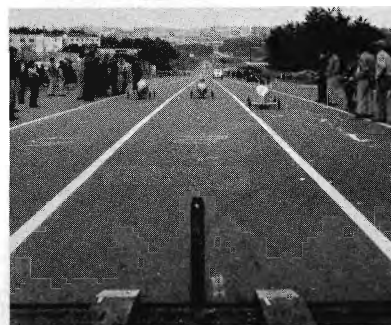
The San Francisco Chapter was founded less than a year ago with only 48 members, which now total around 175. Any woman in the railroad industry may become a member.—SP photo.



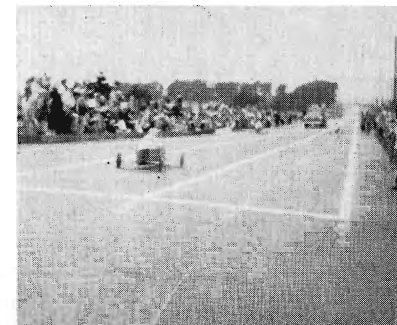
Dick and his "California Zephyr" entry.



Waitin' for the starter's gun . . .



They're off . . .



Dick wins the first heat by six lengths!

Eleven-year-old Richard Fisher did mighty well during his first competition in the American Coaster Derby, held near Lake Merced, in San Francisco, on July 13. The youngest entrant in the races, Dick won his first heat by more than six lengths, placed third in the second, and second in the third, but failed to qualify for the finals. Because of this he will be eligible to compete again next year and, if not a winner, until he reaches 16.

Dick's coaster, sponsored by Western Pacific, carried No. 35 and the name "California Zephyr" on its orange and chrome body, which required nearly 200 hours to construct. The 8-foot coaster was built with fifteen layers of 150 1"x1½" wooden blocks, 10 to 20 inches in length, surfaced and smoothed down with hand ax, plane and sandpaper into its teardrop shape, with the assistance of his father, William P. Fisher.

National run-offs for a \$2,000 college scholarship were cancelled this year because of metal shortage for wheels and axles, and the final winner received a \$500 War Bond instead of \$175 in Bonds usually given local winners in cities around the country.

SPORTS



Members of the Portola baseball team, which on July 13 continued to hold the lead in the Feather River Baseball League after winning eight straight games, are: Front row—Tom Nally, Gene Terry, Walt Powell, Jim Cooney, Jim Nally, Bill Conant, Don Stewart, and Harley Siler. Back row—Paul Christensen, Kenney Anderson, Don Ray, Vince Bivelaqua, George Hettinger, Nick Laughlin, John Seal, and John Sypher.

On June 15 the team celebrated its homecoming game, and, to help finance its expenses during the remainder of the season, raffled off an outboard motor, which was won by Conductor A. W. Dryden (left), who entered Western Pacific service on March 3, 1917.

SACRAMENTO WINS AGAIN

The Sacramento WP night softball team, led by the big bat of Sam Latino, won the first half league championship by downing the J M Club of the western division 7 to 5 in a hard-fought game recently. Latino drove in five of the team's seven runs, three of them with a homer. Manager Monte Latino, and Hy O'Rullian, aided the cause with a perfect night at bat, connecting for two and three hits, respectively. Vince Latino, hurling the ninth game of the season without a defeat, pitched flawless ball to win the championship.

The Sacramento nine is seeking a game with WP's San Francisco and Oakland teams for the near future.

Box score, team standings, and batting averages follow:

WESTERN PAC.. 7				J M CLUB..... 5			
AB	R	H		AB	R	H	
Stadler, 2b.....	4	0	1	Lavine, c.....	4	0	2
O'Rullian, cf..	3	3	3	Donsker, 2b.....	4	0	1
M. Latino, ss	2	2	2	Abels, 3b.....	3	1	1
S. Latino, 3b..	4	1	2	Goldbott, cf....	4	0	1
Schenk, 1b.....	3	0	1	Karnofsky, lf..	4	1	1
Harvey, lf.....	4	0	0	Smith, ss.....	3	0	0
Nye, rf.....	3	1	0	L. Fahn, 1b.....	4	1	1
Simpson, c.....	2	0	1	Fraser, rf.....	1	1	1
V. Latino, p..	3	0	0	Stolka, rf.....	3	1	1
				M. Fahn, p.....	2	0	0
	28	7	10		32	5	9

FINAL STANDINGS, FIRST HALF

	WON	LOST
Western Pacific.....	5	0
Crystal Creamery	4	1
Valley Electric	3	2
Teardowners	2	3
Corp. Yard	1	4
J. M. Club.....	0	5

BATTING AVERAGES

	AB	HITS	PCT.
George Nye.....	21	14	.666
Sam Latino.....	24	12	.500
Hy O'Rullian.....	25	12	.480
Monte Latino.....	28	13	.460
Jack Schenk.....	22	9	.409
Al Stadler.....	20	8	.400
Bill Simpson.....	15	6	.400
Vince Latino.....	21	6	.285
Tom Harvey.....	20	4	.200
Team average.....			.428

FISHIN' AROUND

That smug smile on the face of Fireman Johnny Wright is caused by the 7½-pound black bass he wrestled out of White Slough recently, with the result that J. J. McGraw, roundhouse foreman, and Jimmy Taylor, retired engineer, were last seen heading that way loaded down with fishing gear 'n' everything, according to reports received from O. E. Lyles, originator of the 20-UP CLUB.

Striped bass fishermen and fishermen are eagerly awaiting the start of the bass derby on September 1 and the two cash prizes, a glass bass rod, salt water reel and speedboat with electric outboard motor which runs on flashlight batteries.

* * *

If you haven't applied for membership in the WP-SN-TS Employees' Fishing Club, announced in the April issue, see your nearest membership committeeman now, so you can try for up to \$400 in prizes offered the lucky winners.

* * *

Kay Brodney, engineering, added more laurels to her records when she recently scored a perfect 100 points in the women's wet fly competition at the annual tournament of the Western Association of Angling and Casting Clubs in Golden Gate Park, the first perfect wet fly score ever turned in by a woman in WAACC history.

U.S. people are being divided into two groups—those who work for the Government, and those who work for those who work for the Government.—*American Eagle.*

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SAN MATEO, CALIFORNIA

Form 3547 Requested

Railroad Lines

The St. Louis Southwestern will commemorate its 75th anniversary October 1 by sponsoring a special cachet printed in blue on white envelopes.

Baltimore & Ohio opened its new \$4 million tunnel through the West Virginia mountains, near Clarksburg, in June.

Lehigh Valley Railroad inaugurated Buffalo passenger service on June 17 with new and modern facilities at Washington and Scott Streets.

Chicago Great Western and Texas & Pacific now completely dieselized.

Delaware & Hudson orders equipment for installation of an all-relay interlocking at Hudson, Pa. Same for Great Northern at Sioux City Line Junction, Minn., and Wilmar Junction.

Chicago, Rock Island & Pacific's roundhouse on Chicago's south side being replaced by \$1 million diesel repair and servicing shop.

Pennsylvania's new Westinghouse-built Ignitron locomotive records 400,000 gross ton miles per train-hour in test run.

Seaboard Air Line orders sixty diesel-electric locomotive units.

New York Central celebrated the Golden Anniversary of its Twentieth Century Limited last month.

New York, New Haven and Hartford established passenger train service between Fall River and Boston June 2, and between New London, Conn., and Worcester, Mass., via Plainfield and Putnam, June 9.